

Pell Frischmann

Land South of Barrow Green Road, Oxted,
Surrey

Transport Assessment

F01 December 2024

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1. Introduction

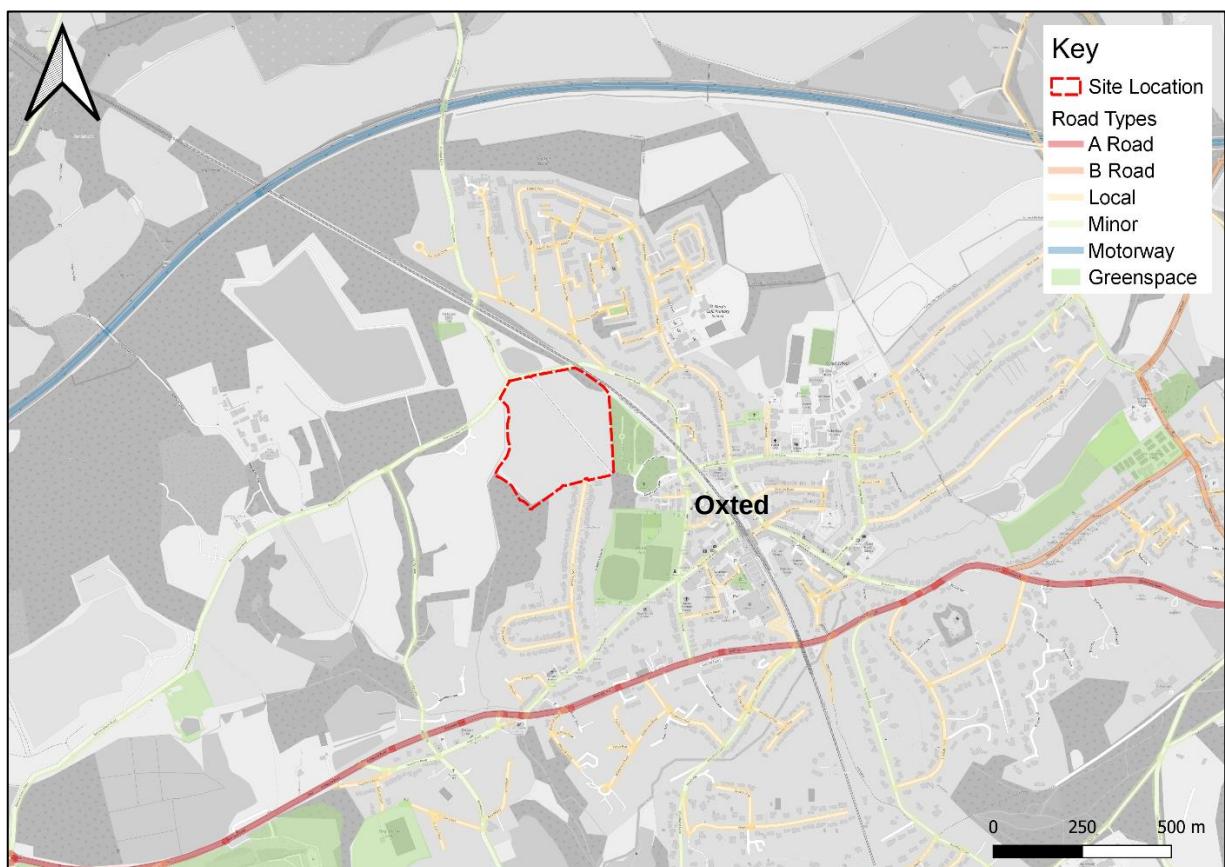
1.1. General

- 1.1.1. Pell Frischmann (PF) is instructed by Croudace Homes (the 'Applicant') to provide transport and highways consultancy services, in connection with land to the south of Barrow Green Road , Oxted (the 'Site'), in the district of Tandridge, Surrey.
- 1.1.2. The Local Planning Authority (LPA) is Tandridge District Council (TDC), and the Local Highways Authority (LHA) is Surrey County Council (SCC).
- 1.1.3. This Transport Assessment (TA) report is intended to accompany an outline application for a residential development comprising up to 190 dwellings with a care home facility accommodating up to 80 beds. The scope and contents of this TA has also been agreed with SCC during pre-application scoping discussions, which are detailed further in this report.

1.2. Site Location and Description

- 1.2.1. The site is located to the north of Wheeler Avenue and south of Barrow Green Road, approximately 500m northwest of the centre of Oxted. The site is currently comprised of unoccupied/arable land. A site location plan showing the location of the site in relation to Oxted and the surrounding highway network is shown on Figure 1.1.

Figure 1.1: Site Location Plan



Source: © OpenStreetMap contributors with Pell Frischmann annotations

- 1.2.2. The description of the proposed development is as follows:

Outline application for a residential development of up to 190 dwellings (including affordable homes) (Use Class C3), an extra care facility with up to up 80 beds (Use Class C2), together with the formation of vehicular access, landscaping, parking, open space, green and blue infrastructure, and all other associated development works. All matters reserved except access

1.3. Report Scope and Structure

- 1.3.1. The scope and contents of this report has been informed by pre-application discussions between PF and SCC Highways officers. A pre-application Transport Assessment Scoping Report was submitted to SCC in March 2023, with a number of meetings and correspondence between PF and SCC in 2023 and 2024. The Transport Assessment Scoping Report has been included within **Appendix A**.
- 1.3.2. Following this introductory chapter, the remainder of this report is structured as follows:
- **Chapter 2: Policy Review** – This chapter presents a summary of the relevant national, regional and local planning policy, including the relevant parking standards for the proposed development.
 - **Chapter 3: Existing Conditions** – This chapter provides an outline of the existing, or 'baseline', transport conditions currently prevailing at the site and within the immediate surrounding area, including opportunities for non car-based travel and a review of the local highway network.
 - **Chapter 4: Development Proposals** – This chapter provides a summary of the development proposals, including the proposed site access arrangements, car and cycle parking provision, and how the proposed development will tie into existing transport networks.
 - **Chapter 5: Trip Generation and Distribution Assessment** – This chapter presents the results of a trip generation and distribution assessment.
 - **Chapter 6: Highway Impact Assessment** – This chapter presents the results of the junction capacity assessments undertaken to assess the operation of the site access junction and the impact of the proposed development on key off-site junction(s).
 - **Chapter 7: Summary and Conclusion** – This chapter presents a summary of the results and findings of the Transport Assessment, and the overall conclusions of the report.
- 1.3.3. All technical appendices are included at the end of this report.

2. Policy Review

2.1. Introduction

- 2.1.1. This section summarises the traffic and transportation policy context within which the proposal has been considered. It highlights integrated transport planning policies at the national, regional and local levels.

2.2. National Policy

National Planning Policy Framework (NPPF) (December 2024)

- 2.2.1. The National Planning Policy Framework is a governmental planning policy document which outlines how planning policies should be applied. The latest version of the Framework was published in December 2024, in response to the 'Proposed reforms to the National Planning Policy Framework and other changes to the Planning system' consultation.
- 2.2.2. The underlining focus of the NPPF is to promote 'sustainable development' which is summarised as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs' (p.5).
- 2.2.3. The delivery of sustainable developments can be achieved through three objectives as highlighted in the NPPF. These are:
- Economic objectives
 - Social objectives
 - Environmental objectives
- 2.2.4. The updated NPPF places emphasis on a vision-led approach to transport planning based on '*setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide')*'.
- 2.2.5. Chapter 9 of the NPPF primarily focuses on the promotion of sustainable developments such that Paragraph 109 (p.31) states:
- Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
- a) making transport considerations an important part of early engagement with local communities;*
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - c) understanding and addressing the potential impacts of development on transport networks;*
 - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
 - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*
- 2.2.6. Furthermore, paragraph 115 (p 33) states that when considering development proposals:
- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*

- *safe and suitable access to the site can be achieved for all users;*
- *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; and*
- *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 through a vision-led approach.*

2.2.7. Paragraph 116 (p.33) states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

2.2.8. Within this context, paragraph 117 notes that ‘applications for development should...:

- *“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;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.2.9. Paragraph 118 states that *“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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”*

2.2.10. The proposals have been developed in accordance with NPPF, and the Site benefits from being located close to a city and existing transport networks. The Proposed Development will enable and promote walking and cycling and public transport use to all users.

National Planning Policy Guidance (2014)

2.2.11. The Government’s National Planning Practice Guidance (NPPG) was launched on 6th March 2014 by the Department for Communities and Local Government (DCLG) as a web-based resource.

2.2.12. Within the NPPG, the ‘Travel Plans, Transport Assessments and Statements in Decisions-Taking’ guidance provides advice on when transport assessments and transport statements are required, what they are and what they should contain.

2.2.13. Paragraph 6 sets the importance of the Travel Plans (TPs), Transport Assessments (TAs) and Transport Statements (TSs) saying that they can positively contribute to:

- *“Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

- 2.2.14. The NPPG sets out key principles that should be taken into account in preparing a TP and TA which have been considered when preparing this TA.

Infrastructure for the charging of Electric Vehicles, Approved Document S – The building Regulations 2010 (June 2021)

- 2.2.15. This approved document supports Part S of Schedule 1 to the Building Regulations 2010, effective from 15 June 2022 for use in England.

The erection of new residential buildings S1

“(1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).

(2) The number of associated parking spaces which have access to electric vehicle charge points must be—

(a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or

(b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings.

(3) Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where—

(a) a new residential building has more than 10 associated parking spaces; and

(b) there are more associated parking spaces than there are dwellings contained in the residential building.

2.3. Regional Policy

Surrey Local Transport Plan 4 (2022-2032)

- 2.3.1. The Surrey Local Transport Plan 4 (LTP4) outlines the policies and proposals for the transformation of the transport network in Surrey from 2022 up to 2032 and beyond. LTP4 aims to significantly reduce carbon emissions from transport to meet the council's commitment to net zero emissions by 2050 in line with the government's national legal commitment.

- 2.3.2. Four key objectives help guide the LTP4:

- Net Zero Carbon Emissions;
- Sustainable Growth;
- Well-connected communities; and
- Clean air and excellent quality of life.

- 2.3.3. In order to achieve the objectives, the policy areas within LTP4 cover measures which align with the following three principles:

- **“Avoid** unnecessary travel by reducing the number and length of trips needed. We aim to achieve this through improving planning for homes and employment sites, travel planning and levels of digital connectivity.
- **Shift** travel choices to more sustainable modes of transport, including public transport, walking and cycling, away from car use.

- **Improve** the energy efficiency of vehicles and operational efficiency of roads through technology improvements.”

2.3.4. The ‘Place making’ accessibility type of LTP4 includes the ‘Planning for Place’ policy area which aims to:

“**Avoid and reduce** the number and length of trips needed by improving land use planning, travel planning and levels of digital connectivity.”

2.3.5. Overall, LTP4 aims to create a sustainable transport system that benefits the economy, the environment, and the well-being of Surrey's residents.

Surrey County Council – Vehicle, electric vehicle and cycle parking guidance for new developments (February 2023)¹

2.3.6. Car and cycle parking for the proposed development will be provided in accordance with the current, online parking guidance which provides recommended car, cycle and Electric Vehicle Charging Point (EVCP) parking standards for new developments across Surrey.

2.3.7. The recommended standards for car parking for residential dwellings is provided in Table 2.1 and minimum cycle parking standards are provided in Table 2.2 and ECVP parking standards are set out in Table 2.3.

Table 2.1: Surrey Residential Car Parking Standards

Dwelling Size	Maximum Car Parking Standards			
	Town Centre	Edge of Centre	Suburban	Suburban Edge / Village / Rural
1 & 2 bed flats	1 space per unit	1 space per unit	1 space per unit	1 space per unit
1 & 2 bed houses	1 space per unit	1 space per unit	1+ space per unit (see note 1)	1.5 + spaces per unit (see note 1)
3 bed houses	1 space per unit (see note 1)	1+ space per unit (see note 1)	2+ spaces per unit (see note 1)	2+ spaces per unit (see note 1)
4+ bed houses	1 space per unit	2+ spaces per unit (see note 1)	2+ spaces per unit (see note 1)	2+ spaces per unit (see note 1)
Notes: 1. Where space permits, it may be appropriate to consider increased provision. 2. Reduced or even nil provision may be appropriate in support of demand management and the most efficient use of land. 3. Allocated or unallocated parking may be acceptable where appropriate. 4. Unallocated parking should be available only to the proposed development. 5. Visitor parking is encouraged where appropriate (e.g. flats) though is not always necessary. 6. Garages, open carports and/or car barns are acceptable subject to good design. It is acknowledged that in certain locations garages may be used for purposes other than parking. The appropriate size and provision of garages is considered to be a matter for the local authority.				

Source: Surrey County Council (February 2023)¹

Table 2.2: Surrey Residential Cycle Parking Standards

Dwelling Size	Minimum Standard per Unit
1 & 2 bedroom unit	1 space
3+ bedroom unit	2 spaces

Source: Surrey County Council (February 2023)¹

¹ <https://www.surreycc.gov.uk/roads-and-transport/parking/development-parking-guidance>

Table 2.3: Surrey Residential Electric Vehicle Parking Standards

Residential Development	EV Charging Requirement	Charge Point Specification	Power Requirement
Houses	1 fast charge socket per house	7 kilowatt Mode 3 with Type 2 Connector	230 volts AC 32 Amp Single Phase dedicated supply
Flats and apartments	1 fast charge socket per flat (allocated and unallocated spaces)	7 kilowatt Mode 3 with Type 2 Connector	230 volts AC 32 Amp Single Phase dedicated supply

Source: Surrey County Council (February 2023)¹

2.3.8. The thresholds below give an indication of when these will be required, although this is always to be considered on a case by case basis:

- Residential developments including 50 or more new homes; and
- Developments creating about 100 or more vehicle parking spaces.

2.4. Local Policy

Tandridge District Council Core Strategy (October 2008)

- 2.4.1. Tandridge District Council's (TDC) Core Strategy, which was adopted in October 2008 provides a strategic framework for the development and use of land in the district up to 2026. The transport and highway focus, along with relevant policies, are identified in the Core Strategy with a summary of the relevant policy matters summarised as follows:
- 2.4.2. The council's vision for Tandridge incorporates the need for '*adequate housing, infrastructure, services and improved public transport to meet the needs of all sections of the community*'. The strategy sets out that the council will seek to ensure that suitable provision for cycling and walking is made and that a TA and TP will be required for major developments.
- 2.4.3. Policy CSP 12 'Managing Travel Demand' states that TDC will require new developments 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.'
- 2.4.4. Overall, the Core Strategy aims to promote sustainable transport options, manage traffic, integrate transport and land use planning, and protect and enhance the natural environment in order to support the long-term economic, social, and environmental sustainability of the district.

Tandridge Local Plan Part 2: Detailed Policies 2014 – 2029 (July 2014)

- 2.4.5. The Tandridge Local Plan Part 2: Detailed Policies was adopted in July 2014 and sets out the district council's policies for managing the areas development and associated planning applications up to 2029. The plan provides detailed policies and proposals for managing the district's development, including policies related to transport infrastructure.
- 2.4.6. Policy DP5 'Highway Safety & Design' sets out the following:
- "A. 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.

B. 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."

- 2.4.7. Chapter 7 'General Policy for New Development' sets out the more detailed principles of development which should be applied in all cases, resulting in high quality, safe, sustainable schemes. The chapter sets out that:

"Schemes should be designed to be easily accessed by all people and should provide linkages to local services and the surrounding area. The inclusion of cycle paths and footpaths in new developments offer people a safe and easy travel alternative to the private car, as well as reducing carbon emissions and contributing towards tackling the effects of climate change."

- 2.4.8. Policy DP7 'General Policy for New Development' sets out the following in relation to transport infrastructure at new development sites:

"3. Parking: The proposal has regard to the adopted Parking Standards SPD (2012) or successor documents; maintains existing off-street parking spaces (including garages) where they are considered necessary to serve the existing buildings or use; and does not result in additional on-street parking where this would cause congestion or harm to amenity or highway safety"

3. Baseline Conditions

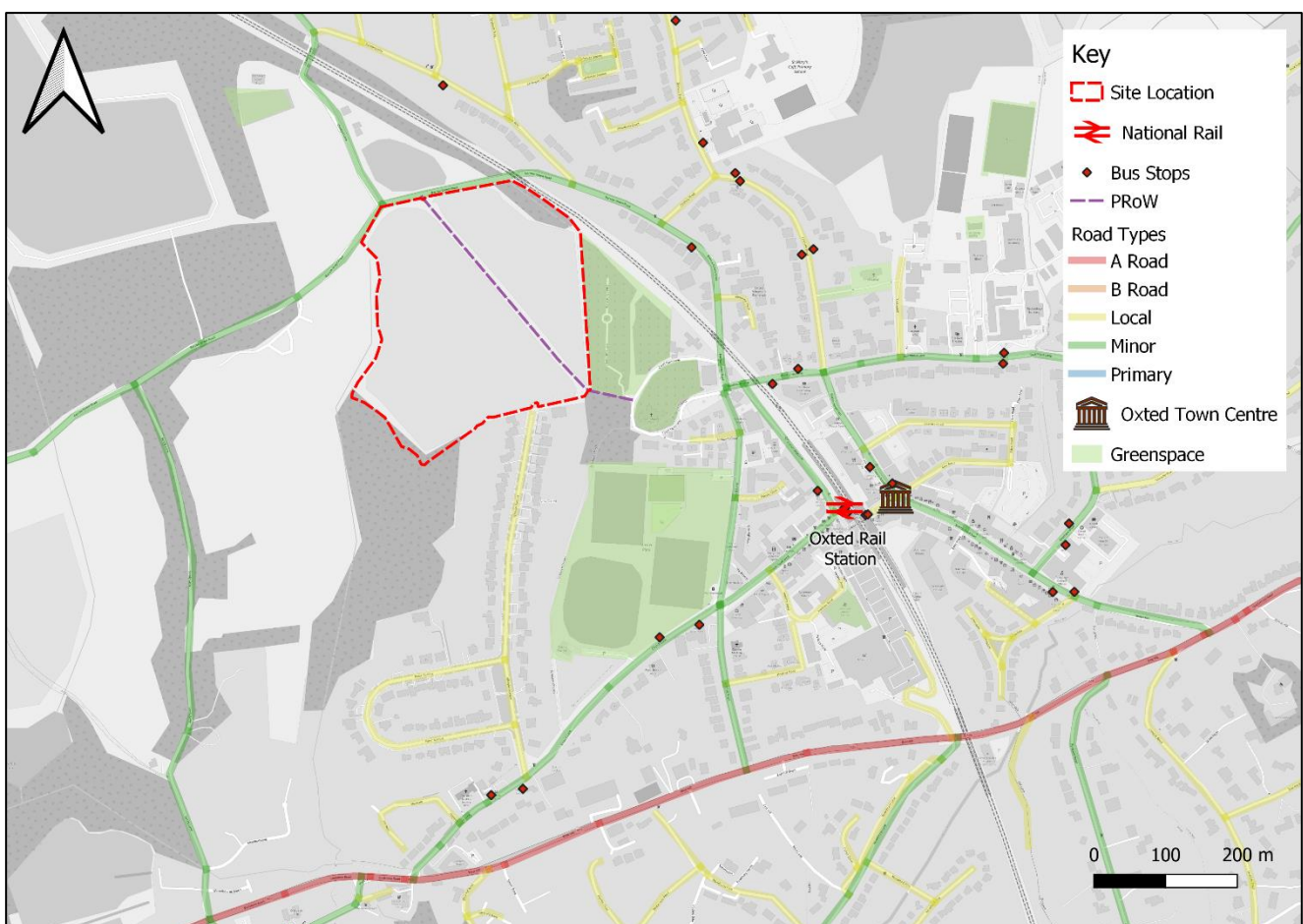
3.1. Introduction

- 3.1.1. This section of the report provides a summary of the site, the local transport and highway networks, and the accessibility of the site by all modes of transport. The baseline conditions have been informed by desk-based research.

3.2. Site Location and Description

- 3.2.1. The site is located approximately 500m northwest of the centre of Oxted Town Centre. The site is currently comprised of unoccupied/arable land and lies to the north of Wheeler Avenue, Barrow Green Road abuts the northern site boundary. The site location in the context of local highway and transport networks is provided in Figure 3.1.

Figure 3.1: Site Location and Local Transport Networks



Source: OpenStreetMap contributors with Pell Frischmann annotations

3.3. Existing Site Access

- 3.3.1. The existing access is provided along Barrow Green Road (along the northern boundary of the site), adjacent to the junction with Chalkpit Lane.

3.4. Pedestrian Access and Local Amenities

- 3.4.1. Existing footways of appropriate width and condition are present along both sides of the carriageway on Wheeler Avenue, separated by a grass verge. These footways connect with the wider footway network via Church Lane, providing onward access to multiple amenities and facilities, including bus stops and

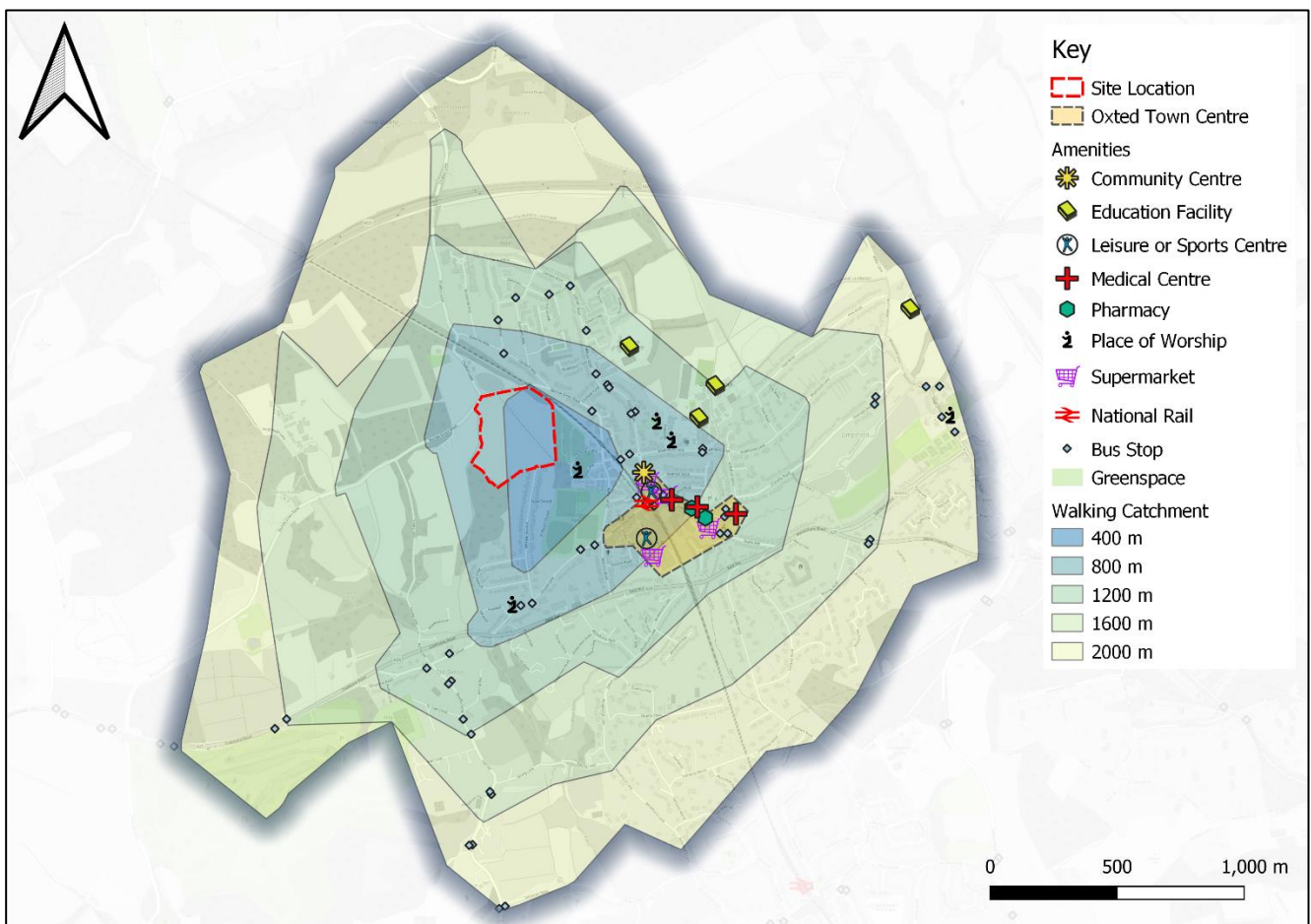
Oxted Town Centre. Footways of appropriate widths and condition are available on both Church Lane and Station Road.

- 3.4.2. To the southeast of the site on Court Farm Lane, although there are no dedicated footways, the road is very lightly trafficked and with very low traffic speeds, in effect operating as a shared surface road, based on PF observations during various site visits across 2023 and 2024. It should be noted that the site can be accessed via Court Farm Lane via the southern section of Bridgeway 97 which runs through the site.
- 3.4.3. Barrow Green Road abutting the northern end of the site does not have any footways except for a narrow footway along its northern section to the west of Chalkpit Lane. Given the absence of any logical pedestrian desire lines to the north of the site as well as the semi-rural nature, the absence of footway provision to the north is congruent to the area setting and function.

Local Services and Amenities

- 3.4.4. Figure 3.2 illustrates a walking catchment up to 2000m walk distance (25-minute walk time). It is demonstrated that multiple transport services (i.e. bus stops within 300m and Oxted railway station within 500m) are reachable within the 25-minute walking catchment along with multiple amenities such as, schools, Oxted community centre, greenspaces, supermarket, Oxted town centre, leisure centre, places of worship, medical care, and dentists. Several supermarkets including Waitrose, Morrisons, Co-op, and Sainsbury's are located within a 15-minute walk time (1200m walk distance) surrounding the site.
- 3.4.5. Oxted Town Centre provides several local amenities and facilities that will benefit future site users including, retail and employment opportunities, access to cash, leisure and sport centres (i.e. gym), an abundance of restaurants and cafes, medical care, and pharmacies.

Figure 3.2: Walking Catchment and Local Amenities (2000m)



Source: OpenStreetMap contributors with Pell Frischmann annotations

- 3.4.6. The aforementioned local services and amenities, located within an appropriate walking or cycling distance of the site and been set out in Table 3.1 alongside the actual walking distance to each.

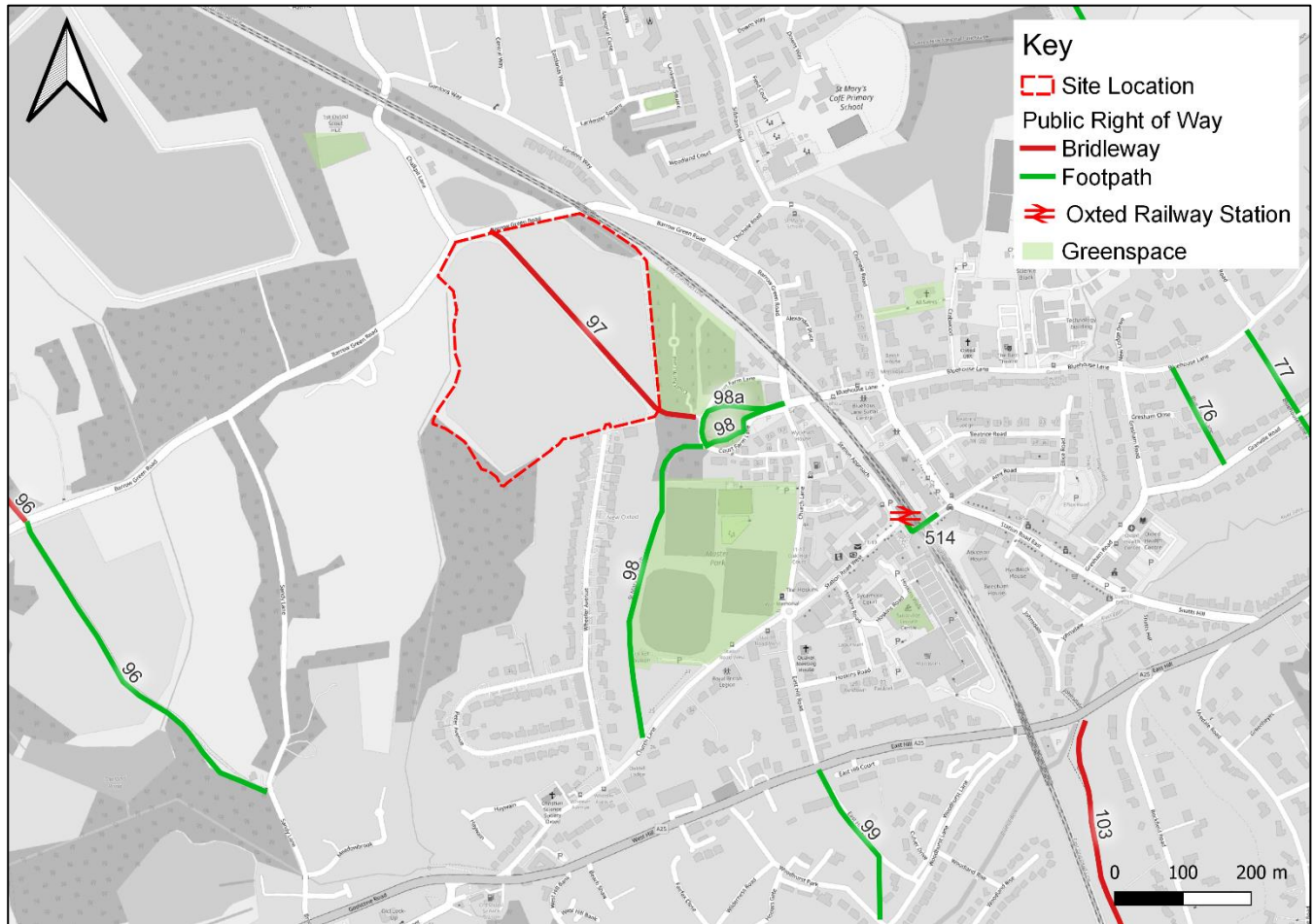
Table 3.1: Local Amenities and Facilities

Type of Amenity	Amenity	Location	Distance from the site (m)
Grocery / Food Retail	Waitrose	Station Road East	280
	Sainsbury's	Amy Road	400
	Co-op	Station Road East	600
	Morrisons	East Hill	700
Education	The Larks at Laverock LTD	Bluehouse Lane	270
	St Mary's C of E Primary School	Silkham Road	350
	Oxted School	Bluehouse Lane	450
	Limpsfield Grange School	Bluehouse Lane	1500
Leisure	Anytime Fitness (gym)	Station Road East	350
	Tandridge Leisure Centre	Hoskins Road	550
Healthcare	Priory House Dental Centre	Station Road East	400
	Piper Associates Dental Practise	Station Road East	550
	Oxted Health Centre	Gresham Road	700
Public Transport	Oxted Railway Station	Station Approach	480
	Bus Stop (Nearest)	Barrow Green Road	500
	Church Lane Bus Stop	Church Lane	550

3.5. Public Right of Way

- 3.5.1. Table 3.3 illustrates the Public Right of Way (PRoW) network within proximity to the site. Route 97 is a bridleway route that runs through the site boundary in a north and south direction, connecting Barrow Green Road (site's northern boundary) with Court Farm Lane (east of the site). Route 97 also connects with route 98 and 98A, which provide two east and west direction footpaths through St Mary Church, connecting with Barrow Green Road / Church Lane junction. Route 98 extends south from Court Farm Lane connecting with Church Lane via a footpath.

Figure 3.3: Public Right of Way

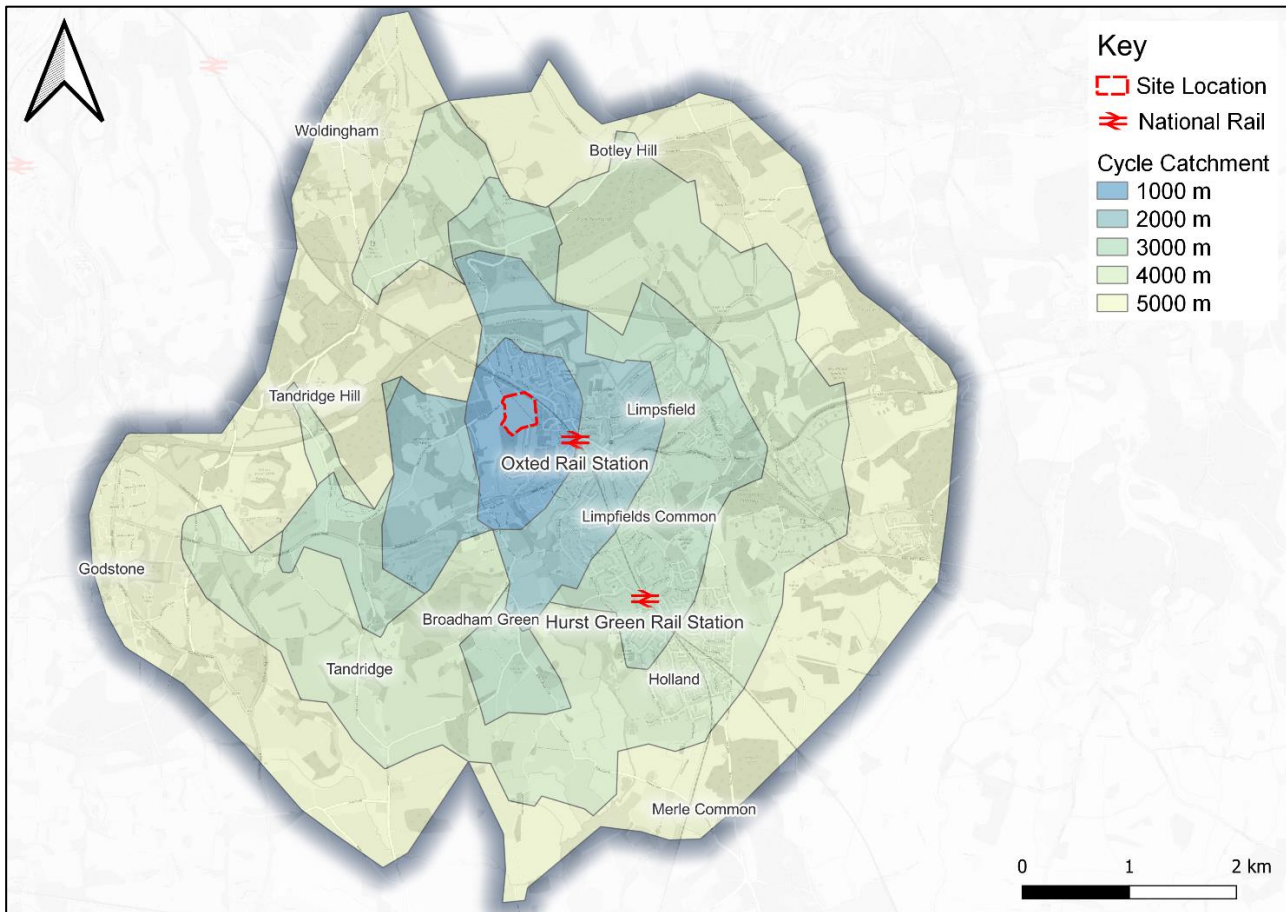


Source: OpenStreetMap contributors with Pell Frischmann annotations

3.6. Cycle Access and Catchment

- 3.6.1. Local Transport Note 2/08 (published by the Department for Transport) indicates that an acceptable distance for general trips by cycle is considered to be up to 5km (5000m), but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.
- 3.6.2. The character of the local highway network on key routes surrounding the site (such as Court Farm Lane, Wheeler Avenue, Church Lane and Station Road), which includes a low traffic speed limit of 30mph, and a relatively flat topography, increases the likelihood of journeys by cycle. Figure 3.4 demonstrates the cycle catchment up to 5000m cycle distance (25-minute cycle time) from the site. Multiple key locations are reachable from the site, including Oxted Town Centre and railway station. All local facilities and services as detailed in Table 3.1 above, can be accessed readily by bicycle including the residential areas surrounding the site.

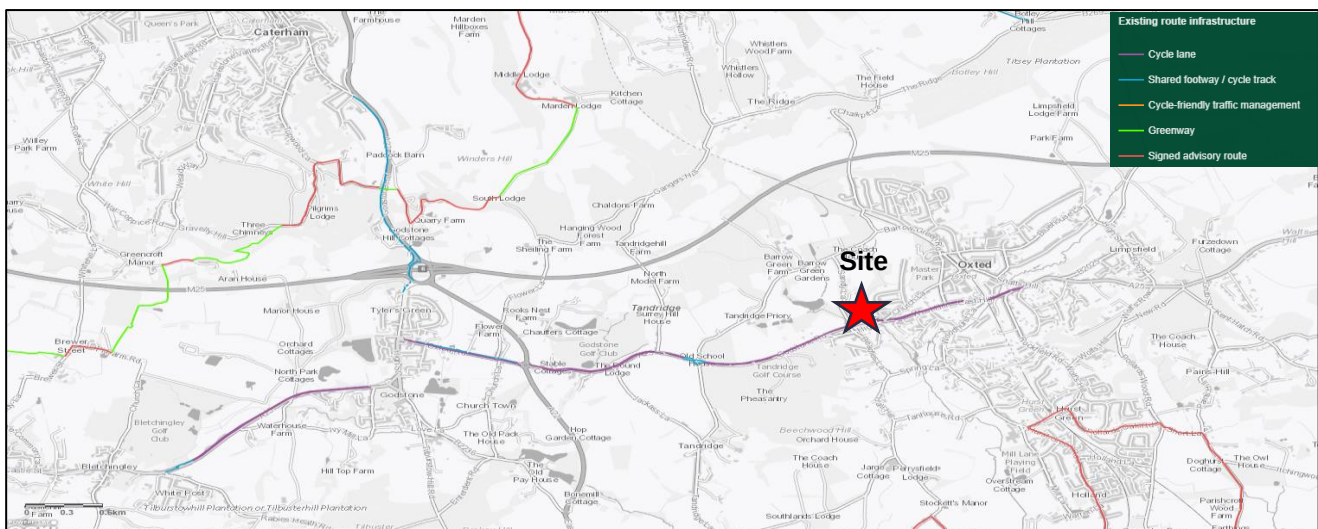
Figure 3.4: Cycle Catchment – 5000m, 25-minute cycle time



Source: OpenStreetMap contributors with Pell Frischmann annotations

3.6.3. There are a number of cycling routes within the vicinity of the site, as indicated in the extract of the SCC Cycle Facility Map provided in Figure 3.5. As shown, the site is approximately 550m north of a cycle lane along the A25. The cycle lane provides suitable provisions to assist cycling in a west and east direction, connecting Oxted town centre (east) and Godstone (west). To the north of Godstone, a shared footway / cycle track connects with Caterham, in a north and south direction. The cycle track also connects with a greenway and signed advisory routes, providing provision in an east and west direction, furthering cycle connectivity. To the south of Godstone, a cycle lane is provided in a west and east direction, connecting with Blenchingly.

Figure 3.5: Local Cycling Routes

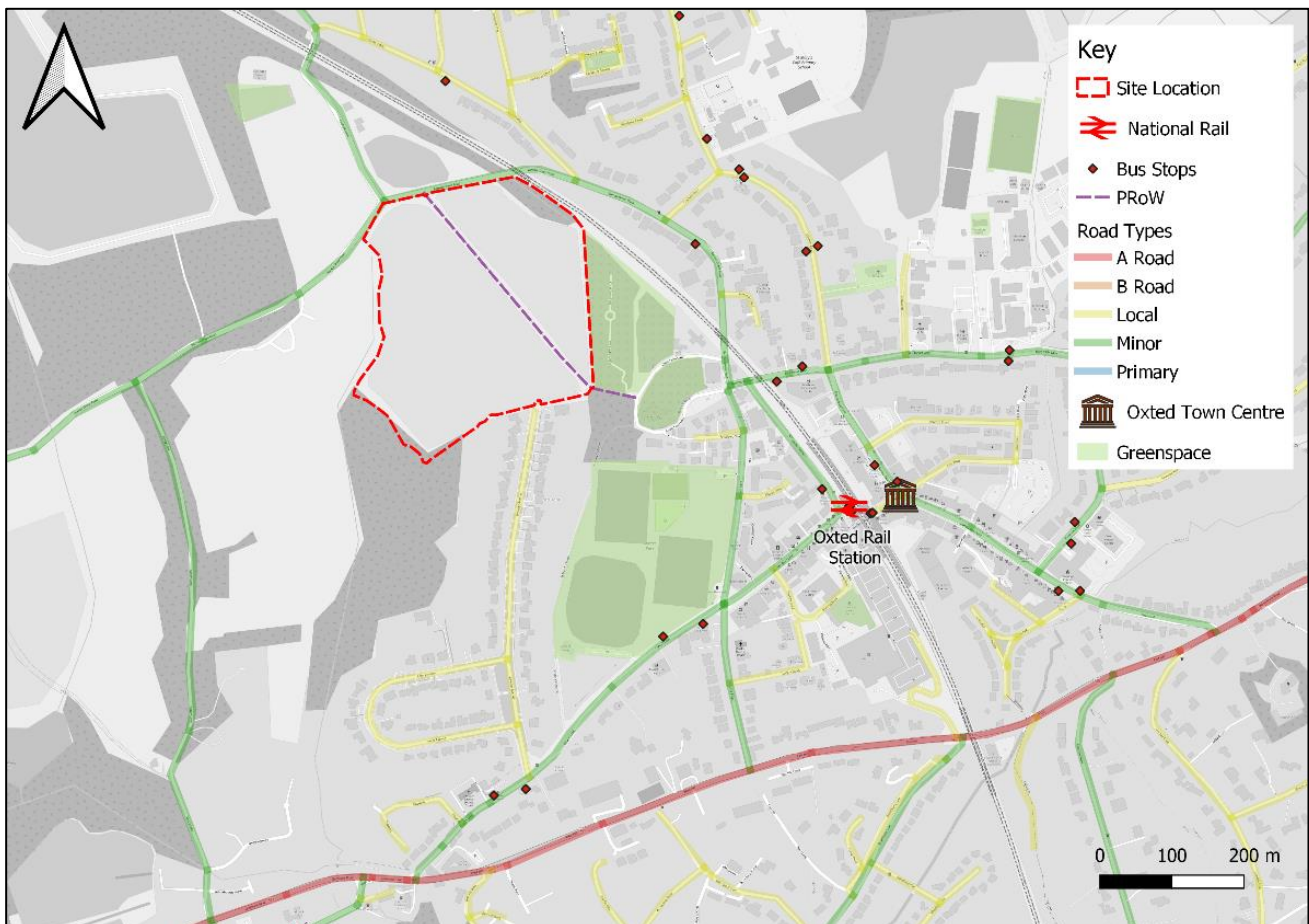


Source: Surrey County Council Cycle Facility Map

3.7. Local Highway Network

- 3.7.1. The site benefits from good connectivity to local and minor roads to the north, east and south and is accessible from Barrow Green Road based on the existing access arrangements. The nearest A-road is the A25, situated south of the site that provides connections to the west and east direction. The M25, situated to the north of the site and accessible via the A25 and A22 provides connections to the strategic highway network. Figure 3.6 illustrates the local highway network. Details of Barrow Green Road, Church Lane, A25, M25 and other key roads follow in this section.

Figure 3.6: Local Highway Network



Source: OpenStreetMap contributors with Pell Frischmann annotations

Barrow Green Road

- 3.7.2. Barrow Green Road is a two-way single carriageway subject to a 40mph speed limit along the site frontage. The road is semi-rural in its nature and is subject to a 30mph speed limit upon approach to the residential area of Oxted to the east of Gordons Way. Barrow Green Road provides eastward access to Church Lane and Station Road East within Oxted town centre, and A25 / Tandridge Lane to the west. It should be noted that actual travel speeds along Barrow Green Road along the site frontage were recorded to be lower than the 40mph speed limit, based on traffic speed surveys, as detailed in Section 6 of this TA.

Church Lane

- 3.7.3. Church Lane is a two-way single carriageway which is predominately a residential road, that is subject to a 30mph speed limit. The road runs in an east and west direction connecting with the A25 (west) and Barrow Green Road (east). The road falls under parking restrictions (indicated by the single and double yellow lines) which restricts stopping Monday – Saturday, 08:30 – 18:30.

- 3.7.4. On-street parking is provided in locations (indicated by white demarcated bays and appropriate signage) with restrictions apply between 08:30 – 18:30, Monday – Saturday with a maximum stay of two-hours and no return within one-hour.
- 3.7.5. Church Lane is the northern and western arm of a mini roundabout with East Hill Road (south) and Station Road West (east). Station Road West provides direct access to Oxted railway station, and several amenities whilst East Hill Road leads to a residential road that provides access onto the A25.
- 3.7.6. Church Lane, west of this mini-roundabout, is part of a bus route, with bus stops provided throughout (indicated by the yellow demarcated bays, bus flag and road marking). Church Lane is the primary access road on to Wheeler Avenue.

Wheeler Avenue

- 3.7.7. Wheeler Avenue is residential street of approximately 500m in length and is a lit, two-way single carriageway subject to the typical 30mph speed limit. The road measures approximately 5.5m in width with the majority of properties having private driveways (accessed via dropped kerbs) and single yellow line parking restrictions applying between Monday – Friday, 07:30 – 09:30, reducing the presence of on-street parking. Wheeler Avenue provides access to Church Lane to the south and abuts the southern site boundary to the north.

A25 and M25

- 3.7.8. The M25 junction 6 known as 'Godstone Interchange' is located some 5km west of the site and is accessed via the A25 / Tandridge Lane roundabout to which Barrow Green Road connects.

Road Safety Review

- 3.7.9. A collision review has been undertaken for the most recently recorded five-year period (2017 – 2021) using the Department for Transport (DfT) collision database (stats19).
- 3.7.10. Table 3.2: Five-year collision summary - by year

Year	Severity of Collision			
	Slight	Serious	Fatal	Total
2017	4	1	0	5
2018	8	1	0	9
2019	1	1	0	2
2020	3	1	0	4
2021	2	3	0	5
Total	18	7	0	25

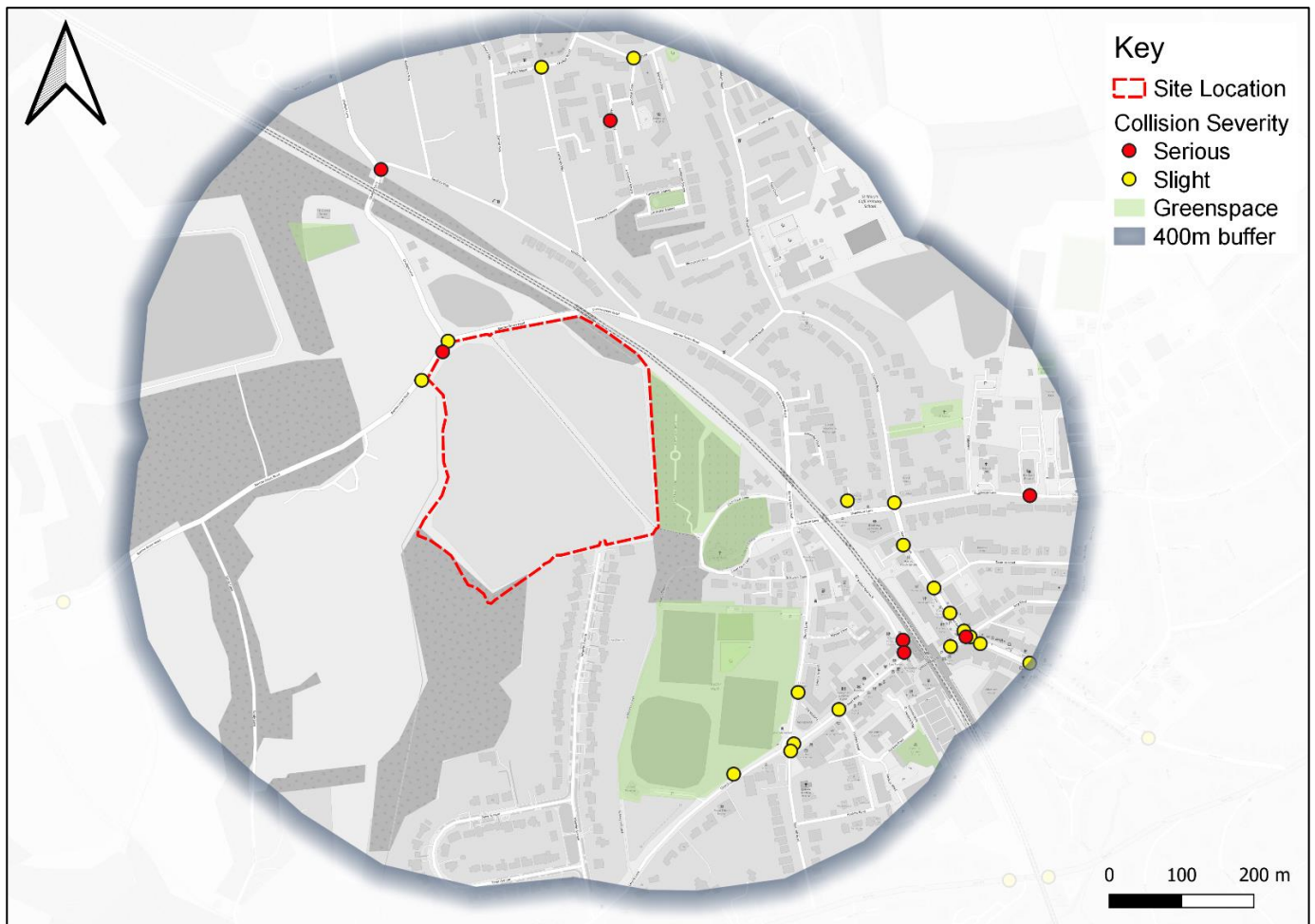
- 3.7.11. Figure 3.7 illustrates that 25 collisions occurred during the recorded period, consisting of seven serious and 18 slight in severity collisions. No fatal collisions were recorded. One slight and one serious collision was recorded at the Barrow Green Road junction with Chalkpit Lane (existing site access), otherwise, all other collisions dispersed throughout the study area, with an increase of incidents along Station Road East (Oxted town centre). The collisions by year and severity are summarised in **Table 3.2**.

Table 3.2: Five-year collision summary - by year

Year	Severity of Collision			
	Slight	Serious	Fatal	Total
2017	4	1	0	5
2018	8	1	0	9
2019	1	1	0	2
2020	3	1	0	4

2021	2	3	0	5
Total	18	7	0	25

Figure 3.7: Collision Analysis (2017 - 2021)



Source: OpenStreetMap contributors with Pell Frischmann annotations

3.7.12. The serious collisions within the entirety of the study area and the slight collisions in immediate vicinity of the site have been detailed below:

3.7.13. Serious collisions in the entirety of the study area:

- On Friday 26th November 2021 at 19:45 a serious collision occurred at the junction with Chalkpit Lane / Gordons Way, involving a car and a goods vehicle. The overall condition of the highway network consisted of being dark with no street lighting provision, was wet/damp and weather fine. The collision occurred at within a narrow tunnel, where both vehicles failed to predict vehicle movement and misjudgement of the highway network; this resulted in both vehicles colliding and the car driver sustaining serious in severity injuries.
- On Friday 05th November 2021 at 15:30, a serious collision occurred at the junction with Station Road East / Amy Road, involving a car and a pedestrian. The pedestrian sustained serious in severity injuries. The overall condition of the highway network consisted of being light, was dry and weather fine. The pedestrian was crossing the road at an informal crossing and the pedestrian and car failed to see each other, leading to the collision.
- On Sunday 18th July 2021 at 15:59, a serious collision occurred along Memorial Close involving a car and a pedestrian. The pedestrian sustained serious in severity injuries. The overall condition of the highway network consisted of being light, was dry and weather fine. The pedestrian was crossing the road at an informal crossing and the pedestrian and car failed to see each other, leading to the collision.

- On Friday 20th November 2020 at 09:45, a serious collision occurred at the junction with Barrow Green Road / Chalkpit Lane involving a car and a young driver, resulting in one casualty. The overall condition of the highway network consisted of being light, was wet/damp and weather unspecified. The collision occurred due to the young driver's lack of experience. A passenger of the vehicle sustained serious injuries.
- On Wednesday 03rd April 2019 at 11:52, a serious collision along Station Approach outside Oxted railway station involving a car and a pedestrian resulting in the pedestrian sustaining serious in severity injuries. The overall condition of the highway network consisted of being light, was dry and weather fine. The pedestrian was crossing the road at an informal crossing and failed to see the car driving along the network.
- On Sunday 05th August 2018 at 12:00, a serious collision occurred along Bluehouse Lane, approximately 170m east of the mini-roundabout junction with Chichele Road / Station Road East involving a car and a pedal cyclist resulting in two casualties. The overall condition of the highway network consisted of being light, was dry and weather fine. The adult pedal cyclist had a child in a cycle carrier and was cycling along the road. The car and cyclist failed to predict each other movements of which they collided. The adult cyclist and child in the carrier sustained serious in severity injuries.
- On Tuesday 10th January 2017 at 10:50, a serious collision occurred along Station Approach outside Oxted railway station involving a car and a bus resulting in one casualty. The overall condition of the highway network consisted of being light, was dry and weather fine. The collision occurred due to the car and bus failing to see each other, resulting in both colliding. The car driver sustained serious in severity injuries.

3.7.14. Slight collisions within the immediate vicinity of the site boundary:

- On Friday 28th September 2018 at 08:30, a slight collision occurred approximately 50m west of the junction with Barrow green Road / Chalkpit Lane, involving two cars. The collision resulted in a car passenger sustaining slight in severity injuries. The overall condition of the highway network consisted of being light, was dry and weather fine. The collision was the result of the two vehicles failing to predict the other vehicles movement, leading to them colliding.
- On Thursday 06th September 2018 at 21:10, a slight collision occurred at the junction with Barrow Green Road / Chalkpit Lane, involving a young driver and a goods vehicle. The overall condition of the highway network consisted of being dark with no street lighting provisions, was wet/damp and weather raining with no high wind. The collision occurred due to the young driver lack of experience. The young driver sustained slight in severity injuries.

3.7.15. It is evident that collisions are generally dispersed throughout the study area with no significant clustering and that the majority of incidents generally occur at junctions, as is typical within most highway networks. Each serious collision was at a separate location within the study area with no clusters identified within the same year.

3.7.16. With the above in mind, it is considered that no further collision analysis is required, and it is not anticipated that the introduction of development traffic on the surrounding network will have a detrimental effect on road safety.

3.8. Existing Bus Services

- 3.8.1. The closest bus stop to the site is situated on Bluehouse Lane, approximately 300m to the southeast of the site, via Court Farm Lane. This stop is served by the 410, 594, 595 and 612 bus routes which provide connections to destinations such as Westerham, Redhill and Smallfield (School Service).
- 3.8.2. Bus stops are also located along Church Lane to the south in proximity to the Wheeler Avenue / Church Lane junction some 550m from the site. These stops are served by the 410, 603, 609 and 610 bus routes which operate towards Redhill, Domewood, Reigate, East Grinstead (school service) and Smallfield (school service). Further stops are located in the centre of Oxted with the addition of the no.236 service operating towards East Grinstead to the south.

3.8.3. **Table 3.3** provides a summary of the typical frequencies of these bus services on a weekday and a weekend.

Table 3.3: Summary of Bus Services

Service number	Bus Stop	Route	Weekday	Saturday	Sunday
410	Bluehouse Lane	Holland - Redhill	1-service every 30-minutes	Hourly	Hourly
594		Westerham - Oxted	5-services a day	4-services a day	No service
595		Westerham - Oxted	4-services a day	4-services a day	No service
612		Smallfield - Oxted School	*2-services a day	No service	No service
410	Church Lane	Holland - Redhill	1-service every 30-minutes	Hourly	Hourly
603		Reigate - Caterham - Godstone - Oxted	*2-services a day	No service	No service
609		East Grinstead - Lingfield - Oxted School	*2-services a day	No service	No service
610		Smallfield - Oxted School	*2-services a day	No service	No service

*School bus service

3.8.4. From the above it is evident that the site benefits from being in proximity to frequent and good quality public transport links for commuting to work and for general travel over a wide area.

3.9. Existing Rail Services

3.9.1. Oxted railway station within the town centre is the closest railway station to the site and is accessible within a 6-minute walking distance. The station is operated by Southern and Thameslink and provides approximately six-seven trains per hour throughout the day Monday – Saturday to destinations such as London Victoria, London Bridge, East Grinstead and Uckfield.

3.9.2. The stations facilities include:

- ticket office and machine;
- 30 secure cycle parking spaces, covered and secured by CCTV;
- 385 car parking spaces (including seven disabled Blue Badge spaces);
- Step-free access;
- taxi rank; and
- toilets (including accessible), WiFi, heated waiting area, and refreshments.

4. Development Proposals

4.1. Overview

- 4.1.1. This section of the TA sets out the development proposals for the site. It includes a summary of the proposed land use, schedule of accommodation, proposed access and servicing arrangements, and the proposed improvements to sustainable transport infrastructure.

4.2. Development Description

- 4.2.1. The description of the proposed development is as follows:

Outline application for a residential development of up to 190 dwellings (including affordable homes) (Use Class C3), an extra care facility with up to up 80 beds (Use Class C2), together with the formation of vehicular access, landscaping, parking, open space, green and blue infrastructure, and all other associated development works. All matters reserved except access

- 4.2.2. The Illustrative Masterplan for the site is included at **Appendix B**, and an extract is provided in Figure 4.1. It should be noted that this is for illustrative purposes only and that the application is in outline.

Figure 4.1: Illustrative Masterplan



Source: Omega Architects Drawing 3129 C 1005 PL A

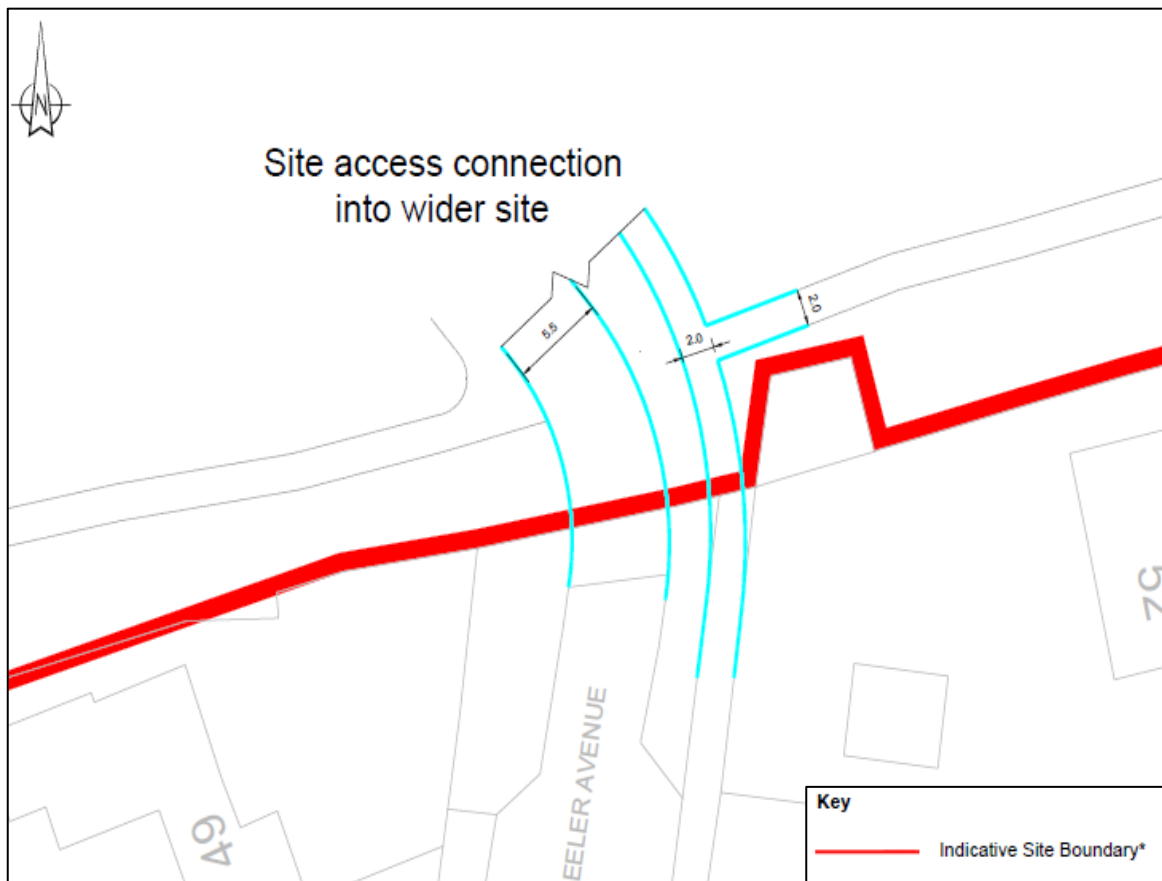
4.3. Proposed Access Arrangements

- 4.3.1. The development proposals include vehicle site access points from both Barrow Green Road and Wheeler Avenue. It is proposed that the Barrow Green Road site access would serve plots located to the north of the site whilst the Wheeler Avenue access point would serve plots to the south. There would be no general vehicle connection between Barrow Green Road and Wheeler Avenue through the site which would prevent potential issues with rat-running of non-development traffic through the site.
- 4.3.2. Pedestrian and cycle access to the site is provided from the Wheeler Avenue site access and from Court Farm Lane via the southern section Bridleway 97.

Wheeler Avenue

- 4.3.3. The proposed site access from Wheeler Avenue would result in the continuation of the existing carriageway in the northern direction, as shown on Figure 4.2 and included within the site access drawing in **Appendix C**. This site access would be deliverable within the highway boundary and the Client's land ownership.
- 4.3.4. The site access would include a 5.5m wide carriageway and a footway width of 2m. This would be consistent with the existing geometries along Wheeler Avenue and would be suitable for the type and quantum of development proposed.

Figure 4.2: Proposed Site Access from Wheeler Avenue

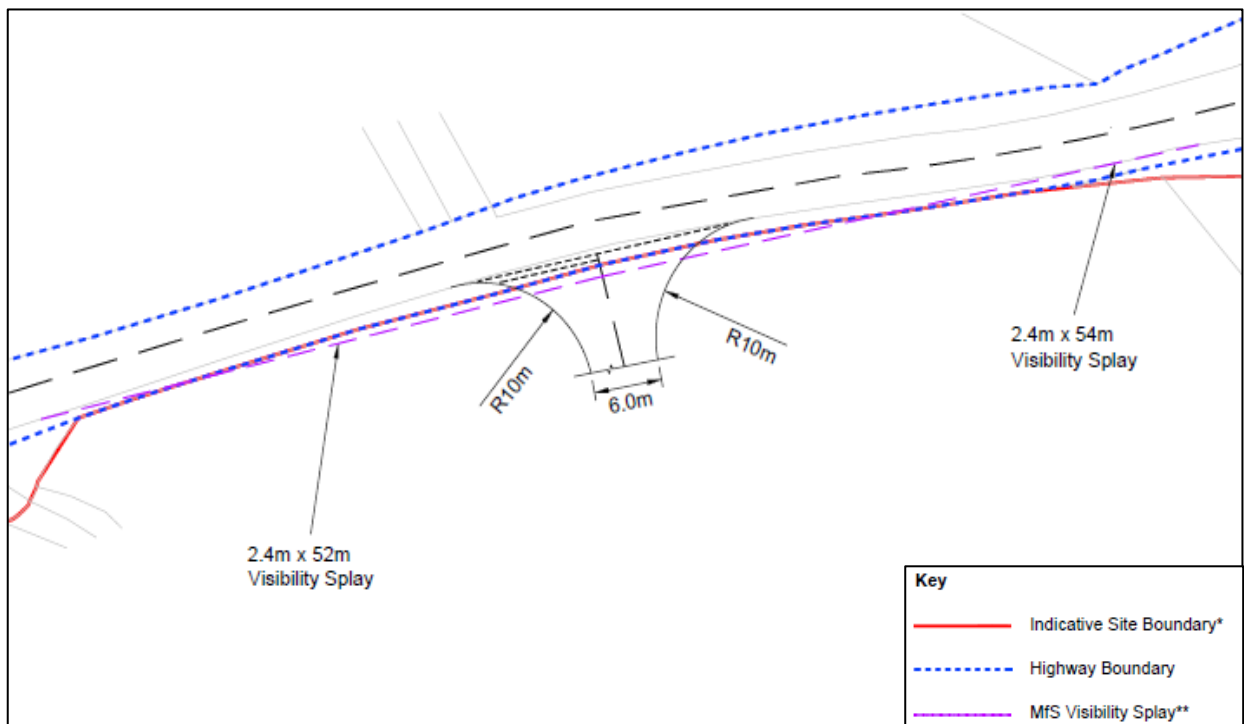


Barrow Green Road

- 4.3.5. A vehicle-only access to the site is proposed via Barrow Green Road which would serve the plots to the north of the site (although full pedestrian and cycle permeability across the site would be available).
- 4.3.6. The design of the Barrow Green Road site access junction has been shown on Figure 4.3 and included in detail within **Appendix C**.

- 4.3.7. Based on this arrangement, the site access junction arm achieves the following required junction visibility splay distances, in accordance with Manual for Streets design standards:
- 2.4 x 52m to the left (west of the road)
 - 2.4 x 54m to the right (east of the road)
- 4.3.8. Based on traffic speed surveys undertaken in April 2023 (as set out with Section 6), 85th percentile speeds of 35.3mph and 36.3mph were recorded on Barrow Green Lane in the eastbound and westbound directions, respectively. This corresponds to a stopping sight distance of 54m to the east and 52m to the west, according to the Manual for Streets (MfS) guidance. The junction would therefore provide the required level of junction visibility in both directions.
- 4.3.9. The site access carriageway would be 6.0m in width and footways would not be provided, as shown on Figure 4.3.
- 4.3.10. It should be noted that although there would be no general vehicle connection between Barrow Green Road and Wheeler Avenue through the site, emergency vehicles would be able to access the entirety of the site from either access points. This would be accommodated via an emergency-vehicle-only connection between the northern and southern sections of the site.

Figure 4.3: Proposed Site Access from Barrow Green Road

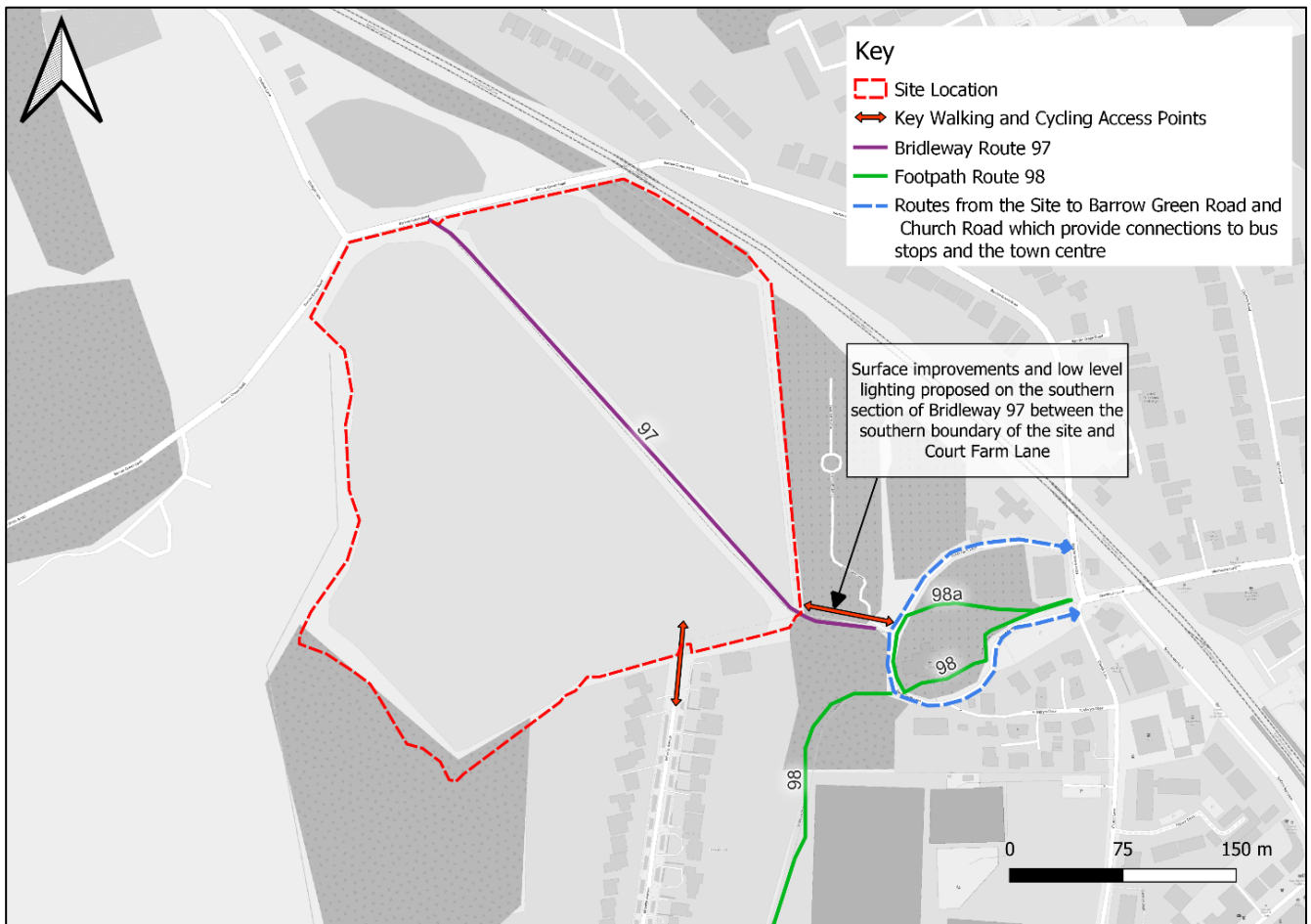


Pedestrian and Cycle Access from Court Farm Lane

- 4.3.11. A key pedestrian and cycle access to the site would be via the southern section of Bridleway 97, onto Court Farm Lane. This site access is shown on Figure 4.4 and included on the sketch within **Appendix C**.
- 4.3.12. As part of the development proposals, the following improvements would be provided along the southern section of Bridleway 97 to improve pedestrian and cycle access to the site:
- Bridleway surface improvements and landscaping to provide an appropriate surface for all users and address overgrown vegetation.
 - Low level lighting which would be in keeping with the setting and character of the bridleway.

- 4.3.13. It should be noted that the proposed improvements on Bridleway 97 would also benefit the local community who would have improved access to this public right of way.
- 4.3.14. By utilising Court Farm Lane, the walking distance from the site to the nearest bus stops on Bluehouse Lane is 300 meters (4-minute walk), and the distance to Oxted Railway station and the high street is only 450 meters (6-minute walk). On this basis, it is expected that the vast majority of pedestrians and cyclists would use Court Farm Lane for journeys to Oxted town centre and to the bus stops. Based on the above, it is considered that Court Farm Lane could provide a suitable and attractive route between the site and key destinations for the majority of site residents.
- 4.3.15. It should be noted Pell Frischmann has undertaken site visits to the site and surrounding highway network on multiple occasions in 2023 and 2024. Based on observations, Court Farm Lane functions as a very lightly trafficked and low speed tertiary street, shared by vehicles and pedestrians/cyclists alike.

Figure 4.4: Pedestrian and Cycle Access from Court Farm Lane



4.4. Vehicle and Cycle Parking

- 4.4.1. It should be noted that the application is in outline and the actual parking provision would be provided at the Reserved Matters stage. Overall, vehicle and cycle parking would be provided in accordance with the Surrey County Council – Vehicle, electric vehicle and cycle parking guidance for new developments (February 2023), as set out within Section 2 of this report.
- 4.4.2. Electric Vehicle Charging Point (EVCP) would be provided in line with the required planning policy and Building Regulations – Approved Document S requirements, as set out within Section 2 of this report.

5. Trip Generation and Distribution Assessment

- 5.1.1. This chapter presents a summary of the results of the trip generation undertaken to assess the likely number of trips generated by the proposed development. A traffic distribution exercise has also been undertaken to quantify the proportion of peak hour vehicle trips that would be expected to travel via specific junctions.

5.2. Vehicle Trip Generation

- 5.2.1. A trip generation assessment has been undertaken to assess the potential number of vehicle trips that could be expected by the residential development. The vehicle trip generation for the proposed development has been assessed based for the residential and care home component, separately, using the TRICS trip rate database.

Residential Trips

- 5.2.2. The following site selection criteria has been used within TRICS to identify vehicle trip rates for the residential element of the proposals:
- Houses – privately owned;
 - Southeast only;
 - Surveys undertaken within the most recently available nine-year period;
 - Weekday surveys only;
 - Edge of Town sites only; and
 - 150-250 units.
- 5.2.3. A total of nine survey sites were identified using the above criteria. The resulting total people and vehicle trip rates for the typical network peak hours (08:00-09:00 and 17:00-18:00), alongside the trips generated by the proposed 190 residential units, are summarised in Table 4.1. The TRICS output report is included at **Appendix D**.
- 5.2.4. It should be noted that the trip rates presented have been agreed with SCC as part of the pre-application discussions. As part of the pre-application discussions, the vehicle trip rates used as part of the TA were compared against trip rates calculated from houses on Wheeler Avenue and Peter Avenue. This comparison concluded that the proposed TRICS derived trip rates are comparable to the trip rates calculated locally, and therefore fit for purpose.

Table 5.1: Residential Total Vehicle Trip Rates and Trip Generation

Time Period	Trip Rates			Trip Generation		
	In	Out	Total	In	Out	Total
<i>Vehicle Trips</i>						
AM Peak Hour (08:00-09:00)	0.12	0.4	0.52	23	76	99
PM Peak Hour (17:00-18:00)	0.339	0.141	0.48	64	27	91

Note: Numbers have been rounded for the purpose of this table

Care Home Trips

- 5.2.5. The following site selection criteria has been used within TRICS to identify vehicle trip rates for the residential element of the proposals:
- Health – Care Home (Elderly Residential)
 - Sites within England (excluding London);
 - Weekdays surveys only; and
 - Site with number of care residents between 17 to 75 included within results.

- 5.2.6. A total of 11 survey sites were identified using the above criteria. The resulting vehicle trip rates for the typical network peak hours (08:00-09:00 and 17:00-18:00), alongside the trips generated by the proposed 80 units, are summarised in Table 5.2. The TRICS output report is included at **Appendix D**.

Table 5.2: Care Home Total Vehicle Trip Rates and Trip Generation

Time Period	Trip Rates			Trip Generation		
	In	Out	Total	In	Out	Total
<i>Vehicle Trips</i>						
AM Peak Hour (08:00-09:00)	0.092	0.065	0.157	7	5	13
PM Peak Hour (17:00-18:00)	0.05	0.092	0.142	4	7	11

Note: Numbers have been rounded for the purpose of this table

Total Trip Generation

- 5.2.7. The total vehicle trip generation across both the residential and care home elements of the proposed development have been presented in Table 5.3.

Table 5.3: Total Vehicle Trip Generation

Time Period	Trip Generation		
	In	Out	Total
AM Peak Hour (08:00-09:00)	30	81	111
PM Peak Hour (17:00-18:00)	68	34	103

5.3. Traffic Distribution

- 5.3.1. The development proposals include vehicle site access points from both Barrow Green Road and Wheeler Avenue. It is proposed that the Barrow Green Road site access would serve plots located to the north of the site whilst the Wheeler Avenue access point would serve plots to the south. There would be no general vehicle connection between Barrow Green Road and Wheeler Avenue through the site which would prevent potential issues with rat-running of non-development traffic through the site. The site would, however, be fully permeable for pedestrians and cyclist through the provision of high-quality walking and cyclist routes within the site.
- 5.3.2. The AM and PM peak hour vehicle trip distribution for all development traffic (across all journey purposes) is based on the 2011 Census 'location of usual residence and place of work by method of travel to work', based on the 'car driver' mode share. The location of the 'usual residence' is Tandridge 006 Middle Super Output Area (MSOA) within which the site is located.
- 5.3.3. The resulting summary trip distribution based on the abovementioned methodology has been set out in Table 5.4 below, and the full trip distribution by each MSOA area included in **Appendix E**.

Table 5.4: Proposed Trip Distribution based on 2011 Census Journey to Work Data

Place of work	Distribution
Tandridge	33.3%
Reigate and Banstead	11.2%
Sevenoaks	11.1%
Croydon	7.4%
Bromley	4.4%
Crawley	3.9%

Place of work	Distribution
Sutton	2.3%
Mid Sussex	2.2%
Mole Valley	2.0%
Tonbridge and Malling	1.3%
Tunbridge Wells	1.2%
Hillingdon	1.1%
Epsom and Ewell	0.8%
Other London	7.2%
Other Wider Area	10.8%
Total	100.0%

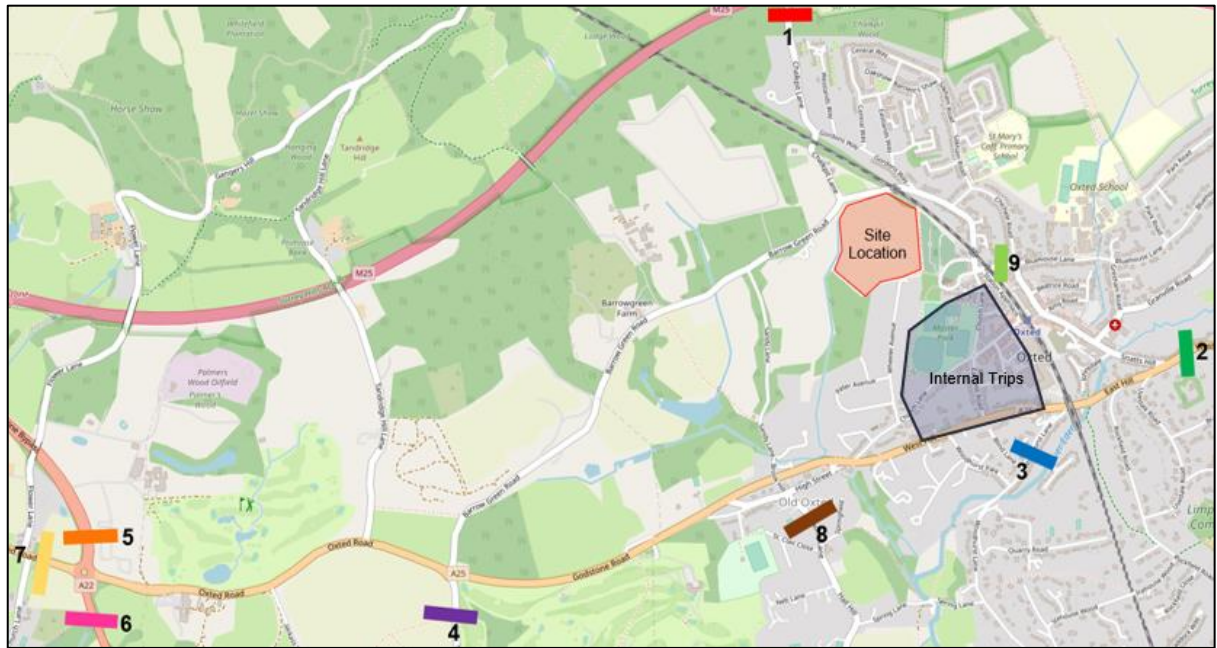
5.4. Traffic Assignment

- 5.4.1. Vehicle trips, based on the trip distribution shown on Table 5.3, have been assigned to the highway network based on professional judgment of the most likely routes based on route journey times during weekday AM/PM peak hours and the directness of a route. Table 5.5 below shows the proposed assignment of trips to the surrounding highway network. Figure 5.1 shows the location of the highway links in the context of the site. As shown on Figure 5.1, trips that confined to Oxted Town Centre and its immediate surroundings are categorised as 'internal trips' which comprise 16.7% of trips from the site.
- 5.4.2. It should be noted that the assignment route of traffic between each access point to the highway links shown on Figure 5.1 would be different given the different location of the two access points.
- 5.4.3. The traffic percentages assigned to the highway network, from each site access point has been shown on the highway network diagrams within **Appendix E**.

Table 5.5: Traffic Assignment

Assignment Highway Link	Assignment Share
1: Chalkpit Ln	14.3%
2: A25 (E)	13.1%
3: Woodhurst Ln	1.4%
4: Tandridge Ln	2.0%
5: A22 (N)	29.3%
6: A22 (S)	5.1%
7: A22/A25 (W)	13.4%
8: Beadles Lane	3.0%
9: Bluehouse Ln	1.6%
Internal Trips	16.7%
Total	100.0%

Figure 5.1: Location of Highway Links for Traffic Assignment



Map Source: OpenStreetMap® available under the Open Database License

6. Highway Impact Assessments

6.1. Introduction

- 6.1.1. This chapter of the TA sets out the highway impact assessment, including junction capacity assessments undertaken to assess the impact of the proposed development on the local highway network and key junctions.
- 6.1.2. The scope of technical assessments was agreed with SCC during pre-application discussions. The following junction capacity assessments have been based on a development quantum of 190 residential dwellings and an 80-bed care home. The development traffic flows which have informed the assessment are based on the trip generation and distribution methodology which has been set out in Section 5 of this report.

6.2. Junction Assessment Methodology and Scenarios

Junction Assessments

- 6.2.1. Standalone junction capacity assessments have been undertaken at the following junctions:
- Wheeler Avenue/ Church Lane Priority Junction
 - Church Lane/ Station Road/ East Hill Road Roundabout (Unsignalised)
 - A25 West Hill/ Church Lane/ A25 Godstone Road Priority Junction
 - A25 Oxted Road/ Barrow Green Lane/ Tandridge Lane Roundabout (Unsignalised)
 - A25 Oxted Rd/ A22 Roundabout (Unsignalised)
- 6.2.2. The standalone priority and roundabout junctions have been modelled using the industry-standard TRL 'Junctions 9' software, which is the standard software for modelling priority and roundabout junctions. When modelling the operation of standalone priority junctions, those junctions with arms which record a Ratio Flows to Capacity (RFC) in excess of 0.85 and below 1.00 are considered to be approaching operational capacity, and junctions with arms with an RFC in excess of 1.00 are considered to exceed operational capacity. Junctions where all arms record an RFC of below 0.85 are considered to operate within capacity, with no requirement for mitigation or other improvements.

Traffic Flows

- 6.2.3. The 2024 base assessments have been informed by Classified Turning Count (CTC) traffic surveys undertaken at the five aforementioned junctions. The surveys were undertaken on 12th September 2023. The surveyed AM and PM peak hours were 08:00 – 09:00 and 16:30 – 17:30 respectively.
- 6.2.4. Traffic flows and speeds along Barrow Green Road, Wheeler Avenue, Church Lane, A25 Godstone Road and A25 Oxted Road were obtained through Automatic Traffic Count (ATC) surveys. The surveys were undertaken for a one week period across April 2023 and April 2024.
- 6.2.5. The full CTC traffic data set is provided at **Appendix F**.

Background Traffic Growth and Committed Developments

- 6.2.6. In order to calculate background traffic growth up to the future year of 2032, the following growth factors derived from TEMPro (Horsham 014) have been applied to the baseline traffic flows:
- AM Peak: A Road – 1.0524, Minor Road – 1.0525
 - PM Peak: A Road – 1.0529, Minor Road – 1.0530
- 6.2.7. In addition to the abovementioned TEMPro Growth to account for background traffic, the traffic associated with the consented crematorium development under planning application reference: APP/M3645/W/21/3272384 based on the traffic flow diagrams included as part of the Transport Assessment (dated March 2020) for the development.

Scenarios

- 6.2.8. The following scenarios have been modelled for both the AM and PM peak hours:
- 2023 Surveyed Baseline
 - 2030 Future Base (includes the TEMPro growth factors and consented development)
 - 2030 Future Base + Proposed Development
- 6.2.9. The traffic flow diagrams associated with the different scenarios are included **Appendix G**.

6.3. Junction Capacity Modelling Results

- 6.3.1. The results of the junction capacity assessments are summarised in the following section of this report. The full modelling output reports are included at **Appendix H**.

Wheeler Avenue/ Church Lane Priority Junction

- 6.3.2. The Wheeler Avenue/ Church Lane Priority Junction has been modelled using the PICADY module within the Junctions 9 software package. A summary of the modelling results is presented in Table 6.1.
- 6.3.3. The results shown in Table 6.1, demonstrate that junction operates a significant level of spare capacity with negligible levels of queueing across all scenarios tested. As such, this junction would operate comfortably within capacity with the addition of the proposed development traffic in the 2030 assessment year.

Table 6.1: Wheeler Ave/ Church Ln Modelling Results

Movement	AM Peak Hour		PM Peak Hour	
	Queue (PCU)	RFC	Queue (PCU)	RFC
2023 Base				
Wheeler Ave to Church Lane E	0	0.04	0	0.03
Wheeler Ave to Church Lane W	0	0.02	0	0.02
Church Lane E to Wheeler Ave or Church Lane W	0	0.03	0.1	0.06
2030 Future Base				
Wheeler Ave to Church Lane E	0	0.04	0	0.03
Wheeler Ave to Church Lane W	0	0.02	0	0.02
Church Lane E to Wheeler Ave or Church Lane W	0	0.03	0.1	0.06
2030 Future Base + Development				
Wheeler Ave to Church Lane E	0.1	0.08	0	0.05
Wheeler Ave to Church Lane W	0.1	0.07	0	0.04
Church Lane E to Wheeler Ave or Church Lane W	0.1	0.04	0.1	0.09

Church Lane/ Station Road/ East Hill Road Roundabout (Unsignalised)

- 6.3.4. The Church Lane/ Station Road/ East Hill Road Roundabout has been modelled using the ARCADY module within the Junctions 9 software package. A summary of the modelling results is presented in Table 6.2.
- 6.3.5. The results shown in Table 6.2 demonstrate that the junction operates a significant level of spare capacity with minor levels of queueing across all scenarios tested. In the 2030 Future Base + Proposed Development scenario, the highest RFC, which occurs during the AM peak hour, is 0.69 on the Church

Lane W roundabout arm with a corresponding queue length of 2.2 passenger car units (PCU). As such, this roundabout would operate comfortably within capacity with the addition of the proposed development traffic in the 2030 assessment year.

Table 6.2: Church Ln/ Station Rd/ East Hill Rd Modelling Results

Movement	AM Peak Hour		PM Peak Hour	
	Queue (PCU)	RFC	Queue (PCU)	RFC
2023 Base				
1 - Station Road W	0.1	0.05	0.1	0.08
2 - E Hill Road	0.3	0.23	0.3	0.22
3 - Church Lane W	1.6	0.61	0.6	0.37
4 - Church Lane N	0.9	0.46	1	0.5
2030 Future Base				
1 - Station Road W	0.1	0.05	0.1	0.09
2 - E Hill Road	0.3	0.25	0.3	0.23
3 - Church Lane W	1.9	0.66	0.7	0.4
4 - Church Lane N	1	0.49	1.2	0.54
2030 Future Base + Development				
1 - Station Road W	0.1	0.06	0.1	0.09
2 - E Hill Road	0.3	0.25	0.3	0.25
3 - Church Lane W	2.2	0.69	0.7	0.41
4 - Church Lane N	1.1	0.51	1.3	0.56

A25 West Hill/ Church Lane/ A25 Godstone Road Priority Junction

- 6.3.6. The Church Lane/ Station Road/ East Hill Road Roundabout has been modelled using the ARCADY module within the Junctions 9 software package. A summary of the modelling results is presented in Table 6.2.
- 6.3.7. The results shown in Table 6.2 demonstrate that the junction operates a significant level of spare capacity with minor levels of queueing across all scenarios tested. In the 2030 Future Base + Proposed Development scenario, the highest RFC, which occurs during the PM peak hour, is 0.66 on the Church Lane to A25 Godstone Road/ Esso movement with a corresponding queue length of 1.9 PCUs. As such, this roundabout would operate comfortably within capacity with the addition of the proposed development traffic in the 2030 assessment year.

Table 6.3: A25 West Hill/ Church Ln/ A25 Godstone Rd Modelling Results

Movement	AM Peak Hour		PM Peak Hour	
	Queue (PCU)	RFC	Queue (PCU)	RFC
2023 Base				
Church Lane to A25 West Hill/ Esso	0.1	0.05	0	0.04
Church Lane to A25 Godstone Road/ Esso	0.8	0.43	1.2	0.55
A25 Godstone Road	0.1	0.04	0.1	0.05
2030 Future Base				
Church Lane to A25 West Hill/ Esso	0.1	0.06	0.1	0.05

Movement	AM Peak Hour		PM Peak Hour	
	Queue (PCU)	RFC	Queue (PCU)	RFC
Church Lane to A25 Godstone Road/ Esso	1	0.5	1.7	0.63
A25 Godstone Road	0.1	0.05	0.1	0.06
2030 Future Base + Development				
Church Lane to A25 West Hill/ Esso	0.1	0.07	0.1	0.06
Church Lane to A25 Godstone Road/ Esso	1.3	0.57	1.9	0.66
A25 Godstone Road	0.1	0.05	0.1	0.06

A25 Oxted Road/ Barrow Green Lane/ Tandridge Lane Roundabout (Unsignalised)

- 6.3.8. The A25 Oxted Road/ Barrow Green Lane/ Tandridge Lane Roundabout has been modelled using the ARCADY module within the Junctions 9 software package. A summary of the modelling results is presented in Table 6.4.
- 6.3.9. The results shown in Table 6.4 demonstrate that the junction operates within maximum theoretical capacity across all scenarios tested. In the 2030 Future Base scenario, the Godstone Road and A25 (west) roundabout arms operate at an RFC of 0.93 and 0.88 during the AM peak hour, respectively, which is in excess of the desirable operating capacity of 0.85 RFC. In the 2030 with Development scenario, during the AM peak hour (most critical time period), the existing capacity constraints are slightly exacerbated, with RFCs of 0.95 and 0.89 on the Godstone Road and A25 (west) roundabout arms, respectively. Additionally, the results show very minor increases in the levels of queuing between the 2030 Future Base scenario and the 2030 with development scenario.
- 6.3.10. Overall, based on the results presented, it is evident that the capacity issues and operational performance of this junction are primarily due to background traffic and that the traffic associated with the proposed development has a very minor impact on the operation of this junction. As such, the impacts of the proposed development at this junction are not considered to be severe in the context of Paragraph 111 of the NPPF (as set out in Section 2).

Table 6.4: A25 Oxted Rd/ Barrow Green Ln/ Tandridge Ln Modelling Results

Movement	AM Peak Hour		PM Peak Hour	
	Queue (PCU)	RFC	Queue (PCU)	RFC
2023 Base				
1 - Godstone Road	5.7	0.85	3.7	0.79
2 - Tandridge Lane	0.6	0.37	0.2	0.19
3 - A25 W	4.6	0.82	3.3	0.77
4 - Barrow Green Road	1	0.5	0.4	0.31
2030 Future Base				
1 - Godstone Road	10.6	0.93	5.4	0.85
2 - Tandridge Lane	0.8	0.43	0.3	0.21
3 - A25 W	7	0.88	4.5	0.82
4 - Barrow Green Road	1.5	0.6	0.6	0.38
2030 Future Base + Development				
1 - Godstone Road	13.7	0.95	5.9	0.86

Movement	AM Peak Hour		PM Peak Hour	
	Queue (PCU)	RFC	Queue (PCU)	RFC
2 - Tandridge Lane	0.8	0.45	0.3	0.22
3 - A25 W	7.8	0.89	5.4	0.85
4 - Barrow Green Road	1.8	0.66	0.7	0.4

A25 Oxted Rd/ A22 Roundabout (Unsignalised)

- 6.3.11. The A25 Oxted Rd/ A22 Roundabout has been modelled using the ARCADY module within the Junctions 9 software package. A summary of the modelling results is presented in Table 6.5.
- 6.3.12. The results shown in Table 6.5 demonstrate that the junction operates a significant level of spare capacity with minor levels of queueing across all scenarios tested. In the 2030 Future Base + Proposed Development scenario, the highest RFC, which occurs during the AM peak hour, is 0.80 on the A25 Oxted Road (East) arm with a corresponding queue length of 4 PCUs. As such, this roundabout would operate comfortably within capacity with the addition of the proposed development traffic in the 2030 assessment year.

Table 6.5: A25 Oxted Rd/ A22 Modelling Results

Movement	AM Peak Hour		PM Peak Hour	
	Queue (PCU)	RFC	Queue (PCU)	RFC
2023 Base				
1 - A25 Oxted Road E	2.6	0.71	2.3	0.7
2 - A22 S	1.4	0.58	0.9	0.45
3 - A25 Oxted Road W	0.7	0.39	0.7	0.41
4 - A22 N	1.4	0.56	1.1	0.52
2030 Future Base				
1 - A25 Oxted Road E	3.4	0.77	3.1	0.76
2 - A22 S	1.8	0.63	1	0.49
3 - A25 Oxted Road W	0.8	0.44	0.8	0.45
4 - A22 N	1.6	0.6	1.3	0.56
2030 Future Base + Development				
1 - A25 Oxted Road E	4	0.8	3.3	0.77
2 - A22 S	1.9	0.64	1	0.49
3 - A25 Oxted Road W	0.8	0.46	0.9	0.47
4 - A22 N	1.6	0.61	1.4	0.57

6.4. Summary of Highway Impact Assessment

- 6.4.1. A summary of the highway impact assessment is as follows:
- The operation of key highway junctions in close proximity to the site have been tested, based on a methodology agreed with SCC.
 - The junction capacity assessments have been undertaken based on a future assessment year of 2030 which takes into account expected background traffic growth.

- The results of the junction capacity assessments demonstrate that all junctions assessed are expected to operate within maximum theoretical capacity and that the proposed development does not have a severe impact on the operation of any of the junctions assessed.
- The most critical junction assessed is the A25 Oxted Road/ Barrow Green Lane/ Tandridge Lane Roundabout where the maximum junction RFC increases from 0.93 in the 2030 Future Base to 0.95 in the 2030 with Development scenario. This demonstrates that the operational performance of this junction is primarily due to background traffic and that the traffic associated with the proposed development has a very minor impact on the operation of this junction.

7. Summary and Conclusions

- 7.1.1. Pell Frischmann (PF) is instructed by Croudace Homes (the 'Applicant') to provide transport and highways consultancy services, in connection with land to the south of Barrow Green Road (known as Stoneyfields), Oxted (the 'Site'), in the district of Tandridge, Surrey.
- 7.1.2. This Transport Assessment (TA) report is intended to accompany an outline application for a residential development comprising up to 190 dwellings with a care home facility accommodating up to 80 beds. The scope and contents of this TA has been based on discussion and engagement with Surrey County Council (SCC) during pre-application stage.
- 7.1.3. There are large number of local services and amenities which are accessible within appropriate walking and cycling distances to the proposed development. Provision for pedestrians on the highway network surrounding the site (accessible via Wheeler Avenue and Court Farm Lane) is considered to be of a good quality. The low traffic speeds and topography of key routes to the south of the site are also conducive to cycling. Additionally, bus stops are available within appropriate walking distances along Bluehouse Lane and Church Lane which provide access to key destinations nearby.
- 7.1.4. The development proposals include vehicle site access points from both Barrow Green Road and Wheeler Avenue. The Barrow Green Road site access would serve plots located to the north of the site whilst the Wheeler Avenue access point would serve plots to the south. There would be no general vehicle connection between Barrow Green Road and Wheeler Avenue through the site which would prevent potential issues with rat-running of non-development traffic through the site. Pedestrian and cycle access to the site is provided from the Wheeler Avenue site access and from Court Farm Lane via the southern section Bridleway 97. Improvements are proposed on the southern section of Bridleway 97 to provide an improved access from Church Farm Lane, whilst being in keeping with the character of the bridleway.
- 7.1.5. Vehicle and cycle parking would be provided in accordance with SCC parking standards and would be determined at the Reserved Matters stage.
- 7.1.6. It is expected that proposed development (both the residential and care home elements combined) would generate approximately 111 and 103 two-way vehicle trips in the morning and evening peak hours respectively. Trips have been distributed onto the highway network based on 2011 Census 'Journey to Work' data which would be representative of trips during the AM and PM peak periods.
- 7.1.7. In agreement with SCC, standalone junction capacity assessments have been undertaken at the following junctions:
- Wheeler Avenue/ Church Lane Priority Junction
 - Church Lane/ Station Road/ East Hill Road Roundabout (Unsignalised)
 - A25 West Hill/ Church Lane/ A25 Godstone Road Priority Junction
 - A25 Oxted Road/ Barrow Green Lane/ Tandridge Lane Roundabout (Unsignalised)
 - A25 Oxted Rd/ A22 Roundabout (Unsignalised)
- 7.1.8. The junction capacity assessments have been undertaken based on a future assessment year of 2030 which takes into account expected background traffic growth. The assessment demonstrated that the proposed development traffic does not result in material impacts on the key junctions listed above.
- 7.1.9. A draft Travel Plan will be included as part of the planning submission which is expected to be secured through a Section106 agreement. Measures and targets to increase sustainable modes of transport and reduce vehicle journeys are set out within the Travel Plan.

7.2. Conclusion

- 7.2.1. The scope and contents of this report has been informed by pre-application discussions between PF and SCC Highways officers. This TA has been prepared with due consideration given the relevant local, regional and national planning policy guidance.

- 7.2.2. The results provided in this TA indicate that the proposed development would not have a material impact on the local highway network and would therefore be considered to comply with all relevant local, regional and national policy guidance.

Appendix A: Transport Assessment Scoping Note

Pell Frischmann

Land at Stoneyfields, Oxted, Surrey

Transport Assessment Scoping Report

March 2022

This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.

Report Ref.		107491-PEF-XX-XX-RP-TR-000001				
File Path		\\Rsbguks01\lonengineering\1074--107491 - Stoneyfield, Oxted\01 - WIP\Documents\Transport Planner\Transport Scoping Note\107491-PEF-XX-XX-RP-TR-000001 TA Scoping Report D01.docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
D01		Draft for client/project team review	23-03-2023	UK	PC	PC
Ref. reference. Rev revision. Suit suitability.						

Prepared for

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croudacehomes

1. Introduction

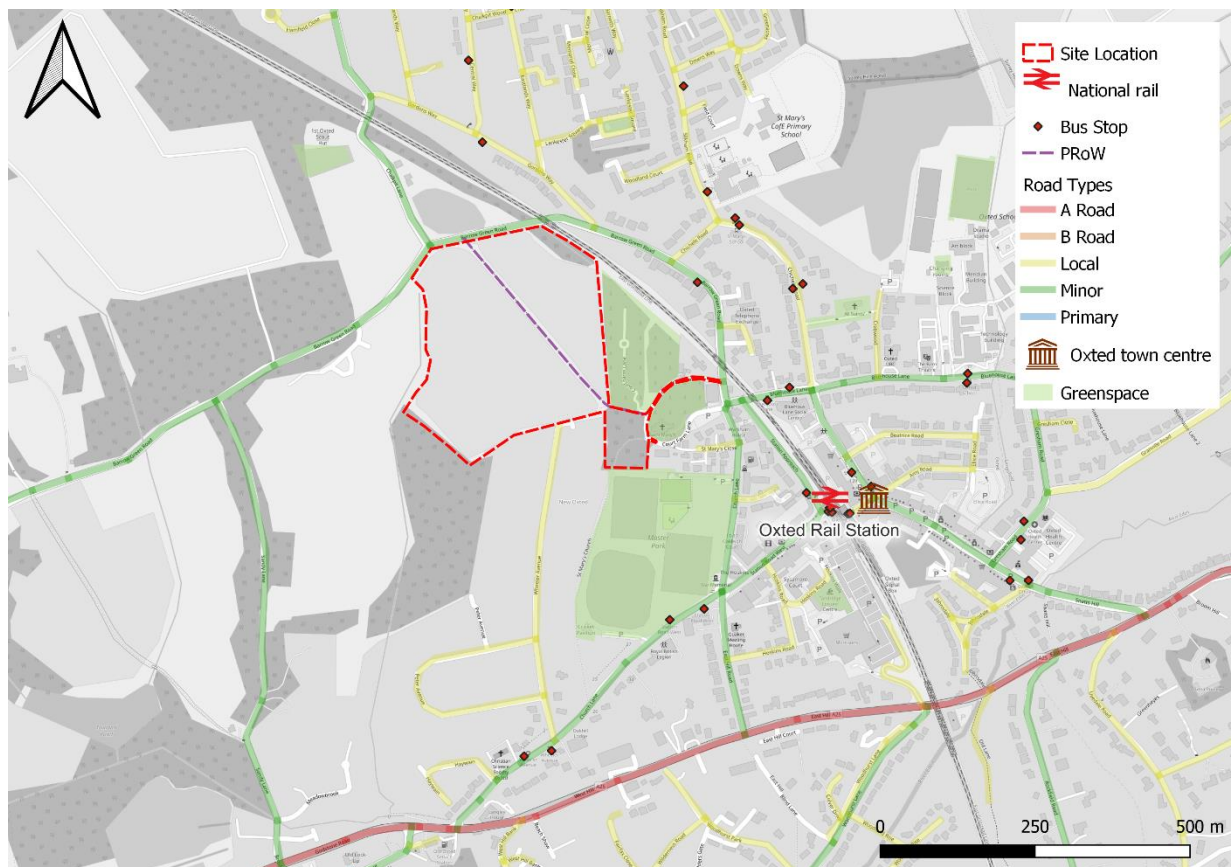
1.1. General

- 1.1.1. Pell Frischmann (PF) is instructed by Croudace Homes Limited (the 'client') to provide transport and highways consultancy services, and to prepare this Transport Assessment (TA) Scoping Report, in connection with land to the south of Barrow Green Road (known as Stoneyfields), Oxted, Surrey (the 'site'). The local highways authority is Surrey County Council (SCC), and the local planning authority is Tandridge District Council (TIDC).
- 1.1.2. It is proposed to submit an outline application for a development of circa 250 residential units alongside appropriate access and infrastructure at the site. This TA Scoping Report sets out the proposed scope of works relating to highways and transportation that are likely to be required as part of a TA to accompany a future outline planning application. Agreement is sought from SCC as to the contents of this report and the proposed scope of work required.

1.2. Site Location

- 1.2.1. The site is located approximately 1km northwest of the centre of Oxted, a small town. The site is currently comprised of unoccupied/arable land and lies to the north of Wheeler Avenue, Barrow Green Road abuts the northern site boundary. The site location in the context of local highway and transport networks is provided in **Figure 1.1**.

Figure 1.1: Site Location and Local Transport Networks

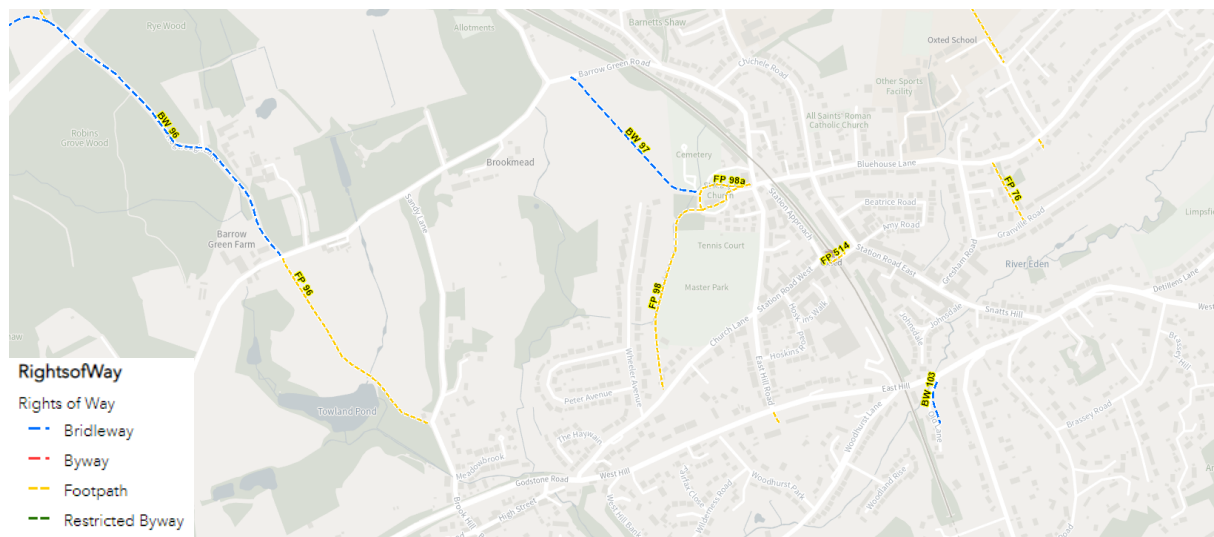


2. Baseline Conditions

2.1. Walking and Cycling Accessibility

- 2.1.1. There is an existing footway along the full length of Wheeler Avenue to both sides, separated from the main carriageway by a grass verge. In proximity to Church lane to the south, the footways to either side of Wheeler Avenue are located at the edge of the carriageway.
- 2.1.2. The footways provide generous width, allowing pedestrians to pass each other comfortably. These footways connect with the wider footway network via Church Lane, providing onward access to multiple amenities and facilities.
- 2.1.3. There are no footways provided along Court Farm Lane in proximity to the southeast corner of the site. In addition, Barrow Green Road abutting the northern end of the site does not have any footways with the exception of a narrow footway along its northern flank to the west of Chalkpit Lane. Given the absence of any logical pedestrian desire lines to the north of the site as well as the semi-rural nature, existing footway provision to the north is congruent to the area.
- 2.1.4. A Public Rights of Way (PRoW) runs north to southeast dissecting the site. A number of PRoW are located in proximity to the site to the east and west respectively, as shown in **Figure 2.1** below.

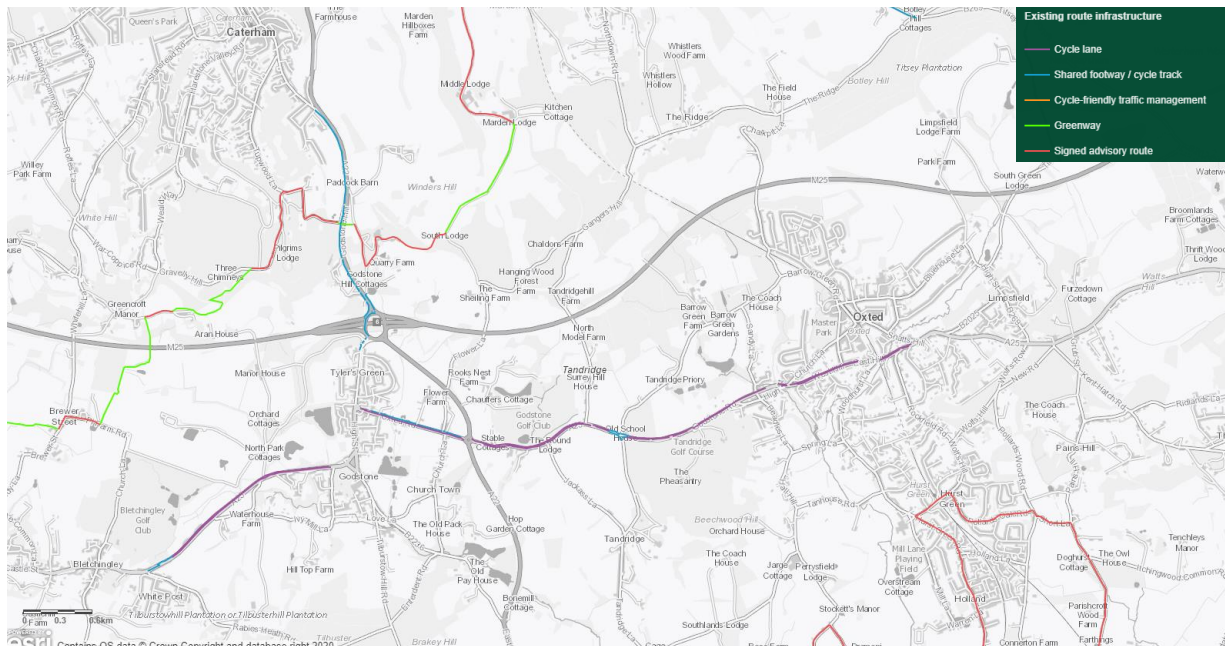
Figure 2.1: Local PRoW Routes



Source: Surrey County Council Countryside Interactive Map

- 2.1.5. There are a number of cycling routes within the vicinity of the site, as indicated in the extract of the SCC Cycle Facility Map provided in **Figure 2.2**. As shown, the site benefits from proximity to a cycle lane (A25) and a number of signed cycle routes forming part of the National Cycle Network to the west.

Figure 2.2: Local Cycling Routes



Source: Surrey County Council Cycle Facility Map

2.2. Public Transport

- 2.2.1. The closest bus stop to the site is situated approximately 500m to the east, along Barrow Green Road. This stop is served by the 594 and 595 bus routes which operate between Oxted and Westerham to the east.
- 2.2.2. Bus stops are also located along Church Lane to the south in proximity to the Wheeler Avenue / Church Lane junction some 550m from the site. These stops are served by the 410, 603, 609 and 610 bus routes which operate towards Redhill, Domewood, Reigate, East Grinstead (school service) and Smallfield (school service). Further stops are located in the centre of Oxted with the addition of the no.236 service operating towards East Grinstead to the south.
- 2.2.3. Oxted Station within the town centre is the closest railway station and is accessible within a 6-minute walking distance of the site. The station provides approximately six trains per hour throughout the day Monday – Saturday to destinations such as London Victoria, London Bridge, East Grinstead and Uckfield.

2.3. Local Highway Network

- 2.3.1. Wheeler Avenue is residential street of approximately 500m in length and is a lit, two-way single carriageway subject to the typical 30mph speed limit. The road measures some 5.5m in width with the majority of properties having private driveways (accessed via dropped kerbs) and single yellow line parking restrictions in place reducing the presence of on-street parking. Wheeler Avenue provides access to Church Lane to the south and abuts the southern site boundary to the north.
- 2.3.2. Barrow Green Road is a two-way single carriageway subject to a 40mph speed limit along the site frontage. The road is semi-rural in its nature and is subject to a 30mph speed limit upon approach to the residential area of Oxted to the east of Gordons Way. Barrow Green Road provides eastward access to Church Lane and Station Road East within Oxted town centre, and A25 / Tandridge Lane to the west.
- 2.3.3. The M25 junction 6 known as 'Godstone Interchange' is located some 5km west of the site and is accessed via the A25 / Tandridge Lane roundabout to which Barrow Green Road connects.

3. Development Proposals

3.1. General

- 3.1.1. It is proposed to provide in the region of 250 residential units (use class: C3) at the site, alongside appropriate access and infrastructure.

3.2. Access

- 3.2.1. Access to the site is proposed from two separate points, from the north via Barrow Green Road and from the south through an extension of Wheeler Avenue. The provision of two separate access points may have some benefit in terms of wider traffic distribution and permeability through the site.
- 3.2.2. The primary access to the site is from Wheeler Avenue which is of sufficient width to serve development to the north. Wheeler Avenue is to be extended northwards directly into the site.
- 3.2.3. The access from Barrow Green Road to the northern end of the site will likely take the form of a priority junction. Visibility splays concurrent with the 40mph design speed of Barrow Green Road will be provided, taking into account the adjacent change in speed limit. It is also proposed that recorded speeds will be obtained at the site frontage to inform the visibility splays.
- 3.2.4. Consideration will also be given the access for pedestrians and cyclists. The TA will seek to confirm that the footways within the site connect to Wheeler Avenue to the south. It is not considered necessary or appropriate to provide footways adjacent to a potential site access on Barrow Green Road given the absence of any pedestrian connections from/to this part of the site.

3.3. Parking

- 3.3.1. Car and cycle parking for the proposed development will be provided in accordance with the current, online SCC 'Vehicular, electric vehicle and cycle parking guidance for new developments'¹ (09 February 2023).

4. Trip Generation and Distribution

4.1. Introduction and Methodology

- 4.1.1. An initial trip generation assessment has been undertaken to assess the potential number of trips that could be expected to be generated by the proposed development. Trip rates have been identified using the TRICS (v7.9.4) database, with survey sites which share similar characteristics to the proposed developments in terms of land use, scale and accessibility.
- 4.1.2. The following site selection criteria has been used within TRICS to identify vehicle trip rates for the residential element of the proposals:
- Houses – privately owned;
 - Southeast only;
 - Surveys undertaken within the most recently available nine-year period;
 - Weekday surveys only;
 - Edge of Town sites only; and
 - 150-250 units.
- 4.1.3. A total of nine survey sites were identified using the above criteria. The resulting total people and vehicle trip rates for the typical network peak hours (08:00-09:00 and 17:00-18:00), alongside the trips generated by the proposed 250 residential units, are summarised in **Table 4.1**. The TRICS output report is included at **Appendix B**.

¹ <https://www.surreycc.gov.uk/roads-and-transport/parking/development-parking-guidance>

Table 4.1: Trip Rates and Trip Generation

Time Period	Trip Rates			Trip Generation		
	In	Out	Total	In	Out	Total
<i>Total People Trips</i>						
AM Peak Hour (08:00-09:00)	0.184	0.775	0.959	46	194	240
PM Peak Hour (17:00-18:00)	0.541	0.224	0.765	135	56	191
<i>Vehicle Trips</i>						
AM Peak Hour (08:00-09:00)	0.12	0.4	0.52	30	100	130
PM Peak Hour (17:00-18:00)	0.339	0.141	0.48	85	35	120

Source: TRICS and Pell Frischmann calculations

Note: Numbers may not sum due to rounding errors

4.2. Traffic Distribution

- 4.2.1. The majority of peak hour traffic generated by the proposed development is likely to comprise commuting trips, and as a result the distribution of development traffic, and its assignment to local junctions, will be based on the WU03EW census dataset (location of usual residence and place of work by method of travel to work) for the Tandridge 006 Middle Super Output Area (MSOA) within which the site is located. A review of 2011 census data will be undertaken, alongside the 2021 census data once this has been released by ONS.

5. Highway Impact Assessments

5.1. Modelling and Traffic Growth

- 5.1.1. With consideration to the scale of the development and the likely number of trips generated, it has been assumed that modelling of the following junctions will be required:
- Wheeler Avenue / Church Lane priority junction;
 - Church Lane / A25 West Hill priority junction;
 - A25 Godstone Road / Barrow Green Road / Tandridge Lane roundabout;
 - A25 Oxted Road / A22 roundabout;
 - Church Lane / East Hill Road / Station Road W roundabout;
 - A25 / East Hill Road priority junction; and
 - A25 Westerham Road / Wolf's Row / B269 High Street signalised crossroads.
- 5.1.2. It is assumed that traffic surveys will be required on Church Lane and the aforementioned locations, unless traffic flow data associated with recent applications is available and more appropriate.
- 5.1.3. It is expected that any surveys will be undertaken in 2023, and that the application will also be submitted in 2023. As such, it is assumed that the junction capacity assessments should take account of a five-year post submission (2028) assessment. Agreement is sought as to whether any committed developments should also be included, with assumptive discounts made to TEMPro factors as appropriate.

6. Scope of Transport Assessment

6.1. Summary

- 6.1.1. The purpose of this Scoping Report is to outline the proposed scope and contents of the TA report that will accompany the outline application for the residential development at the site. Agreement is sought from SCC as to the following key technical items outlined in this report:

- Trip rates;
- Scope of junctions to be modelled;
- Future year assessments;
- Traffic surveys / traffic flows; and
- Traffic distribution assumptions.

6.1.2. It is proposed that the following chapters are included within the TA:

- Policy review and analysis – review of relevant local, regional and national planning policy;
- Baseline conditions – review of existing walking, cycling and highway conditions within the vicinity of the site, including accessibility to key services and amenities;
- Proposed development – summary of development proposals, including access and parking arrangements;
- Trip generation and distribution – present the results of the trip generation and distribution assessments undertaken; and
- Highway impact assessment – present the results of the junction capacity assessments undertaken.

6.1.3. Agreement is sought from SCC as to the above.

Appendix A – TRICS Output Report

Calculation Reference: AUDIT-610801-230224-0254

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	
ES	EAST SUSSEX	1 days
HC	HAMPSHIRE	2 days
HF	HERTFORDSHIRE	1 days
SC	SURREY	1 days
SP	SOUTHAMPTON	1 days
WS	WEST SUSSEX	3 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: 151 to 250 (units:)
 Range Selected by User: 150 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/22

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

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	1 days
Thursday	4 days

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

Selected survey types:

Manual count	9 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	9
--------------	---

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

Selected Location Sub Categories:

Residential Zone	8
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
-----------------------------	-------------------

Secondary Filtering selection:

Use Class:

C3 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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	2 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	4 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:

0.6 to 1.0	1 days
1.1 to 1.5	6 days
1.6 to 2.0	2 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	8 days
No	1 days

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

PTAL Rating:

No PTAL Present	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
2	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 243 Survey date: WEDNESDAY 10/11/21		Survey Type: MANUAL
3	HC-03-A-29 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 195 Survey date: THURSDAY 30/06/22		Survey Type: MANUAL
4	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19		Survey Type: MANUAL
5	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings: 207 Survey date: MONDAY 01/04/19		Survey Type: MANUAL
6	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings: 250 Survey date: TUESDAY 12/10/21		Survey Type: MANUAL
7	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 151 Survey date: THURSDAY 11/12/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
9	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	195	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-03-A-12	COVID-19
WS-03-A-13	COVID-19

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): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.069	9	199	0.311	9	199	0.380
08:00 - 09:00	9	199	0.120	9	199	0.400	9	199	0.520
09:00 - 10:00	9	199	0.146	9	199	0.198	9	199	0.344
10:00 - 11:00	9	199	0.143	9	199	0.175	9	199	0.318
11:00 - 12:00	9	199	0.144	9	199	0.162	9	199	0.306
12:00 - 13:00	9	199	0.163	9	199	0.163	9	199	0.326
13:00 - 14:00	9	199	0.173	9	199	0.151	9	199	0.324
14:00 - 15:00	9	199	0.182	9	199	0.206	9	199	0.388
15:00 - 16:00	9	199	0.262	9	199	0.168	9	199	0.430
16:00 - 17:00	9	199	0.267	9	199	0.152	9	199	0.419
17:00 - 18:00	9	199	0.339	9	199	0.141	9	199	0.480
18:00 - 19:00	9	199	0.298	9	199	0.142	9	199	0.440
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.306			2.369			4.675

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

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

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Parameter summary

Trip rate parameter range selected:	151 - 250 (units:)
Survey date range:	01/01/14 - 30/06/22
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.003	9	199	0.003	9	199	0.006
08:00 - 09:00	9	199	0.006	9	199	0.006	9	199	0.012
09:00 - 10:00	9	199	0.003	9	199	0.003	9	199	0.006
10:00 - 11:00	9	199	0.002	9	199	0.002	9	199	0.004
11:00 - 12:00	9	199	0.002	9	199	0.002	9	199	0.004
12:00 - 13:00	9	199	0.002	9	199	0.002	9	199	0.004
13:00 - 14:00	9	199	0.002	9	199	0.002	9	199	0.004
14:00 - 15:00	9	199	0.003	9	199	0.003	9	199	0.006
15:00 - 16:00	9	199	0.008	9	199	0.008	9	199	0.016
16:00 - 17:00	9	199	0.004	9	199	0.006	9	199	0.010
17:00 - 18:00	9	199	0.003	9	199	0.002	9	199	0.005
18:00 - 19:00	9	199	0.002	9	199	0.001	9	199	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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.

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.001	9	199	0.001	9	199	0.002
08:00 - 09:00	9	199	0.002	9	199	0.002	9	199	0.004
09:00 - 10:00	9	199	0.003	9	199	0.002	9	199	0.005
10:00 - 11:00	9	199	0.002	9	199	0.003	9	199	0.005
11:00 - 12:00	9	199	0.000	9	199	0.001	9	199	0.001
12:00 - 13:00	9	199	0.001	9	199	0.001	9	199	0.002
13:00 - 14:00	9	199	0.002	9	199	0.001	9	199	0.003
14:00 - 15:00	9	199	0.002	9	199	0.002	9	199	0.004
15:00 - 16:00	9	199	0.002	9	199	0.002	9	199	0.004
16:00 - 17:00	9	199	0.000	9	199	0.000	9	199	0.000
17:00 - 18:00	9	199	0.002	9	199	0.001	9	199	0.003
18:00 - 19:00	9	199	0.001	9	199	0.001	9	199	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.017			0.035

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.

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.002	9	199	0.002	9	199	0.004
08:00 - 09:00	9	199	0.001	9	199	0.001	9	199	0.002
09:00 - 10:00	9	199	0.002	9	199	0.002	9	199	0.004
10:00 - 11:00	9	199	0.002	9	199	0.002	9	199	0.004
11:00 - 12:00	9	199	0.001	9	199	0.001	9	199	0.002
12:00 - 13:00	9	199	0.001	9	199	0.001	9	199	0.002
13:00 - 14:00	9	199	0.002	9	199	0.002	9	199	0.004
14:00 - 15:00	9	199	0.001	9	199	0.001	9	199	0.002
15:00 - 16:00	9	199	0.001	9	199	0.001	9	199	0.002
16:00 - 17:00	9	199	0.001	9	199	0.001	9	199	0.002
17:00 - 18:00	9	199	0.002	9	199	0.002	9	199	0.004
18:00 - 19:00	9	199	0.001	9	199	0.001	9	199	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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.

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.004	9	199	0.012	9	199	0.016
08:00 - 09:00	9	199	0.006	9	199	0.023	9	199	0.029
09:00 - 10:00	9	199	0.000	9	199	0.004	9	199	0.004
10:00 - 11:00	9	199	0.006	9	199	0.004	9	199	0.010
11:00 - 12:00	9	199	0.003	9	199	0.004	9	199	0.007
12:00 - 13:00	9	199	0.007	9	199	0.006	9	199	0.013
13:00 - 14:00	9	199	0.002	9	199	0.001	9	199	0.003
14:00 - 15:00	9	199	0.007	9	199	0.004	9	199	0.011
15:00 - 16:00	9	199	0.011	9	199	0.006	9	199	0.017
16:00 - 17:00	9	199	0.017	9	199	0.011	9	199	0.028
17:00 - 18:00	9	199	0.016	9	199	0.009	9	199	0.025
18:00 - 19:00	9	199	0.012	9	199	0.011	9	199	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.095			0.186

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.

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.078	9	199	0.418	9	199	0.496
08:00 - 09:00	9	199	0.143	9	199	0.661	9	199	0.804
09:00 - 10:00	9	199	0.191	9	199	0.281	9	199	0.472
10:00 - 11:00	9	199	0.185	9	199	0.255	9	199	0.440
11:00 - 12:00	9	199	0.194	9	199	0.224	9	199	0.418
12:00 - 13:00	9	199	0.221	9	199	0.221	9	199	0.442
13:00 - 14:00	9	199	0.233	9	199	0.205	9	199	0.438
14:00 - 15:00	9	199	0.248	9	199	0.265	9	199	0.513
15:00 - 16:00	9	199	0.431	9	199	0.232	9	199	0.663
16:00 - 17:00	9	199	0.417	9	199	0.215	9	199	0.632
17:00 - 18:00	9	199	0.477	9	199	0.186	9	199	0.663
18:00 - 19:00	9	199	0.418	9	199	0.201	9	199	0.619
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.236			3.364			6.600

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.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.020	9	199	0.031	9	199	0.051
08:00 - 09:00	9	199	0.033	9	199	0.064	9	199	0.097
09:00 - 10:00	9	199	0.026	9	199	0.035	9	199	0.061
10:00 - 11:00	9	199	0.025	9	199	0.026	9	199	0.051
11:00 - 12:00	9	199	0.022	9	199	0.022	9	199	0.044
12:00 - 13:00	9	199	0.027	9	199	0.020	9	199	0.047
13:00 - 14:00	9	199	0.022	9	199	0.026	9	199	0.048
14:00 - 15:00	9	199	0.027	9	199	0.033	9	199	0.060
15:00 - 16:00	9	199	0.066	9	199	0.036	9	199	0.102
16:00 - 17:00	9	199	0.051	9	199	0.025	9	199	0.076
17:00 - 18:00	9	199	0.034	9	199	0.024	9	199	0.058
18:00 - 19:00	9	199	0.029	9	199	0.030	9	199	0.059
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.382			0.372			0.754

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.

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.001	9	199	0.017	9	199	0.018
08:00 - 09:00	9	199	0.002	9	199	0.017	9	199	0.019
09:00 - 10:00	9	199	0.002	9	199	0.008	9	199	0.010
10:00 - 11:00	9	199	0.003	9	199	0.006	9	199	0.009
11:00 - 12:00	9	199	0.004	9	199	0.003	9	199	0.007
12:00 - 13:00	9	199	0.003	9	199	0.002	9	199	0.005
13:00 - 14:00	9	199	0.003	9	199	0.006	9	199	0.009
14:00 - 15:00	9	199	0.006	9	199	0.002	9	199	0.008
15:00 - 16:00	9	199	0.017	9	199	0.006	9	199	0.023
16:00 - 17:00	9	199	0.014	9	199	0.003	9	199	0.017
17:00 - 18:00	9	199	0.010	9	199	0.002	9	199	0.012
18:00 - 19:00	9	199	0.004	9	199	0.002	9	199	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.074			0.143

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.

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.003	9	199	0.006	9	199	0.009
08:00 - 09:00	9	199	0.001	9	199	0.009	9	199	0.010
09:00 - 10:00	9	199	0.001	9	199	0.005	9	199	0.006
10:00 - 11:00	9	199	0.000	9	199	0.003	9	199	0.003
11:00 - 12:00	9	199	0.000	9	199	0.001	9	199	0.001
12:00 - 13:00	9	199	0.002	9	199	0.003	9	199	0.005
13:00 - 14:00	9	199	0.001	9	199	0.001	9	199	0.002
14:00 - 15:00	9	199	0.001	9	199	0.000	9	199	0.001
15:00 - 16:00	9	199	0.002	9	199	0.001	9	199	0.003
16:00 - 17:00	9	199	0.003	9	199	0.001	9	199	0.004
17:00 - 18:00	9	199	0.003	9	199	0.003	9	199	0.006
18:00 - 19:00	9	199	0.005	9	199	0.000	9	199	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.033			0.055

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.

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.003	9	199	0.023	9	199	0.026
08:00 - 09:00	9	199	0.002	9	199	0.026	9	199	0.028
09:00 - 10:00	9	199	0.003	9	199	0.013	9	199	0.016
10:00 - 11:00	9	199	0.003	9	199	0.009	9	199	0.012
11:00 - 12:00	9	199	0.004	9	199	0.004	9	199	0.008
12:00 - 13:00	9	199	0.005	9	199	0.004	9	199	0.009
13:00 - 14:00	9	199	0.004	9	199	0.007	9	199	0.011
14:00 - 15:00	9	199	0.006	9	199	0.002	9	199	0.008
15:00 - 16:00	9	199	0.020	9	199	0.006	9	199	0.026
16:00 - 17:00	9	199	0.017	9	199	0.004	9	199	0.021
17:00 - 18:00	9	199	0.013	9	199	0.004	9	199	0.017
18:00 - 19:00	9	199	0.009	9	199	0.002	9	199	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.104			0.193

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.

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): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.105	9	199	0.484	9	199	0.589
08:00 - 09:00	9	199	0.184	9	199	0.775	9	199	0.959
09:00 - 10:00	9	199	0.219	9	199	0.333	9	199	0.552
10:00 - 11:00	9	199	0.218	9	199	0.295	9	199	0.513
11:00 - 12:00	9	199	0.224	9	199	0.255	9	199	0.479
12:00 - 13:00	9	199	0.260	9	199	0.251	9	199	0.511
13:00 - 14:00	9	199	0.261	9	199	0.238	9	199	0.499
14:00 - 15:00	9	199	0.288	9	199	0.305	9	199	0.593
15:00 - 16:00	9	199	0.527	9	199	0.279	9	199	0.806
16:00 - 17:00	9	199	0.501	9	199	0.254	9	199	0.755
17:00 - 18:00	9	199	0.541	9	199	0.224	9	199	0.765
18:00 - 19:00	9	199	0.467	9	199	0.244	9	199	0.711
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.795			3.937			7.732

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.

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.052	9	199	0.281	9	199	0.333
08:00 - 09:00	9	199	0.096	9	199	0.365	9	199	0.461
09:00 - 10:00	9	199	0.119	9	199	0.176	9	199	0.295
10:00 - 11:00	9	199	0.119	9	199	0.154	9	199	0.273
11:00 - 12:00	9	199	0.128	9	199	0.139	9	199	0.267
12:00 - 13:00	9	199	0.137	9	199	0.142	9	199	0.279
13:00 - 14:00	9	199	0.148	9	199	0.125	9	199	0.273
14:00 - 15:00	9	199	0.158	9	199	0.179	9	199	0.337
15:00 - 16:00	9	199	0.235	9	199	0.138	9	199	0.373
16:00 - 17:00	9	199	0.242	9	199	0.131	9	199	0.373
17:00 - 18:00	9	199	0.301	9	199	0.122	9	199	0.423
18:00 - 19:00	9	199	0.276	9	199	0.129	9	199	0.405
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.011			2.081			4.092

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.

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.011	9	199	0.021	9	199	0.032
08:00 - 09:00	9	199	0.015	9	199	0.020	9	199	0.035
09:00 - 10:00	9	199	0.020	9	199	0.016	9	199	0.036
10:00 - 11:00	9	199	0.018	9	199	0.013	9	199	0.031
11:00 - 12:00	9	199	0.012	9	199	0.019	9	199	0.031
12:00 - 13:00	9	199	0.020	9	199	0.016	9	199	0.036
13:00 - 14:00	9	199	0.019	9	199	0.020	9	199	0.039
14:00 - 15:00	9	199	0.015	9	199	0.020	9	199	0.035
15:00 - 16:00	9	199	0.013	9	199	0.017	9	199	0.030
16:00 - 17:00	9	199	0.017	9	199	0.013	9	199	0.030
17:00 - 18:00	9	199	0.025	9	199	0.013	9	199	0.038
18:00 - 19:00	9	199	0.017	9	199	0.009	9	199	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.202			0.197			0.399

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.

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.001	9	199	0.003	9	199	0.004
08:00 - 09:00	9	199	0.001	9	199	0.007	9	199	0.008
09:00 - 10:00	9	199	0.001	9	199	0.000	9	199	0.001
10:00 - 11:00	9	199	0.001	9	199	0.001	9	199	0.002
11:00 - 12:00	9	199	0.001	9	199	0.000	9	199	0.001
12:00 - 13:00	9	199	0.002	9	199	0.002	9	199	0.004
13:00 - 14:00	9	199	0.001	9	199	0.001	9	199	0.002
14:00 - 15:00	9	199	0.003	9	199	0.001	9	199	0.004
15:00 - 16:00	9	199	0.002	9	199	0.002	9	199	0.004
16:00 - 17:00	9	199	0.002	9	199	0.001	9	199	0.003
17:00 - 18:00	9	199	0.006	9	199	0.002	9	199	0.008
18:00 - 19:00	9	199	0.003	9	199	0.001	9	199	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.021			0.045

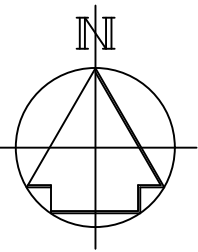
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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 B: Illustrative Masterplan



Appendix C: Site Access Drawings



Key

Indicative Site Boundary*

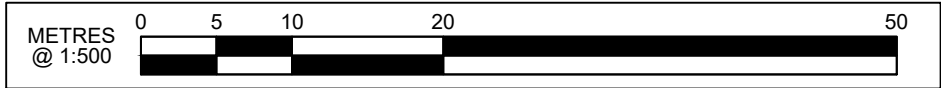
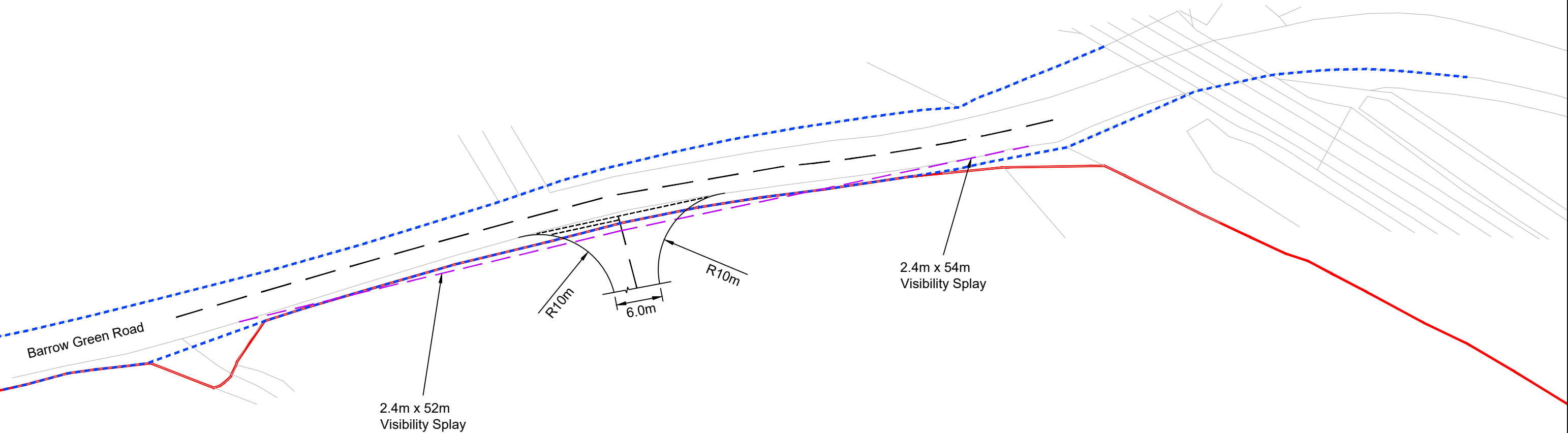
Highway Boundary

MfS Visibility Splay**

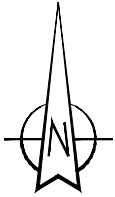
Notes:

*Based on Omega Architects drawing no. 1000 Rev B

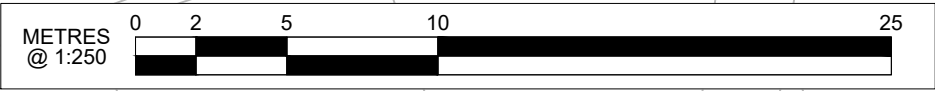
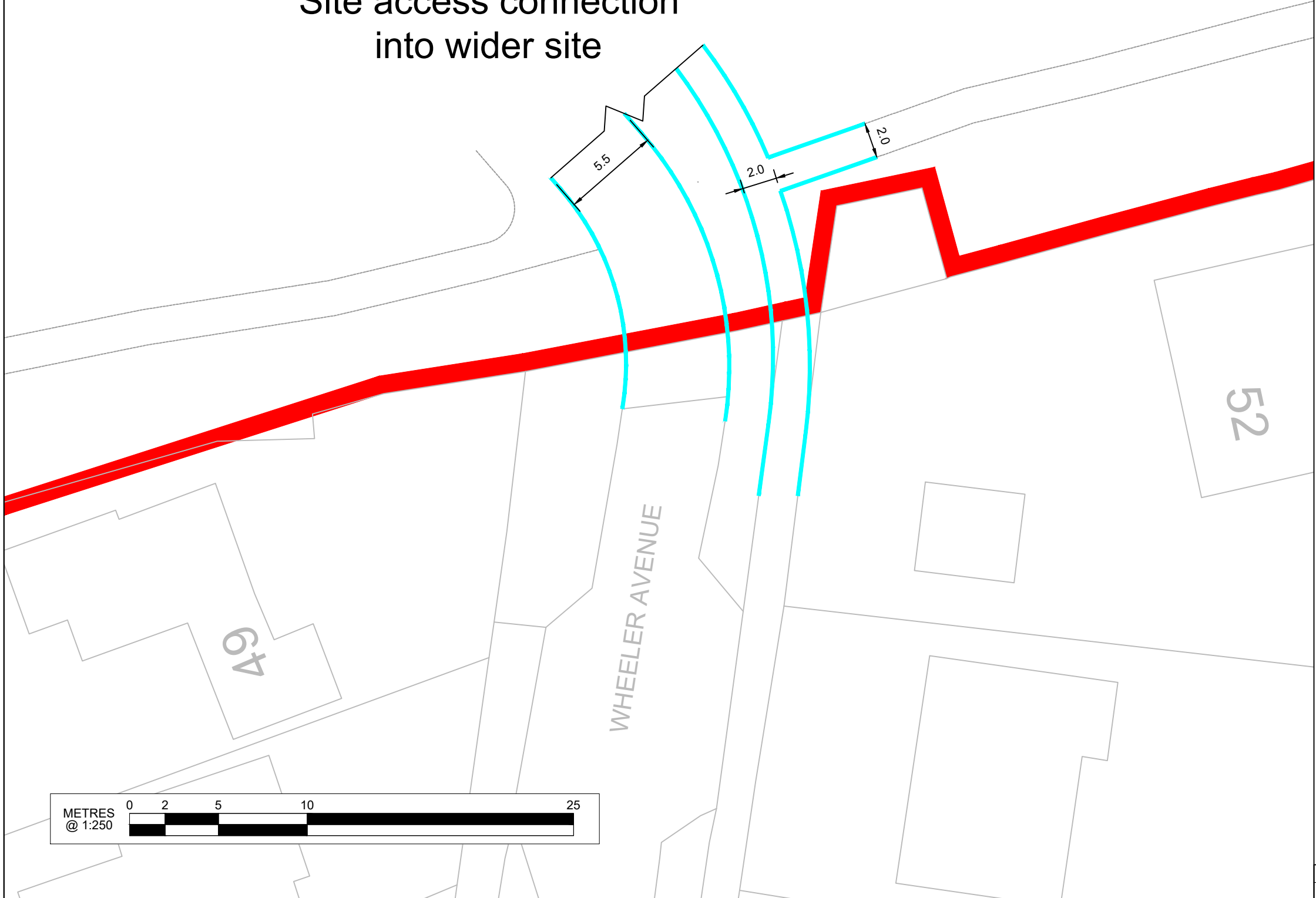
**Based on recorded 85th percentile speeds of 35.3mph Eastbound and 36.3mph Westbound



Pell Frischmann 5 FLOOR, 85 STRAND, LONDON WC2R 0DW Telephone +44 (0)207 486 3661 Email: pflondon@pellfrischmann.com www.pellfrischmann.com	Client Croudace Homes	Project Stoneyfield, Oxted	Drawing Status			
			For Issue			
			Name	Date	Status Code	
		Drawn	UK	Nov 2024	-	
		Designed	UK	Nov 2024	Scale 1:500@A3	
		Eng Chk	MN	Nov 2024	Revision P01	
		Approved	PC	Nov 2024		
Drawing Title Site Access Barrow Green Road			Drawing No. 107491 - PEF - XX - XX - D - H - 0300			



Site access connection
into wider site



NOTES:

1. All dimensions are in meters, unless stated otherwise.
2. This drawing to be read & printed in colour.
3. This drawing to be read in conjunction with other contract drawings.
4. This layout represents preliminary design only and is subject to detailed design and review

Key

 Site Boundary

Pell Frischmann

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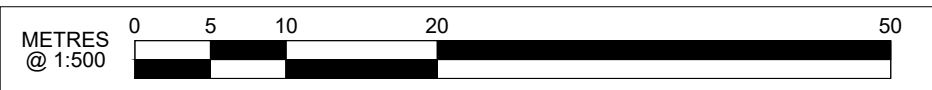
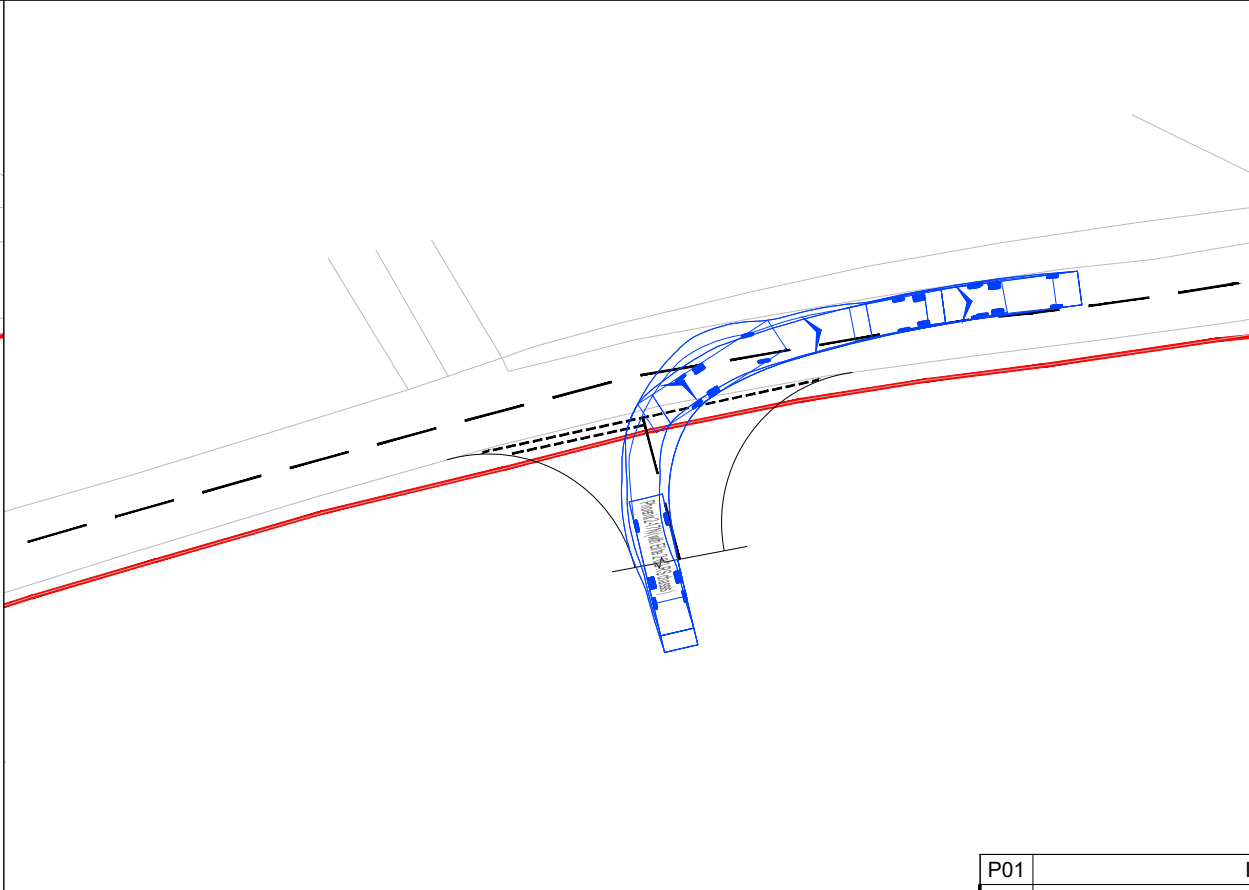
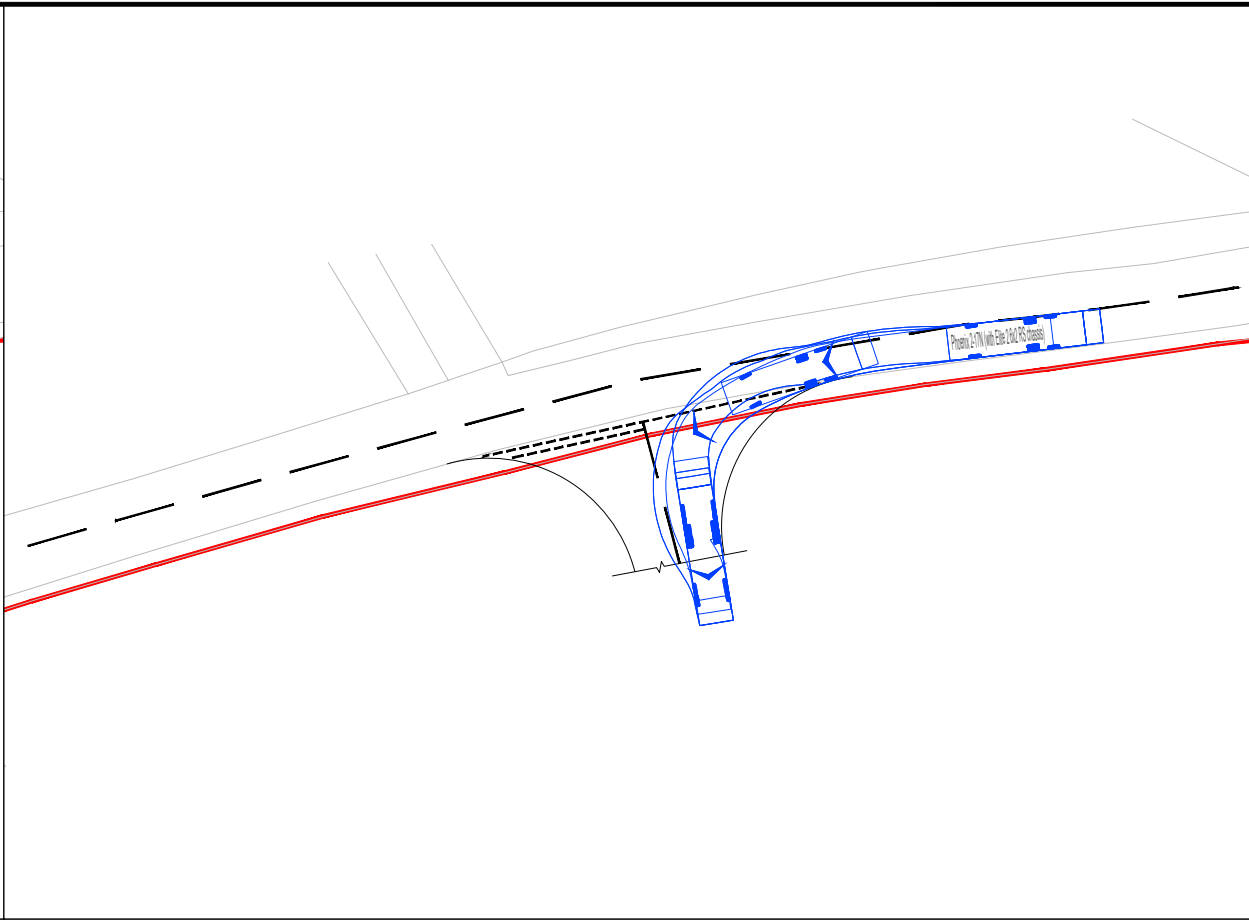
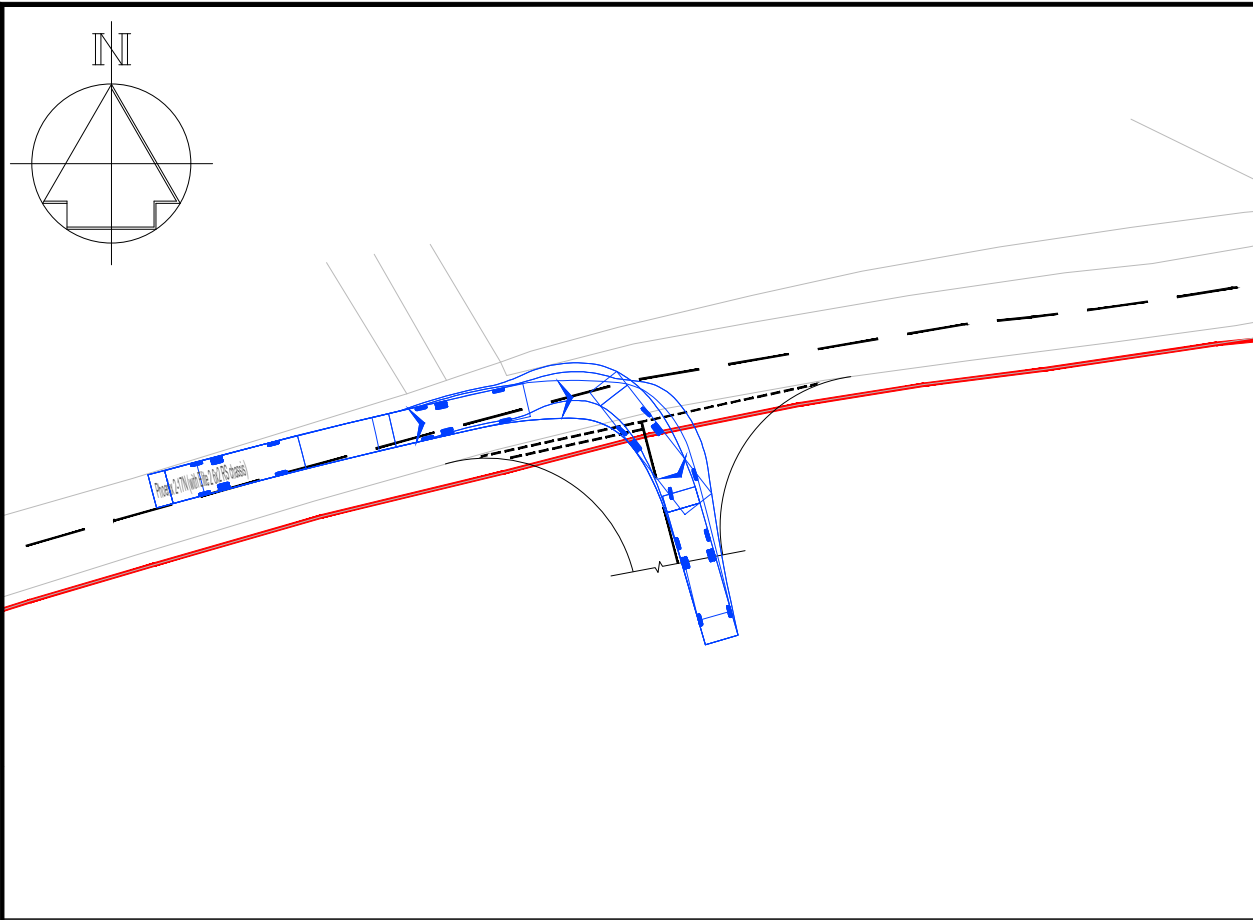
Project

Stoneyfield, Oxted

Title

Site Access
Wheeler Avenue

P01	Initial			GR	MN	PC	27.11.24
REV	DESCRIPTION			DRN	CHK	APP	DATE
Client Croudace Homes				Status For Issue			
				Status Code -			
Drawn		GR	Nov 2024	Scale 1:250 @A3			
Designed		N/A	N/A				
Checked		MN	Nov 2024	Revision P01			
Approved		PC	Nov 2024				
Project No. 107491-PEF-XX-XX-DR-H-0200							



Appendix D: TRICs Trip Rate Outputs

Calculation Reference: AUDIT-610801-230224-0254

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	
ES	EAST SUSSEX	1 days
HC	HAMPSHIRE	2 days
HF	HERTFORDSHIRE	1 days
SC	SURREY	1 days
SP	SOUTHAMPTON	1 days
WS	WEST SUSSEX	3 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: 151 to 250 (units:)
 Range Selected by User: 150 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/22

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

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	1 days
Thursday	4 days

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

Selected survey types:

Manual count	9 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	9
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	8
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
-----------------------------	-------------------

Secondary Filtering selection:

Use Class:

C3 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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	2 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	4 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:

0.6 to 1.0	1 days
1.1 to 1.5	6 days
1.6 to 2.0	2 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	8 days
No	1 days

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

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
2	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 243 Survey date: WEDNESDAY 10/11/21		Survey Type: MANUAL
3	HC-03-A-29 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 195 Survey date: THURSDAY 30/06/22		Survey Type: MANUAL
4	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19		Survey Type: MANUAL
5	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings: 207 Survey date: MONDAY 01/04/19		Survey Type: MANUAL
6	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings: 250 Survey date: TUESDAY 12/10/21		Survey Type: MANUAL
7	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 151 Survey date: THURSDAY 11/12/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
9	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	195	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-03-A-12	COVID-19
WS-03-A-13	COVID-19

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): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.069	9	199	0.311	9	199	0.380
08:00 - 09:00	9	199	0.120	9	199	0.400	9	199	0.520
09:00 - 10:00	9	199	0.146	9	199	0.198	9	199	0.344
10:00 - 11:00	9	199	0.143	9	199	0.175	9	199	0.318
11:00 - 12:00	9	199	0.144	9	199	0.162	9	199	0.306
12:00 - 13:00	9	199	0.163	9	199	0.163	9	199	0.326
13:00 - 14:00	9	199	0.173	9	199	0.151	9	199	0.324
14:00 - 15:00	9	199	0.182	9	199	0.206	9	199	0.388
15:00 - 16:00	9	199	0.262	9	199	0.168	9	199	0.430
16:00 - 17:00	9	199	0.267	9	199	0.152	9	199	0.419
17:00 - 18:00	9	199	0.339	9	199	0.141	9	199	0.480
18:00 - 19:00	9	199	0.298	9	199	0.142	9	199	0.440
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.306			2.369			4.675

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

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

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Parameter summary

Trip rate parameter range selected:	151 - 250 (units:)
Survey date range:	01/01/14 - 30/06/22
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.003	9	199	0.003	9	199	0.006
08:00 - 09:00	9	199	0.006	9	199	0.006	9	199	0.012
09:00 - 10:00	9	199	0.003	9	199	0.003	9	199	0.006
10:00 - 11:00	9	199	0.002	9	199	0.002	9	199	0.004
11:00 - 12:00	9	199	0.002	9	199	0.002	9	199	0.004
12:00 - 13:00	9	199	0.002	9	199	0.002	9	199	0.004
13:00 - 14:00	9	199	0.002	9	199	0.002	9	199	0.004
14:00 - 15:00	9	199	0.003	9	199	0.003	9	199	0.006
15:00 - 16:00	9	199	0.008	9	199	0.008	9	199	0.016
16:00 - 17:00	9	199	0.004	9	199	0.006	9	199	0.010
17:00 - 18:00	9	199	0.003	9	199	0.002	9	199	0.005
18:00 - 19:00	9	199	0.002	9	199	0.001	9	199	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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.

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.001	9	199	0.001	9	199	0.002
08:00 - 09:00	9	199	0.002	9	199	0.002	9	199	0.004
09:00 - 10:00	9	199	0.003	9	199	0.002	9	199	0.005
10:00 - 11:00	9	199	0.002	9	199	0.003	9	199	0.005
11:00 - 12:00	9	199	0.000	9	199	0.001	9	199	0.001
12:00 - 13:00	9	199	0.001	9	199	0.001	9	199	0.002
13:00 - 14:00	9	199	0.002	9	199	0.001	9	199	0.003
14:00 - 15:00	9	199	0.002	9	199	0.002	9	199	0.004
15:00 - 16:00	9	199	0.002	9	199	0.002	9	199	0.004
16:00 - 17:00	9	199	0.000	9	199	0.000	9	199	0.000
17:00 - 18:00	9	199	0.002	9	199	0.001	9	199	0.003
18:00 - 19:00	9	199	0.001	9	199	0.001	9	199	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.017			0.035

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.

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.002	9	199	0.002	9	199	0.004
08:00 - 09:00	9	199	0.001	9	199	0.001	9	199	0.002
09:00 - 10:00	9	199	0.002	9	199	0.002	9	199	0.004
10:00 - 11:00	9	199	0.002	9	199	0.002	9	199	0.004
11:00 - 12:00	9	199	0.001	9	199	0.001	9	199	0.002
12:00 - 13:00	9	199	0.001	9	199	0.001	9	199	0.002
13:00 - 14:00	9	199	0.002	9	199	0.002	9	199	0.004
14:00 - 15:00	9	199	0.001	9	199	0.001	9	199	0.002
15:00 - 16:00	9	199	0.001	9	199	0.001	9	199	0.002
16:00 - 17:00	9	199	0.001	9	199	0.001	9	199	0.002
17:00 - 18:00	9	199	0.002	9	199	0.002	9	199	0.004
18:00 - 19:00	9	199	0.001	9	199	0.001	9	199	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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.

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.004	9	199	0.012	9	199	0.016
08:00 - 09:00	9	199	0.006	9	199	0.023	9	199	0.029
09:00 - 10:00	9	199	0.000	9	199	0.004	9	199	0.004
10:00 - 11:00	9	199	0.006	9	199	0.004	9	199	0.010
11:00 - 12:00	9	199	0.003	9	199	0.004	9	199	0.007
12:00 - 13:00	9	199	0.007	9	199	0.006	9	199	0.013
13:00 - 14:00	9	199	0.002	9	199	0.001	9	199	0.003
14:00 - 15:00	9	199	0.007	9	199	0.004	9	199	0.011
15:00 - 16:00	9	199	0.011	9	199	0.006	9	199	0.017
16:00 - 17:00	9	199	0.017	9	199	0.011	9	199	0.028
17:00 - 18:00	9	199	0.016	9	199	0.009	9	199	0.025
18:00 - 19:00	9	199	0.012	9	199	0.011	9	199	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.095			0.186

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.

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.078	9	199	0.418	9	199	0.496
08:00 - 09:00	9	199	0.143	9	199	0.661	9	199	0.804
09:00 - 10:00	9	199	0.191	9	199	0.281	9	199	0.472
10:00 - 11:00	9	199	0.185	9	199	0.255	9	199	0.440
11:00 - 12:00	9	199	0.194	9	199	0.224	9	199	0.418
12:00 - 13:00	9	199	0.221	9	199	0.221	9	199	0.442
13:00 - 14:00	9	199	0.233	9	199	0.205	9	199	0.438
14:00 - 15:00	9	199	0.248	9	199	0.265	9	199	0.513
15:00 - 16:00	9	199	0.431	9	199	0.232	9	199	0.663
16:00 - 17:00	9	199	0.417	9	199	0.215	9	199	0.632
17:00 - 18:00	9	199	0.477	9	199	0.186	9	199	0.663
18:00 - 19:00	9	199	0.418	9	199	0.201	9	199	0.619
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.236			3.364			6.600

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.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.020	9	199	0.031	9	199	0.051
08:00 - 09:00	9	199	0.033	9	199	0.064	9	199	0.097
09:00 - 10:00	9	199	0.026	9	199	0.035	9	199	0.061
10:00 - 11:00	9	199	0.025	9	199	0.026	9	199	0.051
11:00 - 12:00	9	199	0.022	9	199	0.022	9	199	0.044
12:00 - 13:00	9	199	0.027	9	199	0.020	9	199	0.047
13:00 - 14:00	9	199	0.022	9	199	0.026	9	199	0.048
14:00 - 15:00	9	199	0.027	9	199	0.033	9	199	0.060
15:00 - 16:00	9	199	0.066	9	199	0.036	9	199	0.102
16:00 - 17:00	9	199	0.051	9	199	0.025	9	199	0.076
17:00 - 18:00	9	199	0.034	9	199	0.024	9	199	0.058
18:00 - 19:00	9	199	0.029	9	199	0.030	9	199	0.059
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.382			0.372			0.754

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.

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.001	9	199	0.017	9	199	0.018
08:00 - 09:00	9	199	0.002	9	199	0.017	9	199	0.019
09:00 - 10:00	9	199	0.002	9	199	0.008	9	199	0.010
10:00 - 11:00	9	199	0.003	9	199	0.006	9	199	0.009
11:00 - 12:00	9	199	0.004	9	199	0.003	9	199	0.007
12:00 - 13:00	9	199	0.003	9	199	0.002	9	199	0.005
13:00 - 14:00	9	199	0.003	9	199	0.006	9	199	0.009
14:00 - 15:00	9	199	0.006	9	199	0.002	9	199	0.008
15:00 - 16:00	9	199	0.017	9	199	0.006	9	199	0.023
16:00 - 17:00	9	199	0.014	9	199	0.003	9	199	0.017
17:00 - 18:00	9	199	0.010	9	199	0.002	9	199	0.012
18:00 - 19:00	9	199	0.004	9	199	0.002	9	199	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.074			0.143

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.

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.003	9	199	0.006	9	199	0.009
08:00 - 09:00	9	199	0.001	9	199	0.009	9	199	0.010
09:00 - 10:00	9	199	0.001	9	199	0.005	9	199	0.006
10:00 - 11:00	9	199	0.000	9	199	0.003	9	199	0.003
11:00 - 12:00	9	199	0.000	9	199	0.001	9	199	0.001
12:00 - 13:00	9	199	0.002	9	199	0.003	9	199	0.005
13:00 - 14:00	9	199	0.001	9	199	0.001	9	199	0.002
14:00 - 15:00	9	199	0.001	9	199	0.000	9	199	0.001
15:00 - 16:00	9	199	0.002	9	199	0.001	9	199	0.003
16:00 - 17:00	9	199	0.003	9	199	0.001	9	199	0.004
17:00 - 18:00	9	199	0.003	9	199	0.003	9	199	0.006
18:00 - 19:00	9	199	0.005	9	199	0.000	9	199	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.033			0.055

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.

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.003	9	199	0.023	9	199	0.026
08:00 - 09:00	9	199	0.002	9	199	0.026	9	199	0.028
09:00 - 10:00	9	199	0.003	9	199	0.013	9	199	0.016
10:00 - 11:00	9	199	0.003	9	199	0.009	9	199	0.012
11:00 - 12:00	9	199	0.004	9	199	0.004	9	199	0.008
12:00 - 13:00	9	199	0.005	9	199	0.004	9	199	0.009
13:00 - 14:00	9	199	0.004	9	199	0.007	9	199	0.011
14:00 - 15:00	9	199	0.006	9	199	0.002	9	199	0.008
15:00 - 16:00	9	199	0.020	9	199	0.006	9	199	0.026
16:00 - 17:00	9	199	0.017	9	199	0.004	9	199	0.021
17:00 - 18:00	9	199	0.013	9	199	0.004	9	199	0.017
18:00 - 19:00	9	199	0.009	9	199	0.002	9	199	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.104			0.193

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.

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): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.105	9	199	0.484	9	199	0.589
08:00 - 09:00	9	199	0.184	9	199	0.775	9	199	0.959
09:00 - 10:00	9	199	0.219	9	199	0.333	9	199	0.552
10:00 - 11:00	9	199	0.218	9	199	0.295	9	199	0.513
11:00 - 12:00	9	199	0.224	9	199	0.255	9	199	0.479
12:00 - 13:00	9	199	0.260	9	199	0.251	9	199	0.511
13:00 - 14:00	9	199	0.261	9	199	0.238	9	199	0.499
14:00 - 15:00	9	199	0.288	9	199	0.305	9	199	0.593
15:00 - 16:00	9	199	0.527	9	199	0.279	9	199	0.806
16:00 - 17:00	9	199	0.501	9	199	0.254	9	199	0.755
17:00 - 18:00	9	199	0.541	9	199	0.224	9	199	0.765
18:00 - 19:00	9	199	0.467	9	199	0.244	9	199	0.711
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.795			3.937			7.732

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.

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.052	9	199	0.281	9	199	0.333
08:00 - 09:00	9	199	0.096	9	199	0.365	9	199	0.461
09:00 - 10:00	9	199	0.119	9	199	0.176	9	199	0.295
10:00 - 11:00	9	199	0.119	9	199	0.154	9	199	0.273
11:00 - 12:00	9	199	0.128	9	199	0.139	9	199	0.267
12:00 - 13:00	9	199	0.137	9	199	0.142	9	199	0.279
13:00 - 14:00	9	199	0.148	9	199	0.125	9	199	0.273
14:00 - 15:00	9	199	0.158	9	199	0.179	9	199	0.337
15:00 - 16:00	9	199	0.235	9	199	0.138	9	199	0.373
16:00 - 17:00	9	199	0.242	9	199	0.131	9	199	0.373
17:00 - 18:00	9	199	0.301	9	199	0.122	9	199	0.423
18:00 - 19:00	9	199	0.276	9	199	0.129	9	199	0.405
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.011			2.081			4.092

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.

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.011	9	199	0.021	9	199	0.032
08:00 - 09:00	9	199	0.015	9	199	0.020	9	199	0.035
09:00 - 10:00	9	199	0.020	9	199	0.016	9	199	0.036
10:00 - 11:00	9	199	0.018	9	199	0.013	9	199	0.031
11:00 - 12:00	9	199	0.012	9	199	0.019	9	199	0.031
12:00 - 13:00	9	199	0.020	9	199	0.016	9	199	0.036
13:00 - 14:00	9	199	0.019	9	199	0.020	9	199	0.039
14:00 - 15:00	9	199	0.015	9	199	0.020	9	199	0.035
15:00 - 16:00	9	199	0.013	9	199	0.017	9	199	0.030
16:00 - 17:00	9	199	0.017	9	199	0.013	9	199	0.030
17:00 - 18:00	9	199	0.025	9	199	0.013	9	199	0.038
18:00 - 19:00	9	199	0.017	9	199	0.009	9	199	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.202			0.197			0.399

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	199	0.001	9	199	0.003	9	199	0.004
08:00 - 09:00	9	199	0.001	9	199	0.007	9	199	0.008
09:00 - 10:00	9	199	0.001	9	199	0.000	9	199	0.001
10:00 - 11:00	9	199	0.001	9	199	0.001	9	199	0.002
11:00 - 12:00	9	199	0.001	9	199	0.000	9	199	0.001
12:00 - 13:00	9	199	0.002	9	199	0.002	9	199	0.004
13:00 - 14:00	9	199	0.001	9	199	0.001	9	199	0.002
14:00 - 15:00	9	199	0.003	9	199	0.001	9	199	0.004
15:00 - 16:00	9	199	0.002	9	199	0.002	9	199	0.004
16:00 - 17:00	9	199	0.002	9	199	0.001	9	199	0.003
17:00 - 18:00	9	199	0.006	9	199	0.002	9	199	0.008
18:00 - 19:00	9	199	0.003	9	199	0.001	9	199	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.021			0.045

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.

Calculation Reference: AUDIT-610805-241030-1005

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	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: Number of residents
Actual Range: 17 to 75 (units:)
Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 30/10/2014 to 15/09/23

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	3 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	11 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	2
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

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	7
Village	1
No Sub Category	3

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	5 days - Selected

Secondary Filtering selection:

Use Class:

C2	11 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 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:

0.6 to 1.0	3 days
1.1 to 1.5	8 days

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

Travel Plan:

No	11 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	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: Survey date: TUESDAY	NURSING HOME 31 27/09/16	BLACKPOOL Survey Type: MANUAL
2	ES-05-F-02 BATTLE ROAD HAILSHAM Edge of Town Centre Residential Zone Total Number of residents: Survey date: WEDNESDAY	CARE HOME 69 13/07/16	EAST SUSSEX Survey Type: MANUAL
3	MS-05-F-01 VICTORIA STREET NEAR SAINT HELENS RAINFORD Neighbourhood Centre (PPS6 Local Centre) Village Total Number of residents: Survey date: FRIDAY	NURSING HOME 50 15/09/23	MERSEYSIDE Survey Type: MANUAL
4	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: Survey date: MONDAY	NURSING HOME 60 13/06/22	NORTH NORTHAMPTONSHIRE Survey Type: MANUAL
5	NT-05-F-02 MOOR LANE NEAR NOTTINGHAM BINGHAM Edge of Town Centre No Sub Category Total Number of residents: Survey date: MONDAY	NURSING HOME 34 14/11/16	NOTTINGHAMSHIRE Survey Type: MANUAL
6	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: Survey date: MONDAY	NURSING HOME 37 04/03/19	NORTH YORKSHIRE Survey Type: MANUAL
7	NY-05-F-06 HAMBLETON GROVE KNARESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: MONDAY	CARE HOME 75 19/06/23	NORTH YORKSHIRE Survey Type: MANUAL
8	SF-05-F-01 COLCHESTER ROAD IPSWICH Edge of Town Residential Zone Total Number of residents: Survey date: FRIDAY	CARE HOME 17 18/09/15	SUFFOLK Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SP-05-F-01 BOTLEY ROAD SOUTHAMPTON	CARE HOME		SOUTHAMPTON
	Edge of Town No Sub Category Total Number of residents:		42	
	Survey date: TUESDAY		24/11/15	Survey Type: MANUAL
10	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE	NURSING HOME		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:		52	
	Survey date: THURSDAY		02/05/19	Survey Type: MANUAL
11	WS-05-F-02 WYKEHAM ROAD WORTHING	NURSING HOME		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:		54	
	Survey date: TUESDAY		17/05/22	Survey Type: MANUAL

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

Pell Frischmann 5 Manchester Square London

Licence No: 610805

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	11	47	0.125	11	47	0.069	11	47	0.194
08:00 - 09:00	11	47	0.092	11	47	0.065	11	47	0.157
09:00 - 10:00	11	47	0.083	11	47	0.061	11	47	0.144
10:00 - 11:00	11	47	0.084	11	47	0.067	11	47	0.151
11:00 - 12:00	11	47	0.077	11	47	0.067	11	47	0.144
12:00 - 13:00	11	47	0.081	11	47	0.094	11	47	0.175
13:00 - 14:00	11	47	0.109	11	47	0.077	11	47	0.186
14:00 - 15:00	11	47	0.092	11	47	0.111	11	47	0.203
15:00 - 16:00	11	47	0.096	11	47	0.150	11	47	0.246
16:00 - 17:00	11	47	0.050	11	47	0.092	11	47	0.142
17:00 - 18:00	11	47	0.048	11	47	0.069	11	47	0.117
18:00 - 19:00	11	47	0.046	11	47	0.050	11	47	0.096
19:00 - 20:00	11	47	0.069	11	47	0.084	11	47	0.153
20:00 - 21:00	11	47	0.040	11	47	0.044	11	47	0.084
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.092			1.100			2.192

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

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

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Parameter summary

Trip rate parameter range selected: 17 - 75 (units:)
 Survey date range: 30/10/14 - 15/09/23
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix E: Traffic Distribution Information

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

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

usual residence		Proportion of total
place of work : 2011 super output area - middle layer	E02006433 : Tandridge 006	
Sample Size	2,011	100%
E02006433 : Tandridge 006	286	16.7%
E02005099 : Sevenoaks 013	95	5.6%
E02006386 : Reigate and Banstead 012	53	3.1%
E02006431 : Tandridge 004	51	3.0%
E02005100 : Sevenoaks 014	44	2.6%
E02006436 : Tandridge 009	43	2.5%
E02006434 : Tandridge 007	42	2.5%
E02006437 : Tandridge 010	42	2.5%
E02006435 : Tandridge 008	32	1.9%
E02006578 : Crawley 004	32	1.9%
E02006384 : Reigate and Banstead 010	31	1.8%
E02006388 : Reigate and Banstead 014	26	1.5%
E02006385 : Reigate and Banstead 011	24	1.4%
E02006604 : Mid Sussex 001	23	1.3%
E02006575 : Crawley 001	21	1.2%
E02000220 : Croydon 027	20	1.2%
E02005098 : Sevenoaks 012	20	1.2%
E02006430 : Tandridge 003	19	1.1%
E02006790 : Tandridge 012	18	1.1%
E02006364 : Mole Valley 003	17	1.0%
E02006432 : Tandridge 005	15	0.9%
E02000144 : Bromley 018	14	0.8%
E02006438 : Tandridge 011	13	0.8%
E02000221 : Croydon 028	12	0.7%
E02005094 : Sevenoaks 008	12	0.7%
E02006789 : Bromley 042	11	0.6%
E02000237 : Croydon 044	9	0.5%
E02000524 : Hillingdon 031	9	0.5%
E02000850 : Sutton 011	9	0.5%
E02005101 : Sevenoaks 015	9	0.5%
E02006383 : Reigate and Banstead 009	9	0.5%
E02006381 : Reigate and Banstead 007	8	0.5%
E02006429 : Tandridge 002	8	0.5%
E02006463 : Woking 008	8	0.5%
E02006607 : Mid Sussex 004	8	0.5%
E02000234 : Croydon 041	7	0.4%
E02000851 : Sutton 012	7	0.4%
E02006342 : Epsom and Ewell 008	7	0.4%
E02006376 : Reigate and Banstead 002	7	0.4%
E02006380 : Reigate and Banstead 006	7	0.4%
E02000156 : Bromley 030	6	0.4%
E02000208 : Croydon 015	6	0.4%
E02000222 : Croydon 029	6	0.4%
E02000228 : Croydon 035	6	0.35%
E02000606 : Kingston upon Thames 009	6	0.4%
E02000855 : Sutton 016	6	0.4%
E02005033 : Dartford 006	6	0.4%
E02006389 : Reigate and Banstead 015	6	0.4%
E02006392 : Reigate and Banstead 018	6	0.4%
E02000001 : City of London 001	5	0.3%
E02000154 : Bromley 028	5	0.3%
E02000196 : Croydon 003	5	0.3%
E02000230 : Croydon 037	5	0.3%
E02005153 : Tonbridge and Malling 005	5	0.3%
E02006369 : Mole Valley 008	5	0.3%
E02006370 : Mole Valley 009	5	0.3%
E02006382 : Reigate and Banstead 008	5	0.3%
E02006581 : Crawley 007	5	0.3%
E02000138 : Bromley 012	4	0.2%
E02000162 : Bromley 036	4	0.2%
E02000165 : Bromley 039	4	0.2%

E02000213 : Croydon 020	4	0.2%
E02000216 : Croydon 023	4	0.2%
E02000225 : Croydon 032	4	0.2%
E02000523 : Hillingdon 030	4	0.2%
E02000534 : Hounslow 009	4	0.2%
E02000861 : Sutton 022	4	0.2%
E02006854 : Tower Hamlets 033	4	0.2%
E02005095 : Sevenoaks 009	4	0.2%
E02006833 : Tonbridge and Malling 014	4	0.2%
E02005164 : Tunbridge Wells 003	4	0.2%
E02005173 : Tunbridge Wells 012	4	0.2%
E02006377 : Reigate and Banstead 003	4	0.2%
E02000134 : Bromley 008	3	0.2%
E02000142 : Bromley 016	3	0.2%
E02000146 : Bromley 020	3	0.2%
E02000194 : Croydon 001	3	0.2%
E02000217 : Croydon 024	3	0.2%
E02000219 : Croydon 026	3	0.2%
E02000224 : Croydon 031	3	0.2%
E02000226 : Croydon 033	3	0.2%
E02000231 : Croydon 038	3	0.2%
E02000235 : Croydon 042	3	0.2%
E02000631 : Lambeth 014	3	0.2%
E02000697 : Merton 009	3	0.2%
E02000932 : Wandsworth 010	3	0.2%
E02004403 : Wealden 001	3	0.2%
E02004409 : Wealden 007	3	0.2%
E02004558 : Maldon 004	3	0.2%
E02005097 : Sevenoaks 011	3	0.2%
E02005155 : Tonbridge and Malling 007	3	0.2%
E02005161 : Tonbridge and Malling 013	3	0.2%
E02005162 : Tunbridge Wells 001	3	0.2%
E02006837 : Epsom and Ewell 010	3	0.2%
E02006358 : Guildford 015	3	0.2%
E02006360 : Guildford 017	3	0.2%
E02006374 : Mole Valley 013	3	0.2%
E02006408 : Spelthorne 006	3	0.2%
E02006577 : Crawley 003	3	0.2%
E02006589 : Horsham 002	3	0.2%
E02000086 : Bexley 022	2	0.1%
E02000090 : Bexley 026	2	0.1%
E02000131 : Bromley 005	2	0.1%
E02000132 : Bromley 006	2	0.1%
E02000140 : Bromley 014	2	0.1%
E02000159 : Bromley 033	2	0.1%
E02000160 : Bromley 034	2	0.1%
E02000163 : Bromley 037	2	0.1%
E02000209 : Croydon 016	2	0.1%
E02000212 : Croydon 019	2	0.1%
E02000227 : Croydon 034	2	0.1%
E02000233 : Croydon 040	2	0.1%
E02000236 : Croydon 043	2	0.1%
E02000275 : Ealing 038	2	0.1%
E02000311 : Enfield 035	2	0.1%
E02000342 : Greenwich 030	2	0.1%
E02000483 : Havering 020	2	0.1%
E02000520 : Hillingdon 027	2	0.1%
E02000595 : Kensington and Chelsea 019	2	0.1%
E02000602 : Kingston upon Thames 005	2	0.1%
E02000617 : Kingston upon Thames 020	2	0.1%
E02000645 : Lambeth 028	2	0.1%
E02000654 : Lewisham 002	2	0.1%
E02000655 : Lewisham 003	2	0.1%
E02000689 : Merton 001	2	0.1%
E02000710 : Merton 022	2	0.1%
E02000795 : Richmond upon Thames 012	2	0.1%
E02000808 : Southwark 002	2	0.1%
E02000846 : Sutton 007	2	0.1%
E02000854 : Sutton 015	2	0.1%
E02000860 : Sutton 021	2	0.1%
E02000953 : Wandsworth 031	2	0.1%
E02000972 : Westminster 013	2	0.1%
E02000977 : Westminster 018	2	0.1%
E02003271 : Luton 014	2	0.1%

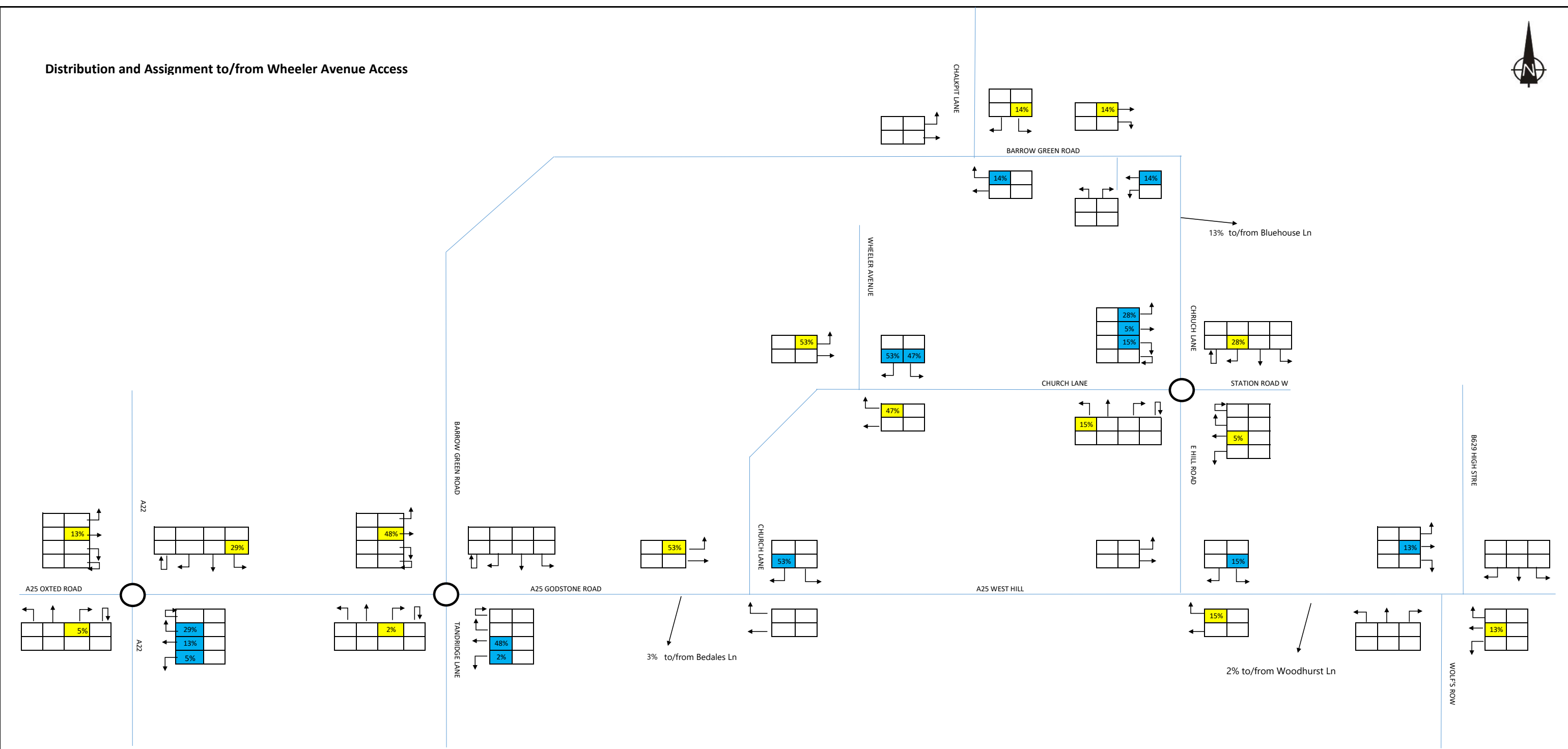
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E02005096 : Sevenoaks 010	2	0.1%
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E02005157 : Tonbridge and Malling 009	2	0.1%
E02005158 : Tonbridge and Malling 010	2	0.1%
E02005160 : Tonbridge and Malling 012	2	0.1%
E02005169 : Tunbridge Wells 008	2	0.1%
E02005172 : Tunbridge Wells 011	2	0.1%
E02005674 : Northampton 025	2	0.1%
E02006323 : Elmbridge 007	2	0.1%
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E02006356 : Guildford 013	2	0.1%
E02006362 : Mole Valley 001	2	0.1%
E02006387 : Reigate and Banstead 013	2	0.1%
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E02006457 : Woking 002	2	0.1%
E02006579 : Crawley 005	2	0.1%
E02006593 : Horsham 006	2	0.1%
E02006606 : Mid Sussex 003	2	0.1%
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E02000052 : Barnet 029	1	0.1%
E02000070 : Bexley 006	1	0.1%
E02000072 : Bexley 008	1	0.1%
E02000079 : Bexley 015	1	0.1%
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E02000339 : Greenwich 027	1	0.1%
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E02006931 : Greenwich 038	1	0.1%
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E02000538 : Hounslow 013	1	0.1%

E02000545 : Hounslow 020	1	0.1%
E02000551 : Hounslow 026	1	0.1%
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E02006792 : Hounslow 029	1	0.1%
E02000559 : Islington 006	1	0.1%
E02000594 : Kensington and Chelsea 018	1	0.1%
E02000608 : Kingston upon Thames 011	1	0.1%
E02000610 : Kingston upon Thames 013	1	0.1%
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E02000668 : Lewisham 016	1	0.1%
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E02000686 : Lewisham 034	1	0.1%
E02006798 : Lewisham 039	1	0.1%
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E02000700 : Merton 012	1	0.1%
E02000804 : Richmond upon Thames 021	1	0.1%
E02000806 : Richmond upon Thames 023	1	0.1%
E02000813 : Southwark 007	1	0.1%
E02000814 : Southwark 008	1	0.1%
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E02000839 : Southwark 033	1	0.1%
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E02000841 : Sutton 002	1	0.1%
E02000843 : Sutton 004	1	0.1%
E02000856 : Sutton 017	1	0.1%
E02000857 : Sutton 018	1	0.1%
E02000858 : Sutton 019	1	0.1%
E02006836 : Sutton 025	1	0.1%
E02000871 : Tower Hamlets 008	1	0.1%
E02000889 : Tower Hamlets 026	1	0.1%
E02000911 : Waltham Forest 017	1	0.1%
E02000920 : Waltham Forest 026	1	0.1%
E02000924 : Wandsworth 002	1	0.1%
E02000940 : Wandsworth 018	1	0.1%
E02000947 : Wandsworth 025	1	0.1%
E02000949 : Wandsworth 027	1	0.1%
E02000956 : Wandsworth 034	1	0.1%
E02000971 : Westminster 012	1	0.1%
E02000979 : Westminster 020	1	0.1%
E02000981 : Westminster 022	1	0.1%
E02000982 : Westminster 023	1	0.1%
E02001205 : Stockport 019	1	0.1%
E02001260 : Trafford 002	1	0.1%
E02001830 : Birmingham 004	1	0.1%
E02002102 : Solihull 022	1	0.1%
E02002223 : Bradford 041	1	0.1%
E02003004 : Bath and North East Somerset 021	1	0.1%
E02003100 : South Gloucestershire 011	1	0.1%
E02003207 : Poole 014	1	0.1%
E02003296 : Thurrock 001	1	0.1%
E02003310 : Thurrock 015	1	0.1%
E02003329 : Medway 016	1	0.1%
E02003358 : Bracknell Forest 007	1	0.1%
E02003375 : West Berkshire 009	1	0.1%
E02003398 : Reading 010	1	0.1%
E02003399 : Reading 011	1	0.1%
E02003408 : Slough 002	1	0.1%
E02003413 : Slough 007	1	0.1%
E02003415 : Slough 009	1	0.1%
E02003451 : Wokingham 013	1	0.1%
E02003521 : Brighton and Hove 031	1	0.1%
E02003529 : Portsmouth 006	1	0.1%
E02003531 : Portsmouth 008	1	0.1%

E02003539 : Portsmouth 016	1	0.1%
E02003667 : Aylesbury Vale 016	1	0.1%
E02003790 : South Cambridgeshire 016	1	0.1%
E02004134 : East Devon 006	1	0.1%
E02004222 : Torridge 003	1	0.1%
E02004359 : Eastbourne 004	1	0.1%
E02004365 : Eastbourne 010	1	0.1%
E02006857 : Eastbourne 013	1	0.1%
E02004376 : Hastings 009	1	0.1%
E02004381 : Lewes 003	1	0.1%
E02004392 : Rother 001	1	0.1%
E02004407 : Wealden 005	1	0.1%
E02004411 : Wealden 009	1	0.1%
E02004431 : Basildon 008	1	0.1%
E02004547 : Harlow 004	1	0.1%
E02004734 : Fareham 008	1	0.1%
E02004747 : Gosport 007	1	0.1%
E02004753 : Hart 003	1	0.1%
E02004808 : Rushmoor 007	1	0.1%
E02004841 : Winchester 013	1	0.1%
E02004899 : Hertsmere 004	1	0.1%
E02004978 : Watford 011	1	0.1%
E02004983 : Welwyn Hatfield 004	1	0.1%
E02004986 : Welwyn Hatfield 007	1	0.1%
E02004993 : Welwyn Hatfield 014	1	0.1%
E02005000 : Ashford 005	1	0.1%
E02005013 : Canterbury 004	1	0.1%
E02005018 : Canterbury 009	1	0.1%
E02005023 : Canterbury 014	1	0.1%
E02005028 : Dartford 001	1	0.1%
E02005029 : Dartford 002	1	0.1%
E02005030 : Dartford 003	1	0.1%
E02005037 : Dartford 010	1	0.1%
E02005056 : Gravesham 002	1	0.1%
E02005064 : Gravesham 010	1	0.1%
E02005073 : Maidstone 006	1	0.1%
E02005075 : Maidstone 008	1	0.1%
E02005083 : Maidstone 016	1	0.1%
E02005089 : Sevenoaks 003	1	0.1%
E02005127 : Swale 013	1	0.1%
E02005163 : Tunbridge Wells 002	1	0.1%
E02005165 : Tunbridge Wells 004	1	0.1%
E02005166 : Tunbridge Wells 005	1	0.1%
E02005168 : Tunbridge Wells 007	1	0.1%
E02005170 : Tunbridge Wells 009	1	0.1%
E02005202 : Chorley 014	1	0.1%
E02005590 : Norwich 007	1	0.1%
E02005949 : Oxford 010	1	0.1%
E02005975 : South Oxfordshire 018	1	0.1%
E02005983 : Vale of White Horse 006	1	0.1%
E02006002 : West Oxfordshire 010	1	0.1%
E02006054 : Mendip 008	1	0.1%
E02006107 : Taunton Deane 009	1	0.1%
E02006318 : Elmbridge 002	1	0.1%
E02006319 : Elmbridge 003	1	0.1%
E02006325 : Elmbridge 009	1	0.1%
E02006326 : Elmbridge 010	1	0.1%
E02006329 : Elmbridge 013	1	0.1%
E02006330 : Elmbridge 014	1	0.1%
E02006332 : Elmbridge 016	1	0.1%
E02006339 : Epsom and Ewell 005	1	0.1%
E02006346 : Guildford 003	1	0.1%
E02006351 : Guildford 008	1	0.1%
E02006355 : Guildford 012	1	0.1%
E02006359 : Guildford 016	1	0.1%
E02006361 : Guildford 018	1	0.1%
E02006365 : Mole Valley 004	1	0.1%
E02006366 : Mole Valley 005	1	0.1%
E02006367 : Mole Valley 006	1	0.1%
E02006378 : Reigate and Banstead 004	1	0.1%
E02006398 : Runnymede 006	1	0.1%
E02006406 : Spelthorne 004	1	0.1%
E02006415 : Spelthorne 013	1	0.1%
E02006441 : Waverley 003	1	0.1%

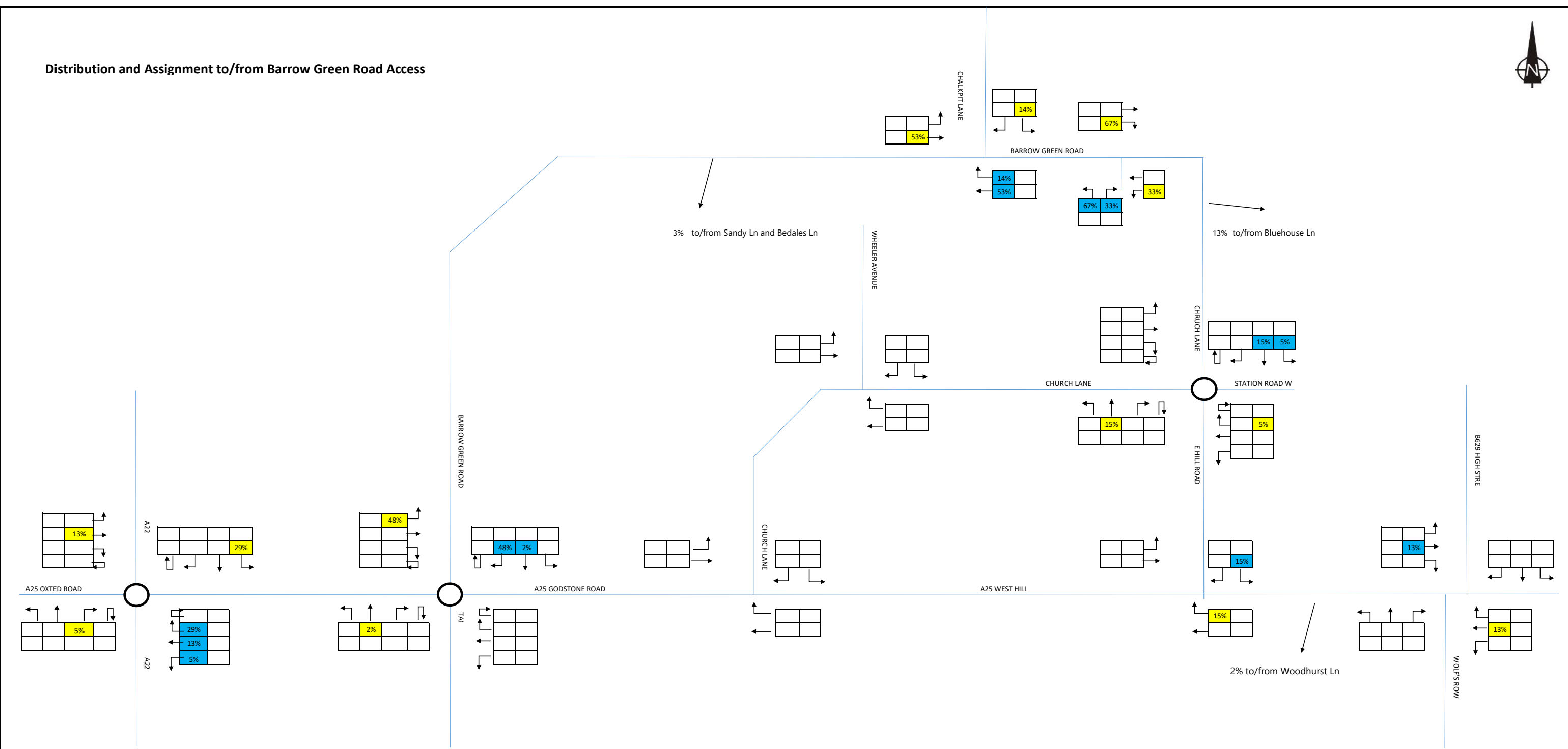
E02006446 : Waverley 008	1	0.1%
E02006448 : Waverley 010	1	0.1%
E02006537 : Adur 004	1	0.1%
E02006576 : Crawley 002	1	0.1%
E02006580 : Crawley 006	1	0.1%
E02006587 : Crawley 013	1	0.1%
E02006588 : Horsham 001	1	0.1%
E02006591 : Horsham 004	1	0.1%
E02006596 : Horsham 009	1	0.1%
E02006608 : Mid Sussex 005	1	0.1%
E02006611 : Mid Sussex 008	1	0.1%
E02006618 : Mid Sussex 015	1	0.1%
E02006619 : Mid Sussex 016	1	0.1%
E02006631 : Worthing 011	1	0.1%
E02006684 : Wiltshire 031	1	0.1%
W02000249 : The Vale of Glamorgan 013	1	0.1%

Distribution and Assignment to/from Wheeler Avenue Access



Pell Frischmann	5th Floor, 85 Strand, London, WC2R 0DW Tel: 0207 486 3661 pellfrischmann.com	KEY % % of traffic flow along given route
Land at Stoneyfields, Oxted, Surrey		
FIGURE 1		
Traffic Disribution and Assignment from Wheeler Avenue Access Point		

Distribution and Assignment to/from Barrow Green Road Access



Pell Frischmann	5th Floor, 85 Strand, London, WC2R 0DW Tel: 0207 486 3661 pellfrischmann.com	KEY % % of traffic flow along given route
Land at Stoneyfields, Oxted, Surrey		
FIGURE 2		
Traffic Disribution and Assignment from Barrow Green Road Access Point		

Appendix F: Traffic Survey Data

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								MOVEMENT 4							
	FROM A25 OXTED ROAD (EAST)								FROM A25 OXTED ROAD (EAST)								FROM A25 OXTED ROAD (EAST)								FROM A25 OXTED ROAD (EAST)							
	LEFT TURN TO								STRAIGHT AHEAD TO								RIGHT TURN TO								U-TURN BACK TO							
	A22 (SOUTH)								A25 OXTED ROAD (WEST)								A22 (NORTH)								A25 OXTED ROAD (EAST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0715	15	4	3	1	0	1	0	24	45	21	5	0	0	1	3	75	74	32	3	6	0	1	0	116	0	0	0	0	0	0	0	0
0715-0730	15	4	4	0	1	2	0	26	64	18	0	0	1	1	0	84	137	34	3	3	1	2	1	181	0	0	0	0	0	0	0	0
0730-0745	23	5	2	0	1	0	0	31	78	8	0	1	1	0	0	88	128	20	6	6	1	3	0	164	0	0	0	0	0	0	0	0
0745-0800	23	4	5	0	0	0	0	32	79	12	0	1	3	0	0	95	100	25	2	2	2	0	0	131	0	0	0	0	0	0	0	0
0800-0815	20	7	2	0	1	0	0	30	53	11	1	1	0	0	0	65	130	23	2	2	0	1	0	158	0	0	0	0	0	0	0	0
0815-0830	22	4	0	0	1	0	0	27	61	9	0	1	0	2	0	73	121	19	6	4	0	0	0	150	0	0	0	0	0	0	0	0
0830-0845	19	4	0	0	0	0	0	23	53	6	0	0	3	0	0	62	103	16	6	6	2	3	0	136	0	0	0	0	0	0	0	0
0845-0900	15	1	1	0	1	2	0	20	76	2	3	0	0	1	0	82	102	22	4	2	1	0	0	131	0	0	0	0	0	0	0	0
0900-0915	18	3	1	2	0	0	0	24	46	7	2	0	1	2	0	58	97	17	4	4	0	2	0	124	0	0	0	0	0	0	0	0
0915-0930	9	7	2	0	0	0	0	18	40	10	1	0	0	0	0	51	70	12	0	0	1	1	0	84	0	0	0	0	0	0	0	0
0930-0945	7	6	1	0	0	0	0	14	35	4	0	0	1	2	0	42	81	13	3	4	0	1	0	102	0	0	0	0	0	0	0	0
0945-1000	16	3	0	0	0	0	0	19	45	13	0	0	1	1	0	60	76	15	0	3	0	0	0	94	0	0	0	0	0	0	0	0
0700-1000	202	52	21	3	5	5	0	288	675	121	12	3	11	10	3	835	1219	248	39	42	8	14	1	1571	0	0	0	0	0	0	0	0
0700-0800	76	17	14	1	2	3	0	113	266	59	5	2	5	2	3	342	439	111	14	17	4	6	1	592	0	0	0	0	0	0	0	0
0715-0815	81	20	13	0	3	2	0	119	274	49	1	2	5	1	0	332	495	102	13	13	4	6	1	634	0	0	0	0	0	0	0	0
0730-0830	88	20	9	0	3	0	0	120	271	40	1	3	4	2	0	321	479	87	16	14	3	4	0	603	0	0	0	0	0	0	0	0
0745-0845	84	19	7	0	2	0	0	112	246	38	1	2	6	2	0	295	454	83	16	14	4	4	0	575	0	0	0	0	0	0	0	0
0800-0900	76	16	3	0	3	2	0	100	243	28	4	1	3	3	0	282	456	80	18	14	3	4	0	575	0	0	0	0	0	0	0	0
0815-0915	74	12	2	2	2	2	0	94	236	24	5	1	4	5	0	275	423	74	20	16	3	5	0	541	0	0	0	0	0	0	0	0
0830-0930	61	15	4	2	1	2	0	85	215	25	6	0	4	3	0	253	372	67	14	12	4	6	0	475	0	0	0	0	0	0	0	0
0845-0945	49	17	5	2	1	2	0	76	197	23	6	0	2	5	0	233	350	64	11	10	2	4	0	441	0	0	0	0	0	0	0	0
0900-1000	50	19	4	2	0	0	0	75	166	34	3	0	3	5	0	211	324	57	7	11	1	4	0	404	0	0	0	0	0	0	0	0
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

A25 Oxted Road / A22 roundabout (16:00-19:00) PM Peaks																																
	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								MOVEMENT 4							
	FROM A25 OXTED ROAD (EAST)								FROM A25 OXTED ROAD (EAST)								FROM A25 OXTED ROAD (EAST)								FROM A25 OXTED ROAD (EAST)							
	LEFT TURN TO								STRAIGHT AHEAD TO								RIGHT TURN TO								U-TURN BACK TO							
	A22 (SOUTH)								A25 OXTED ROAD (WEST)								A22 (NORTH)								A25 OXTED ROAD (EAST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1615	24	6	1	1	1	0	0	33	55	7	1	0	0	1	0	64	114	27	3	2	0	0	0	146	1	0	0	0	0	0	0	1
1615-1630	30	4	0	0	0	0	0	34	44	11	2	0	0	0	1	58	115	27	2	0	0	2	0	146	0	0	0	0	0	0	0	0
1630-1645	34	7	0	0	0	1	0	42	63	7	0	0	1	0	0	71	104	26	4	0	1	0	0	135	0	0	0	0	0	0	0	0
1645-1700	27	5	1	0	0	2	0	35	49	6	1	0	3	0	0	59	122	21	2	0	1	1	0	147	0	0	0	0	0	0	0	0
1700-1715	33	2	1	0	0	1	0	37	59	5	1	0	0	1	0	66	87	11	0	0	0	1	0	99	0	0	0	0	0	0	0	0
1715-1730	28	4	2	0	0	1	0	35	71	7	0	0	0	2	0	80	140	15	0	0	0	0	0	155	0	0	0	0	0	0	0	0
1730-1745	31	7	1	1	0	0	0	40	55	3	0	0	2	1	0	61	141	21	1	0	0	3	0	166	0	0	0	0	0	0	0	0
1745-1800	22	2	0	0	0	0	0	24	45	6	0	0	0	0	0	51	102	6	1	0	0	0	0	109	0	0	0	0	0	0	0	0
1800-1815	21	2	0	0	0	0	0	23	35	3	0	1	0	0	0	39	81	8	0	0	1	0	0	90	0	0	0	0	0	0	0	0
1815-1830	20	1	0	0	0	1	0	22	51	2	0	0	1	0	1	55	71	8	0	0	0	3	0	82	0	0	0	0	0	0	0	0
1830-1845	23	3	0	0	0	0	0	26	27	0	0	0	0	1	0	28	75	9	1	0	0	3	0	88	0	0	0	0	0	0	0	0
1845-1900	13	0	0	0	0	0	0	13	34	3	0	0	1	0	0	38	69	0	0	1	0	1	0	71	0	0	0	0	0	0	0	0
1600-1900	306	43	6	2	1	6	0	364	588	60	5	1	8	6	2	670	1221	179	14	3	3	14	0	1434	1	0	0	0	0	0	0	1
1600-1700	115	22	2	1	1	3	0	144	211	31	4	0	4	1	1	252	455	101	11	2	2	3	0	574	1	0	0	0	0	0	0	1
1615-1715	124	18	2	0	0	4	0	148	215	29	4	0	4	1	1	254	428	85	8	0	2	4	0	527	0	0	0	0	0	0	0	0
1630-1730	122	18	4	0	0	5	0	149	242	25	2	0	4	3	0	276	453	73	6	0	2	2	0	536	0	0	0	0	0	0	0	0
1645-1745	119	18	5	1	0	4	0	147	234	21	2	0	5	4	0	266	490	68	3	0	1	5	0	567	0	0	0	0	0	0	0	0
1700-1800	114	15	4	1	0	2	0	136	230	21	1	0	2	4	0	258	470	53	2	0	0	4	0	529	0	0	0	0	0	0	0	0
1715-1815	102	15	3	1	0	1	0	122	206	19	0	1	2	3	0	231	464	50	2	0	1	3	0	520	0	0	0	0	0	0	0	0
1730-1830	94	12	1	1	0	1	0	109	186	14	0	1	3	1	1	206	395	43	2	0	1	6	0	447	0	0	0	0	0	0	0	0
1745-1845	86	8	0	0	0	1	0	95	158	11	0	1	1	1	1	173	329	31	2	0	1	6	0	369	0	0	0	0	0	0	0	0
1800-1900	77	6	0	0	0	1	0	84	147	8	0	1	2	1	1	160	296	25	1	1	7	0	331	0	0	0	0	0	0	0	0	0
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Site: A25 Oxted Road / A22 roundabout

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

A25 Oxted Road / A22 roundabout (07:00-10:00) AM Peaks

	MOVEMENT 9								MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
	FROM A25 OXTED ROAD (WEST)								FROM A25 OXTED ROAD (WEST)								FROM A25 OXTED ROAD (WEST)								FROM A25 OXTED ROAD (WEST)							
	LEFT TURN TO								STRAIGHT AHEAD TO								RIGHT TURN TO								U-TURN BACK TO							
	A22 (NORTH)								A25 OXTED ROAD (EAST)								A22 (SOUTH)								A25 OXTED ROAD (WEST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0715	8	1	1	1	0	0	0	11	26	4	0	0	1	1	0	32	2	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0
0715-0730	6	2	0	0	0	0	0	8	17	8	1	0	0	2	0	28	4	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0
0730-0745	8	1	0	0	0	0	1	10	59	6	2	1	0	1	0	69	5	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0
0745-0800	5	3	0	0	0	0	0	8	56	12	0	0	0	0	0	68	8	2	0	0	0	0	0	0	10	0	0	0	0	0	0	0
0800-0815	9	1	1	0	0	0	0	11	56	17	0	0	1	0	0	74	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
0815-0830	6	1	1	0	0	0	0	8	76	8	2	0	2	0	0	88	8	1	0	0	0	0	0	0	9	0	0	0	0	0	0	0
0830-0845	5	2	0	0	0	0	0	7	51	6	0	0	0	1	0	58	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
0845-0900	3	3	0	0	0	0	0	6	51	7	1	0	1	1	0	61	5	2	0	0	0	0	0	0	7	0	0	0	0	0	0	0
0900-0915	2	0	1	0	0	0	0	3	49	6	1	0	0	0	0	56	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0
0915-0930	5	1	0	0	0	0	0	6	31	7	0	0	2	0	0	40	7	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0
0930-0945	8	0	0	0	0	0	0	8	42	10	1	1	0	0	0	54	5	1	1	0	0	0	0	7	0	0	0	0	0	0	0	0
0945-1000	3	2	0	0	0	0	0	5	26	3	1	0	1	0	0	31	3	1	0	1	1	0	0	6	0	0	0	0	0	0	0	0
0700-1000	68	17	4	1	0	0	1	91	540	94	9	2	8	6	0	659	54	12	1	2	1	0	0	70	0	0	0	0	0	0	0	0
0700-0800	27	7	1	1	0	0	1	37	158	30	3	1	1	4	0	197	19	6	0	0	0	0	0	25	0	0	0	0	0	0	0	0
0715-0815	28	7	1	0	0	0	1	37	188	43	3	1	1	3	0	239	20	4	0	0	0	0	0	24	0	0	0	0	0	0	0	0
0730-0830	28	6	2	0	0	0	1	37	247	43	4	1	3	1	0	299	24	4	0	0	0	0	0	28	0	0	0	0	0	0	0	0
0745-0845	25	7	2	0	0	0	0	34	239	43	2	0	3	1	0	288	22	3	0	0	0	0	0	25	0	0	0	0	0	0	0	0
0800-0900	23	7	2	0	0	0	0	32	234	38	3	0	4	2	0	281	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0
0815-0915	16	6	2	0	0	0	0	24	227	27	4	0	3	2	0	263	17	4	0	0	0	0	0	21	0	0	0	0	0	0	0	0
0830-0930	15	6	1	0	0	0	0	22	182	26	2	0	3	2	0	215	16	3	0	1	0	0	0	20	0	0	0	0	0	0	0	0
0845-0945	18	4	1	0	0	0	0	23	173	30	3	1	3	1	0	211	18	4	1	1	0	0	0	24	0	0	0	0	0	0	0	0
0900-1000	18	3	1	0	0	0	0	22	148	26	3	1	3	0	0	181	16	3	1	2	1	0	0	23	0	0	0	0	0	0	0	0
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

A25 Oxted Road / A22 roundabout (16:00-19:00) PM Peaks

	MOVEMENT 9								MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
	FROM A25 OXTED ROAD (WEST)								FROM A25 OXTED ROAD (WEST)								FROM A25 OXTED ROAD (WEST)								FROM A25 OXTED ROAD (WEST)							
	LEFT TURN TO								STRAIGHT AHEAD TO								RIGHT TURN TO								U-TURN BACK TO							
	A22 (NORTH)								A25 OXTED ROAD (EAST)								A22 (SOUTH)								A25 OXTED ROAD (WEST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1615	3	1	0	0	0	0	0	4	41	10	2	0	1	1	0	55	3	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0
1615-1630	7	1	0	0	0	1	0	9	68	13	1	1	2	1	0	86	6	0	0	0	0	1	0	7	0	0	0	0	0	0	0	0
1630-1645	6	2	1	0	1	0	0	10	60	5	1	1	3	0	1	71	9	1	2	1	0	0	0	13	0	0	0	0	0	0	0	0
1645-1700	10	4	0	0	0	0	0	14	72	5	1	1	0	0	0	79	6	4	2	0	0	0	0	12	0	1	0	0	0	0	0	1
1700-1715	7	1	0	0	0	0	0	8	58	3	0	1	1	1	0	64	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
1715-1730	7	1	0	0	0	0	0	8	79	6	0	0	0	0	0	85	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
1730-1745	8	4	0	0	0	0	0	12	65	6	1	0	2	0	1	75	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
1745-1800	8	2	0	0	0	0	0	10	64	5	0	0	0	1	0	70	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
1800-1815	8	0	0	0	0	0	0	8	48	0	0	0	1	3	0	52	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
1815-1830	3	0	0	0	0	0	0	3	47	7	0	0	0	1	0	55	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1830-1845	4	0	0	0	1	0	0	5	33	7	0	0	1	0	0	41	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
1845-1900	1	0	0	0	0	0	0	1	26	2	0	0	0	1	0	29	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
1600-1900	72	16	1	0	2	1	0	92	661	69	6	4	11	9	2	762	66	13	4	1	0	2	0	86	0	1	0	0	0	0	0	1
1600-1700	26	8	1	0	1	1	0	37	241	33	5	3	6	2	1	291	24	5	4	1	0	2	0	36	0	1	0	0	0	0	0	1
1615-1715	30	8	1	0	1	1	0	41	258	26	3	4	6	2	1	300	32	7	4	1	0	1	0	45	0	1	0	0	0	0	0	1
1630-1730	30	8	1	0	1	0	0	40	269	19	2	3	4	1	1	299	31	8	4	1	0	0	0	44	0	1	0	0	0	0	0	1
1645-1745	32	10	0	0	0	0	0	42	274	20	2	2	3	1	1	303	28	7	2	0	0	0	0	37	0	1	0	0	0	0	0	1
1700-1800	30	8	0	0	0	0	0	38	266	20	1	1	3	2	1	294	24	6	0	0	0	0	0	30	0	0	0	0	0	0	0	0
1715-1815	31	7	0	0	0	0	0	38	256	17	1	0	3	4	1	282	20	4	0	0	0	0	0	24	0	0	0	0	0	0	0	0
1730-1830	27	6	0	0	0	0	0	33	224	18	1	0	3	5	1	252	17	4	0	0	0	0	0	21	0	0	0	0	0	0	0	0
1745-1845	23	2	0	0	1	0	0	26	192	19	0	0	2	5	0	218	15	5	0	0	0	0	0	20	0	0	0	0	0	0	0	0
1800-1900	16	0	0	0	1	0	0	17	154	16	0	0	2	5	0	177	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Site: A25 Oxted Road / A22 roundabout

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

A25 Oxted Road / A22 roundabout (07:00-10:00) AM Peaks

	MOVEMENT 13								MOVEMENT 14								MOVEMENT 15								MOVEMENT 16							
	FROM A22 (NORTH) LEFT TURN TO A25 OXTED ROAD (EAST)								FROM A22 (NORTH) STRAIGHT AHEAD TO A22 (SOUTH)								FROM A22 (NORTH) RIGHT TURN TO A25 OXTED ROAD (WEST)								FROM A22 (NORTH) U-TURN BACK TO A22 (NORTH)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0715	40	23	1	0	0	0	0	64	73	35	3	5	2	2	0	120	6	4	2	0	0	0	0	12	1	2	1	0	0	0	0	4
0715-0730	49	35	5	1	0	2	0	92	73	35	4	2	0	2	0	116	5	5	2	1	0	0	0	13	0	0	1	0	0	0	0	1
0730-0745	89	27	0	3	0	3	0	122	81	36	8	6	2	0	0	133	13	7	0	0	0	0	0	20	0	0	0	0	0	0	0	0
0745-0800	106	33	1	1	1	1	0	143	96	19	7	6	0	2	0	130	3	3	2	0	0	0	0	8	1	1	1	0	0	0	0	3
0800-0815	117	20	3	2	0	1	0	143	84	21	3	7	0	0	0	115	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0
0815-0830	107	29	2	1	1	0	0	140	76	23	8	9	0	0	0	116	14	5	3	1	1	0	0	24	0	0	1	0	0	0	0	1
0830-0845	115	24	1	1	0	1	0	142	99	26	5	6	0	0	0	136	11	4	3	0	0	0	0	18	0	2	0	0	0	0	0	2
0845-0900	116	21	3	1	0	0	0	141	111	25	7	6	0	0	0	149	13	4	0	1	0	0	0	18	2	2	0	0	0	0	0	4
0900-0915	86	17	4	4	0	0	0	111	98	27	3	5	0	0	0	133	12	3	0	0	0	0	0	15	0	3	0	0	0	0	0	3
0915-0930	94	25	2	3	0	0	0	124	66	30	4	6	0	0	0	106	2	1	1	2	0	0	0	6	2	0	1	0	0	0	0	3
0930-0945	66	21	2	2	2	2	0	95	74	17	5	8	0	1	0	105	4	1	0	1	0	0	0	6	0	0	0	0	0	0	0	0
0945-1000	80	16	4	3	1	0	0	104	53	19	7	6	1	0	0	86	12	0	1	0	1	0	0	14	1	0	0	0	0	0	0	1
0700-1000	1065	291	28	22	5	10	0	1421	984	313	64	72	5	7	0	1445	109	40	14	6	2	0	0	171	7	10	5	0	0	0	0	22
0700-0800	284	118	7	5	1	6	0	421	323	125	22	19	4	6	0	499	27	19	6	1	0	0	0	53	2	3	3	0	0	0	0	8
0715-0815	361	115	9	7	1	7	0	500	334	111	22	21	2	4	0	494	35	18	4	1	0	0	0	58	1	1	2	0	0	0	0	4
0730-0830	419	109	6	7	2	5	0	548	337	99	26	28	2	2	0	494	44	18	5	1	1	0	0	69	1	1	2	0	0	0	0	4
0745-0845	445	106	7	5	2	3	0	568	355	89	23	28	0	2	0	497	42	15	8	1	1	0	0	67	1	3	2	0	0	0	0	6
0800-0900	455	94	9	5	1	2	0	566	370	95	23	28	0	0	0	516	52	16	6	2	1	0	0	77	2	4	1	0	0	0	0	7
0815-0915	424	91	10	7	1	1	0	534	384	101	23	26	0	0	0	534	50	16	6	2	1	0	0	75	2	7	1	0	0	0	0	10
0830-0930	411	87	10	9	0	1	0	518	374	108	19	23	0	0	0	524	38	12	4	3	0	0	0	57	4	7	1	0	0	0	0	12
0845-0945	362	84	11	10	2	2	0	471	349	99	19	25	0	1	0	493	31	9	1	4	0	0	0	45	4	5	1	0	0	0	0	10
0900-1000	326	79	12	12	3	2	0	434	291	93	19	25	1	1	0	430	30	5	2	3	1	0	0	41	3	3	1	0	0	0	0	7
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

A25 Oxted Road / A22 roundabout (16:00-19:00) PM Peaks

	MOVEMENT 13								MOVEMENT 14								MOVEMENT 15								MOVEMENT 16								
	FROM A22 (NORTH) LEFT TURN TO A25 OXTED ROAD (EAST)								FROM A22 (NORTH) STRAIGHT AHEAD TO A22 (SOUTH)								FROM A22 (NORTH) RIGHT TURN TO A25 OXTED ROAD (WEST)								FROM A22 (NORTH) U-TURN BACK TO A22 (NORTH)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1615	70	22	3	2	1	1	0	99	99	35	4	0	1	3	0	142	9	1	1	1	0	0	0	0	12	2	0	0	0	0	0	0	2
1615-1630	100	11	1	3	1	1	0	117	85	31	8	3	1	0	0	128	8	1	0	0	0	0	0	0	9	1	1	0	0	0	0	0	2
1630-1645	84	22	1	0	1	4	0	112	98	35	5	2	1	3	0	144	12	0	0	0	0	0	1	0	13	4	0	0	0	0	0	0	4
1645-1700	107	21	3	1	0	0	0	132	90	22	3	2	0	5	0	122	14	0	0	0	0	0	0	0	14	3	0	1	0	0	0	0	4
1700-1715	95	16	0	5	0	0	0	116	96	29	4	3	0	3	0	135	16	1	0	0	1	0	0	0	18	2	0	0	0	0	0	0	2
1715-1730	99	25	2	1	0	0	0	127	122	23	1	3	1	2	0	152	13	3	0	0	0	0	0	1	17	4	1	0	0	0	0	0	5
1730-1745	109	17	0	0	0	0	1	127	112	22	2	1	0	0	0	137	19	3	0	0	1	1	0	0	24	3	0	0	0	0	0	0	3
1745-1800	120	11	0	1	0	0	0	132	101	23	3	1	1	2	0	131	13	0	1	0	0	0	0	0	14	3	0	0	0	0	0	0	3
1800-1815	88	4	0	0	1	3	0	96	102	12	1	2	0	2	0	119	1	2	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
1815-1830	80	10	0	0	0	1	0	91	92	11	0	3	0	2	0	108	3	2	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5
1830-1845	74	6	0	2	0	2	0	84	95	19	2	0	0	2	0	118	5	3	0	0	0	0	0	0	8	3	0	0	0	0	0	0	3
1845-1900	118	17	0	0	1	1	0	137	100	16	2	2	0	1	0	121	5	1	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
1600-1900	1144	182	10	15	5	14	0	1370	1192	278	35	22	5	25	0	1557	118	17	2	1	2	2	1	143	34	3	1	0	0	0	0	38	
1600-1700	361	76	8	6	3	6	0	460	372	123	20	7	3	11	0	536	43	2	1	1	0	1	0	0	48	10	1	1	0	0	0	0	12
1615-1715	386	70	5	9	2	5	0	477	369	117	20	10	2	11	0	529	50	2	0	0	1	1	0	0	54	10	1	1	0	0	0	0	12
1630-1730	385	84	6	7	1	4	0	487	406	109	13	10	2	13	0	553	55	4	0	0	1	1	1	1	62	13	1	1	0	0	0	0	15
1645-1745	410	79	5	7	0	1	0	502	420	96	10	9	1	10	0	546	62	7	0	0	2	1	1	1	73	12	1	1	0	0	0	0	14
1700-1800	423	69	2	7	0	1	0	502	431	97	10	8	2	7	0	555	61	7	1	0	2	1	1	1	73	12	1	0	0	0	0	0	13
1715-1815	416	57	2	2	1	4	0	482	437	80	7	7	2	6	0	539	46	8	1	0	1	1	1	1	58	12	1	0	0	0	0	0	13
1730-1830	397	42	0	1	1	5	0	446	407	68	6	7	1	6	0	495	36	7	1	0	1	1	0	0	46	12	1	0	0	0	0	0	13
1745-1845	362	31	0	3	1	6	0	403	390	65	6	6	1	8	0	476	22	7	1	0	0	0	0	0	30	12	1	0	0	0	0	0	13
1800-1900	360	37	0	2	2	7	0	408	389	58	5	7	0	7	0	466	14	8	0	0	0	0	0	0	22	12	1	0	0	0	0	0	13
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								

Site: A25 Godstone Road / Barrow Green Road / Tandridge Lane roundabout

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

A25 Godstone Road / Barrow Green Road / Tandridge Lane roundabout (07:00-10:00) AM Peaks

	MOVEMENT 21								MOVEMENT 22								MOVEMENT 23								MOVEMENT 24							
	FROM TANDRIDGE LANE LEFT TURN TO A25 OXTED ROAD								FROM TANDRIDGE LANE STRAIGHT AHEAD TO BARROW GREEN ROAD								FROM TANDRIDGE LANE RIGHT TURN TO A25 GODSTONE ROAD								FROM TANDRIDGE LANE U-TURN BACK TO TANDRIDGE LANE							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0715	9	3	0	0	0	0	0	12	4	2	0	0	0	0	0	6	8	1	0	0	0	0	0	0	9	0	0	0	0	0	0	0
0715-0730	8	2	0	0	0	0	0	10	8	0	0	0	0	2	0	10	8	1	0	0	0	0	0	0	9	0	0	0	0	0	0	0
0730-0745	18	3	0	0	0	0	0	21	4	1	0	0	0	0	0	5	7	1	0	0	0	0	0	8	1	0	0	0	0	0	1	
0745-0800	14	1	0	0	0	0	0	15	16	3	0	0	0	0	0	19	15	3	1	0	0	0	0	19	0	0	0	0	0	0	0	
0800-0815	6	4	0	0	0	0	0	10	5	3	0	0	0	0	0	8	12	2	1	0	1	0	0	16	0	0	0	0	0	0	0	
0815-0830	12	1	0	0	0	0	0	13	17	1	0	0	0	1	0	19	27	2	0	0	2	0	0	31	0	0	0	0	0	0	0	
0830-0845	7	3	0	0	0	1	0	11	16	1	0	0	0	0	0	17	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	
0845-0900	18	1	0	0	0	0	0	19	8	1	0	0	0	0	0	9	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	
0900-0915	12	2	0	0	0	0	0	14	3	0	0	0	0	0	0	3	17	1	0	0	0	1	0	19	0	0	0	0	0	0	0	
0915-0930	5	0	0	0	0	0	0	5	4	2	0	0	0	0	0	6	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	
0930-0945	8	1	0	0	0	0	0	9	1	3	0	0	0	0	0	4	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	
0945-1000	5	0	0	0	0	0	0	5	3	1	0	0	0	0	0	4	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	
0700-1000	122	21	0	0	0	1	0	144	89	18	0	0	1	2	0	110	159	13	2	0	3	1	0	178	1	0	0	0	0	0	0	1
0700-0800	49	9	0	0	0	0	0	58	32	6	0	0	0	2	0	40	38	6	1	0	0	0	0	45	1	0	0	0	0	0	0	1
0715-0815	46	10	0	0	0	0	0	56	33	7	0	0	0	2	0	42	42	7	2	0	1	0	0	52	1	0	0	0	0	0	0	1
0730-0830	50	9	0	0	0	0	0	59	42	8	0	0	1	0	0	51	61	8	2	0	3	0	0	74	1	0	0	0	0	0	0	1
0745-0845	39	9	0	0	0	1	0	49	54	8	0	0	1	0	0	63	75	7	2	0	3	0	0	87	0	0	0	0	0	0	0	0
0800-0900	43	9	0	0	0	1	0	53	46	6	0	0	1	0	0	53	78	4	1	0	3	0	0	86	0	0	0	0	0	0	0	0
0815-0915	49	7	0	0	0	1	0	57	44	3	0	0	1	0	0	48	83	3	0	0	2	1	0	89	0	0	0	0	0	0	0	0
0830-0930	42	6	0	0	0	1	0	49	31	4	0	0	0	0	0	35	66	3	0	0	0	1	0	70	0	0	0	0	0	0	0	0
0845-0945	43	4	0	0	0	0	0	47	16	6	0	0	0	0	0	22	51	3	0	0	0	1	0	55	0	0	0	0	0	0	0	0
0900-1000	30	3	0	0	0	0	0	33	11	6	0	0	0	0	0	17	43	3	0	0	0	1	0	47	0	0	0	0	0	0	0	0
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

A25 Godstone Road / Barrow Green Road / Tandridge Lane roundabout (16:00-19:00) PM Peaks

	MOVEMENT 21									MOVEMENT 22									MOVEMENT 23									MOVEMENT 24							
	FROM TANDRIDGE LANE LEFT TURN TO A25 OXTED ROAD									FROM TANDRIDGE LANE STRAIGHT AHEAD TO BARROW GREEN ROAD									FROM TANDRIDGE LANE RIGHT TURN TO A25 GODSTONE ROAD									FROM TANDRIDGE LANE U-TURN BACK TO TANDRIDGE LANE							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1615	2	0	1	0	0	0	0	3		7	0	0	0	0	0	0	7		11	0	0	0	0	0	0	11		0	0	0	0	0	0	0	
1615-1630	4	0	0	0	0	0	0	4		6	2	0	0	0	0	0	8		10	1	0	0	0	0	0	11		0	0	0	0	0	0	0	
1630-1645	7	0	0	0	0	0	0	7		3	1	0	0	0	0	0	4		10	0	0	0	0	0	0	10		0	0	0	0	0	0	0	
1645-1700	5	2	0	0	1	0	0	8		3	1	0	0	0	0	0	4		7	2	0	0	0	1	0	10		0	0	0	0	0	0	0	
1700-1715	3	1	0	0	0	0	0	4		3	1	1	0	0	0	0	5		12	0	0	0	0	0	0	12		0	0	0	0	0	0	0	
1715-1730	9	0	0	0	0	0	0	9		9	1	1	0	0	0	1	12		15	1	0	0	0	0	0	16		0	0	0	0	0	0	0	
1730-1745	4	4	0	0	0	1	0	9		8	1	0	0	0	3	0	12		8	0	0	0	0	0	0	8		0	0	0	0	0	0	0	
1745-1800	3	0	0	0	0	0	0	3		1	1	0	0	0	0	0	2		8	1	0	0	0	0	0	9		0	0	0	0	0	0	0	
1800-1815	2	1	0	0	0	0	0	3		2	1	0	0	0	0	0	3		9	1	0	0	0	0	0	10		0	0	0	0	0	0	0	
1815-1830	2	0	0	0	0	0	0	2		7	1	0	0	0	0	0	8		15	0	0	0	0	0	0	15		2	0	0	0	0	0	2	
1830-1845	3	0	0	0	0	0	0	3		3	0	0	0	0	0	0	3		7	0	0	0	0	0	0	7		0	0	0	0	0	0	0	
1845-1900	4	0	0	0	0	0	0	4		2	0	0	0	0	0	0	2		6	1	0	0	0	0	0	7		0	0	0	0	0	0	0	
1600-1900	48	8	1	0	1	1	0	59		54	10	2	0	0	4	0	70		118	7	0	0	0	1	0	126		2	0	0	0	0	0	2	
1600-1700	18	2	1	0	1	0	0	22		19	4	0	0	0	0	0	23		38	3	0	0	0	1	0	42		0	0	0	0	0	0	0	
1615-1715	19	3	0	0	1	0	0	23		15	5	1	0	0	0	0	21		39	3	0	0	0	1	0	43		0	0	0	0	0	0	0	
1630-1730	24	3	0	0	1	0	0	28		18	4	2	0	0	1	0	25		44	3	0	0	0	1	0	48		0	0	0	0	0	0	0	
1645-1745	21	7	0	0	1	1	0	30		23	4	2	0	0	4	0	33		42	3	0	0	0	1	0	46		0	0	0	0	0	0	0	
1700-1800	19	5	0	0	0	1	0	25		21	4	2	0	0	4	0	31		43	2	0	0	0	0	0	45		0	0	0	0	0	0	0	
1715-1815	18	5	0	0	0	0	1	24		20	4	1	0	0	4	0	29		40	3	0	0	0	0	0	43		0	0	0	0	0	0	0	
1730-1830	11	5	0	0	0	1	0	17		18	4	0	0	0	3	0	25		40	2	0	0	0	0	0	42		2	0	0	0	0	0	2	
1745-1845	10	1	0	0	0	0	0	11		13	3	0	0	0	0	0	16		39	2	0	0	0	0	0	41		2	0	0	0	0	0	2	
1800-1900	11	1	0	0	0	0	0	12		14	2	0	0	0	0	0	16		37	2	0	0	0	0	0	39		2	0	0	0	0	0	2	
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS							

Site: A25 Godstone Road / Barrow Green Road / Tandridge Lane roundabout

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

A25 Godstone Road / Barrow Green Road / Tandridge Lane roundabout (07:00-10:00) AM Peaks

	MOVEMENT 25									MOVEMENT 26									MOVEMENT 27									MOVEMENT 28								
	FROM A25 OXTED ROAD LEFT TURN TO BARROW GREEN ROAD									FROM A25 OXTED ROAD STRAIGHT AHEAD TO A25 GODSTONE ROAD									FROM A25 OXTED ROAD RIGHT TURN TO TANDRIDGE LANE									FROM A25 OXTED ROAD U-TURN BACK TO A25 OXTED ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0715	9	4	0	0	0	0	0	13		71	27	2	0	1	1	0	102		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		
0715-0730	9	6	0	0	0	0	1	16		87	38	6	1	1	4	0	137		4	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2	
0730-0745	19	6	0	2	0	0	1	28		144	38	4	1	1	3	0	191		4	1	0	0	0	0	0	0		2	0	0	0	0	0	0	2	
0745-0800	17	11	1	0	0	0	0	29		150	39	3	3	1	1	0	197		5	0	0	0	0	0	0	0		0	0	0	0	0	0	0		
0800-0815	25	5	0	0	0	0	0	30		175	39	6	2	2	1	0	225		5	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
0815-0830	25	2	0	0	0	0	0	27		172	35	11	1	3	0	0	222		6	2	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
0830-0845	34	6	0	0	0	0	0	40		175	31	2	1	2	1	0	212		5	1	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
0845-0900	23	6	0	0	0	0	0	29		162	32	6	1	1	1	0	203		6	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
0900-0915	12	2	0	1	0	0	0	15		125	21	4	3	0	0	1	154		4	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1	
0915-0930	15	4	0	0	0	0	0	19		134	26	4	4	2	0	0	170		5	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
0930-0945	6	9	1	0	0	0	0	16		105	25	2	3	1	1	0	137		3	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1	
0945-1000	8	1	0	1	0	0	0	10		106	23	6	3	3	1	0	142		4	1	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
0700-1000	202	62	2	4	0	2	0	272		1606	374	56	23	18	14	1	2092		51	5	0	0	0	0	0	1		6	0	0	0	0	0	0	6	
0700-0800	54	27	1	2	0	2	0	86		452	142	15	5	4	9	0	627		13	1	0	0	0	0	0	0		4	0	0	0	0	0	0	4	
0715-0815	70	28	1	2	0	2	0	103		556	154	19	7	5	9	0	750		18	1	0	0	0	0	0	0		4	0	0	0	0	0	0	4	
0730-0830	86	24	1	2	0	0	1	114		641	151	24	7	7	5	0	835		20	3	0	0	0	0	0	0		2	0	0	0	0	0	0	2	
0745-0845	101	24	1	0	0	0	0	126		672	144	22	7	8	3	0	856		21	3	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
0800-0900	107	19	0	0	0	0	0	126		684	137	25	5	8	3	0	862		22	3	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
0815-0915	94	16	0	1	0	0	0	111		634	119	23	6	6	2	1	791		21	3	0	0	0	0	0	1		1	0	0	0	0	0	0	1	
0830-0930	84	18	0	1	0	0	0	103		596	110	16	9	5	2	1	739		20	1	0	0	0	0	0	1		1	0	0	0	0	0	0	1	
0845-0945	56	21	1	1	0	0	0	79		526	104	16	11	4	2	1	664		18	0	0	0	0	0	0	1		2	0	0	0	0	0	0	2	
0900-1000	41	16	1	2	0	0	0	60		470	95	16	13	6	2	1	603		16	1	0	0	0	0	0	1		2	0	0	0	0	0	0	2	
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

A25 Godstone Road / Barrow Green Road / Tandridge Lane roundabout (16:00-19:00) PM Peaks

	MOVEMENT 25									MOVEMENT 26									MOVEMENT 27									MOVEMENT 28								
	FROM A25 OXTED ROAD LEFT TURN TO BARROW GREEN ROAD									FROM A25 OXTED ROAD STRAIGHT AHEAD TO A25 GODSTONE ROAD									FROM A25 OXTED ROAD RIGHT TURN TO TANDRIDGE LANE									FROM A25 OXTED ROAD U-TURN BACK TO A25 OXTED ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1615	10	4	1	0	0	1	0	16		116	33	4	2	2	3	1	161		5	2	0	0	0	0	0	0	7		0	0	0	0	0	0	0	0
1615-1630	22	2	0	0	0	0	0	24		145	17	4	4	2	1	1	174		5	0	0	0	0	0	0	0	5		1	0	0	0	0	0	0	1
1630-1645	14	3	0	0	0	0	0	17		153	24	2	2	5	0	0	186		4	3	1	0	0	0	0	0	8		0	0	0	0	0	0	0	
1645-1700	19	3	0	0	0	0	0	22		172	23	2	2	1	2	1	203		11	2	0	0	0	0	0	0	13		0	0	0	0	0	0	0	
1700-1715	20	2	0	0	0	1	0	23		155	15	1	5	1	0	0	177		6	2	0	0	0	0	0	0	8		0	0	0	0	0	0	0	
1715-1730	38	5	0	0	0	0	0	43		166	30	1	1	0	0	0	198		10	1	0	0	0	0	0	0	11		1	0	0	0	0	0	1	
1730-1745	20	2	1	0	0	0	0	23		181	27	1	0	2	1	0	212		7	1	0	0	0	0	0	0	8		0	0	0	0	0	0	0	
1745-1800	23	3	0	1	0	1	0	28		188	14	0	1	0	3	0	206		7	0	0	0	0	0	0	0	7		0	0	0	0	0	0	0	
1800-1815	18	2	0	0	0	1	0	21		150	7	0	0	2	5	0	164		4	1	0	0	0	0	0	0	5		0	0	0	0	0	0	0	
1815-1830	23	0	0	0	0	0	0	23		127	15	0	0	2	1	0	145		4	2	0	0	0	0	0	0	6		0	0	0	0	0	0	0	
1830-1845	12	2	0	0	0	0	0	14		104	9	0	1	1	3	0	118		2	0	0	0	0	0	0	0	2		0	0	0	0	0	0	0	
1845-1900	10	2	0	0	0	0	0	12		142	20	1	1	1	2	0	167		1	1	0	0	0	0	0	0	2		0	1	0	0	0	0	1	
1600-1900	229	30	2	1	0	4	0	266		1799	234	16	19	19	21	3	2111		66	15	1	0	0	0	0	0	82		2	1	0	0	0	0	3	
1600-1700	65	12	1	0	0	1	0	79		586	97	12	10	10	6	3	724		25	7	1	0	0	0	0	0	33		1	0	0	0	0	0	1	
1615-1715	75	10	0	0	0	1	0	86		625	79	9	13	9	3	2	740		26	7	1	0	0	0	0	0	34		1	0	0	0	0	0	1	
1630-1730	91	13	0	0	0	1	0	105		646	92	6	10	7	2	1	764		31	8	1	0	0	0	0	0	40		1	0	0	0	0	0	1	
1645-1745	97	12	1	0	0	1	0	111		674	95	5	8	4	3	1	790		34	6	0	0	0	0	0	0	40		1	0	0	0	0	0	1	
1700-1800	101	12	1	1	0	2	0	117		690	86	3	7	3	4	0	793		30	4	0	0	0	0	0	0	34		1	0	0	0	0	0	1	
1715-1815	99	12	1	1	0	2	0	115		685	78	2	2	4	9	0	780		28	3	0	0	0	0	0	0	31		1	0	0	0	0	0	1	
1730-1830	84	7	1	1	0	2	0	95		646	63	1	1	6	10	0	727		22	4	0	0	0	0	0	0	26		0	0	0	0	0	0	0	
1745-1845	76	7	0	1	0	2	0	86		569	45	0	2	5	12	0	633		17	3	0	0	0	0	0	0	20		0	0	0	0	0	0	0	
1800-1900	63	6	0	0	0	1	0	70		523	51	1	2	6	11	0	594		11	4	0	0	0	0	0	0	15		0	1	0	0	0	0	1	
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Site: A25 Godstone Road / Barrow Green Road / Tandridge Lane roundabout

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

A25 Godstone Road / Barrow Green Road / Tandridge Lane roundabout (07:00-10:00) AM Peaks

	MOVEMENT 29									MOVEMENT 30									MOVEMENT 31									MOVEMENT 32								
	FROM BARROW GREEN ROAD LEFT TURN TO A25 GODSTONE ROAD									FROM BARROW GREEN ROAD STRAIGHT AHEAD TO TANDRIDGE LANE									FROM BARROW GREEN ROAD RIGHT TURN TO A25 OXTED ROAD									FROM BARROW GREEN ROAD U-TURN BACK TO BARROW GREEN ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT				
0700-0715	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	24	8	0	0	0	2	0	34	0	0	0	0	0	0	0	0				
0715-0730	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	32	10	1	0	0	0	0	43	0	0	0	0	0	0	0	0				
0730-0745	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6	41	5	0	0	0	3	0	49	0	0	0	0	0	0	0	0				
0745-0800	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10	42	3	0	0	0	0	0	45	0	0	0	0	0	0	0	0				
0800-0815	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	31	12	0	0	0	0	0	43	0	0	0	0	0	0	0	0				
0815-0830	1	0	0	0	0	0	0	1	8	2	0	0	0	0	0	10	41	2	0	0	0	0	0	43	0	0	0	0	0	0	0	0				
0830-0845	2	0	0	0	0	0	0	2	19	0	0	0	0	0	0	19	32	6	0	1	1	0	40	0	0	0	0	0	0	0	0					
0845-0900	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	47	4	0	0	0	1	0	52	0	0	0	0	0	0	0	0				
0900-0915	1	1	0	0	0	0	0	2	4	0	0	0	0	0	0	4	21	5	0	1	0	2	0	29	0	0	0	0	0	0	0	0				
0915-0930	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	28	3	1	0	0	0	0	32	0	0	0	0	0	0	0	0				
0930-0945	2	1	0	1	0	0	0	4	6	1	0	0	0	0	0	7	18	5	0	0	0	1	0	24	0	0	0	0	0	0	0	0				
0945-1000	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	18	7	0	0	0	0	0	25	0	0	0	0	0	0	0	0				
0700-1000	7	2	0	1	0	0	0	10	87	14	0	0	0	0	0	101	375	70	2	2	1	9	0	459	0	0	0	0	0	0	0	0				
0700-0800	1	0	0	0	0	0	0	1	18	6	0	0	0	0	0	24	139	26	1	0	0	5	0	171	0	0	0	0	0	0	0	0				
0715-0815	0	0	0	0	0	0	0	0	21	7	0	0	0	0	0	28	146	30	1	0	0	3	0	180	0	0	0	0	0	0	0	0				
0730-0830	1	0	0	0	0	0	0	1	24	9	0	0	0	0	0	33	155	22	0	0	0	3	0	180	0	0	0	0	0	0	0	0				
0745-0845	3	0	0	0	0	0	0	3	40	6	0	0	0	0	0	46	146	23	0	1	1	0	0	171	0	0	0	0	0	0	0	0				
0800-0900	3	0	0	0	0	0	0	3	44	3	0	0	0	0	0	47	151	24	0	1	1	1	0	178	0	0	0	0	0	0	0	0				
0815-0915	4	1	0	0	0	0	0	5	42	2	0	0	0	0	0	44	141	17	0	2	1	3	0	164	0	0	0	0	0	0	0	0				
0830-0930	3	1	0	0	0	0	0	4	41	2	0	0	0	0	0	43	128	18	1	2	1	3	0	153	0	0	0	0	0	0	0	0				
0845-0945	3	2	0	1	0	0	0	6	28	3	0	0	0	0	0	31	114	17	1	1	0	4	0	137	0	0	0	0	0	0	0	0				
0900-1000	3	2	0	1	0	0	0	6	25	5	0	0	0	0	0	30	85	20	1	1	0	3	0	110	0	0	0	0	0	0	0	0				
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS											

A25 Godstone Road / Barrow Green Road / Tandridge Lane roundabout (16:00-19:00) PM Peaks

	MOVEMENT 29								MOVEMENT 30								MOVEMENT 31								MOVEMENT 32								
	FROM BARROW GREEN ROAD LEFT TURN TO A25 GODSTONE ROAD								FROM BARROW GREEN ROAD STRAIGHT AHEAD TO TANDRIDGE LANE								FROM BARROW GREEN ROAD RIGHT TURN TO A25 OXTED ROAD								FROM BARROW GREEN ROAD U-TURN BACK TO BARROW GREEN ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1615	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	15	5	1	0	0	0	0	1	22	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	0	28	9	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0
1630-1645	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	27	7	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	21	5	0	0	0	0	1	0	27	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	25	2	0	0	0	0	1	0	28	0	0	0	0	0	0	0	0
1715-1730	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	33	4	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	0	39	3	1	0	0	0	0	0	43	0	0	0	0	0	0	0	0
1745-1800	1	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	22	5	1	0	0	0	0	0	28	0	0	0	0	0	0	0	0
1800-1815	1	0	0	0	0	0	0	1	14	0	0	0	0	0	1	0	27	2	0	1	0	0	1	0	31	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	17	2	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0
1830-1845	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	12	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
1600-1900	6	0	0	0	0	0	0	6	94	15	0	0	0	0	2	1	279	45	3	1	0	3	1	332	0	0	0	0	0	0	0	0	0
1600-1700	2	0	0	0	0	0	0	2	32	6	0	0	0	0	0	0	91	26	1	0	0	0	1	1	120	0	0	0	0	0	0	0	0
1615-1715	2	0	0	0	0	0	0	2	33	5	0	0	0	0	0	0	101	23	0	0	0	0	2	0	126	0	0	0	0	0	0	0	0
1630-1730	3	0	0	0	0	0	0	3	29	4	0	0	0	0	0	0	106	18	0	0	0	0	2	0	126	0	0	0	0	0	0	0	0
1645-1745	1	0	0	0	0	0	0	1	36	6	0	0	0	0	0	0	118	14	1	0	0	0	2	0	135	0	0	0	0	0	0	0	0
1700-1800	2	0	0	0	0	0	0	2	31	7	0	0	0	0	0	0	119	14	2	0	0	0	1	0	136	0	0	0	0	0	0	0	0
1715-1815	3	0	0	0	0	0	0	3	37	6	0	0	0	0	1	0	121	14	2	1	0	0	1	0	139	0	0	0	0	0	0	0	0
1730-1830	2	0	0	0	0	0	0	2	39	7	0	0	0	0	1	0	105	12	2	1	0	0	1	0	121	0	0	0	0	0	0	0	0
1745-1845	3	0	0	0	0	0	0	3	34	4	0	0	0	0	1	0	79	10	1	1	0	0	1	0	92	0	0	0	0	0	0	0	0
1800-1900	2	0	0	0	0	0	0	2	31	2	0	0	0	0	2	1	69	5	0	1	0	0	1	0	76	0	0	0	0	0	0	0	0
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								

Site: Church Lane / A25 West Hill / ESSO PFS junction

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

Church Lane / A25 West Hill / ESSO PFS junction (07:00-10:00) AM Peaks

	MOVEMENT 33									MOVEMENT 34									MOVEMENT 35								
	FROM A25 WEST HILL LEFT TURN TO ESSO PFS									FROM A25 WEST HILL STRAIGHT AHEAD TO A25 GODSTONE ROAD									FROM A25 WEST HILL RIGHT TURN TO CHURCH LANE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0715	6	1	0	0	0	0	0	7		97	43	6	4	0	1	0	151		0	0	0	0	0	0	0	0	
0715-0730	4	2	0	0	0	0	0	6		111	36	7	3	3	3	0	163		0	0	0	0	0	0	0	0	
0730-0745	7	0	0	0	0	0	0	7		128	28	5	6	1	0	0	168		0	0	0	0	0	0	0	0	
0745-0800	3	2	0	0	0	0	0	5		116	27	8	3	1	0	0	155		1	0	0	0	0	0	0	0	1
0800-0815	3	1	0	0	0	0	0	4		131	18	3	4	0	1	0	157		0	0	0	0	0	0	0	0	0
0815-0830	4	2	0	1	0	0	0	7		122	20	4	6	2	1	0	155		0	0	0	0	0	0	0	0	0
0830-0845	5	1	0	0	0	0	0	6		94	12	3	2	2	1	0	114		0	0	0	0	0	0	0	0	0
0845-0900	3	2	0	0	0	0	0	5		101	14	5	2	2	2	0	126		0	0	0	0	0	0	0	0	0
0900-0915	4	0	0	0	0	0	0	4		80	13	3	4	1	3	0	104		0	0	0	0	0	0	0	0	0
0915-0930	5	1	0	0	0	0	0	6		84	13	3	0	0	0	0	100		0	0	0	0	0	0	0	0	0
0930-0945	4	0	0	0	0	0	0	4		92	14	2	2	0	0	0	110		0	0	0	0	0	0	0	0	0
0945-1000	5	1	0	0	0	0	0	6		87	13	3	4	1	1	0	109		0	0	0	0	0	0	0	0	0
0700-1000	53	13	0	1	0	0	0	67		1243	251	52	40	13	13	0	1612		1	0	0	0	0	0	0	0	1
0700-0800	20	5	0	0	0	0	0	25		452	134	26	16	5	4	0	637		1	0	0	0	0	0	0	0	1
0715-0815	17	5	0	0	0	0	0	22		486	109	23	16	5	4	0	643		1	0	0	0	0	0	0	0	1
0730-0830	17	5	0	1	0	0	0	23		497	93	20	19	4	2	0	635		1	0	0	0	0	0	0	0	1
0745-0845	15	6	0	1	0	0	0	22		463	77	18	15	5	3	0	581		1	0	0	0	0	0	0	0	1
0800-0900	15	6	0	1	0	0	0	22		448	64	15	14	6	5	0	552		0	0	0	0	0	0	0	0	0
0815-0915	16	5	0	1	0	0	0	22		397	59	15	14	7	7	0	499		0	0	0	0	0	0	0	0	0
0830-0930	17	4	0	0	0	0	0	21		359	52	14	8	5	6	0	444		0	0	0	0	0	0	0	0	0
0845-0945	16	3	0	0	0	0	0	19		357	54	13	8	3	5	0	440		0	0	0	0	0	0	0	0	0
0900-1000	18	2	0	0	0	0	0	20		343	53	11	10	2	4	0	423		0	0	0	0	0	0	0	0	0
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Church Lane / A25 West Hill / ESSO PFS junction (16:00-19:00) PM Peaks

	MOVEMENT 33									MOVEMENT 34									MOVEMENT 35								
	FROM A25 WEST HILL									FROM A25 WEST HILL									FROM A25 WEST HILL								
	LEFT TURN TO									STRAIGHT AHEAD TO									RIGHT TURN TO								
	ESSO PFS									A25 GODSTONE ROAD									CHURCH LANE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1615	5	1	0	0	0	0	0	6		110	25	4	0	0	2	0	141		0	1	0	0	0	0	0	0	1
1615-1630	6	1	0	0	0	0	0	7		116	24	2	0	0	0	0	142		1	0	0	0	0	0	0	0	1
1630-1645	6	3	0	0	0	0	0	9		149	18	4	0	2	0	0	173		0	0	0	0	0	0	0	0	0
1645-1700	4	1	0	0	1	0	0	6		117	14	3	0	2	2	0	138		0	0	0	0	0	0	0	0	0
1700-1715	3	0	0	0	0	0	0	3		134	19	4	0	0	2	0	159		1	0	0	0	0	0	0	0	1
1715-1730	6	1	0	0	0	0	0	7		140	16	1	1	0	2	0	160		0	0	0	0	0	0	0	0	0
1730-1745	6	2	0	0	0	0	1	9		133	10	2	1	0	2	0	148		0	0	0	0	0	0	0	0	0
1745-1800	1	0	0	0	0	0	0	1		115	9	0	0	1	0	0	125		0	0	0	0	0	0	0	0	0
1800-1815	5	0	0	0	0	0	0	5		98	9	0	1	0	1	1	110		0	0	0	0	0	0	0	0	0
1815-1830	1	1	0	0	0	0	1	3		92	8	0	0	0	4	0	104		0	0	0	0	0	0	0	0	0
1830-1845	4	0	0	0	0	0	0	4		104	7	0	1	0	4	0	116		0	0	0	0	0	0	0	0	0
1845-1900	5	0	0	0	0	0	0	5		71	2	0	0	0	1	0	74		0	0	0	0	0	0	0	0	0
1600-1900	52	10	0	0	1	2	0	65		1379	161	20	4	5	20	1	1590		2	1	0	0	0	0	0	0	3
1600-1700	21	6	0	0	1	0	0	28		492	81	13	0	4	4	0	594		1	1	0	0	0	0	0	0	2
1615-1715	19	5	0	0	1	0	0	25		516	75	13	0	4	4	0	612		2	0	0	0	0	0	0	0	2
1630-1730	19	5	0	0	1	0	0	25		540	67	12	1	4	6	0	630		1	0	0	0	0	0	0	0	1
1645-1745	19	4	0	0	1	1	0	25		524	59	10	2	2	8	0	605		1	0	0	0	0	0	0	0	1
1700-1800	16	3	0	0	0	1	0	20		522	54	7	2	1	6	0	592		1	0	0	0	0	0	0	0	1
1715-1815	18	3	0	0	0	1	0	22		486	44	3	3	1	5	1	543		0	0	0	0	0	0	0	0	0
1730-1830	13	3	0	0	0	2	0	18		438	36	2	2	1	7	1	487		0	0	0	0	0	0	0	0	0
1745-1845	11	1	0	0	0	1	0	13		409	33	0	2	1	9	1	455		0	0	0	0	0	0	0	0	0
1800-1900	15	1	0	0	0	1	0	17		365	26	0	2	0	10	1	404		0	0	0	0	0	0	0	0	0
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Site: Church Lane / A25 West Hill / ESSO PFS junction

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

Church Lane / A25 West Hill / ESSO PFS junction (07:00-10:00) AM Peaks

	MOVEMENT 36										MOVEMENT 37										MOVEMENT 38									
	FROM ESSO PFS LEFT TURN TO A25 GODSTONE ROAD										FROM ESSO PFS STRAIGHT AHEAD TO CHURCH LANE										FROM ESSO PFS RIGHT TURN TO A25 WEST HILL									
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR		LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV		OGV1	OGV2	BUS	MCY	PCY	TOT				
0700-0715	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715-0730	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730-0745	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	
0745-0800	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	
0800-0815	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815-0830	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830-0845	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845-0900	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900-0915	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915-0930	1	0	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930-0945	2	0	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945-1000	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
0700-1000	3	0	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
0700-0800	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	
0715-0815	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730-0830	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745-0845	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800-0900	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815-0915	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830-0930	1	0	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845-0945	3	0	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900-1000	3	0	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									

Church Lane / A25 West Hill / ESSO PFS junction (16:00-19:00) PM Peaks

	MOVEMENT 36										MOVEMENT 37										MOVEMENT 38									
	FROM ESSO PFS										FROM ESSO PFS										FROM ESSO PFS									
	LEFT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO									
	A25 GODSTONE ROAD										CHURCH LANE										A25 WEST HILL									
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR		LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV		OGV1	OGV2	BUS	MCY	PCY	TOT				
1600-1615	0	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615-1630	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630-1645	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645-1700	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700-1715	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715-1730	0	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730-1745	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745-1800	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800-1815	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1815-1830	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830-1845	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
1845-1900	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600-1900	1	2	0	0	0	0	0	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
1600-1700	0	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615-1715	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630-1730	0	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645-1745	0	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700-1800	0	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715-1815	1	1	0	0	0	0	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730-1830	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745-1845	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
1800-1900	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS											

Site: Church Lane / A25 West Hill / ESSO PFS junction

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

Church Lane / A25 West Hill / ESSO PFS junction (07:00-10:00) AM Peaks

	MOVEMENT 39								MOVEMENT 40								MOVEMENT 41							
	FROM A25 GODSTONE ROAD LEFT TURN TO CHURCH LANE								FROM A25 GODSTONE ROAD STRAIGHT AHEAD TO A25 WEST HILL								FROM A25 GODSTONE ROAD RIGHT TURN TO ESSO PFS							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0715	18	3	0	0	1	1	0	23	56	21	1	1	0	0	0	79	3	0	0	0	0	0	0	3
0715-0730	32	5	0	0	0	0	0	37	58	26	5	1	1	4	0	95	0	2	0	0	0	0	0	2
0730-0745	58	5	0	0	0	0	0	63	84	30	2	1	1	1	0	119	2	1	0	0	0	0	0	3
0745-0800	63	6	1	0	0	1	0	71	87	24	3	3	1	0	0	118	1	0	0	0	0	0	0	1
0800-0815	66	15	1	0	2	2	0	86	99	25	4	1	0	0	0	129	1	0	0	0	0	0	0	1
0815-0830	85	10	0	0	6	0	0	101	94	20	11	1	0	0	0	126	2	0	0	0	0	0	0	2
0830-0845	83	11	0	0	0	0	0	94	113	17	1	0	2	1	0	134	2	1	0	1	0	0	0	4
0845-0900	68	5	3	0	1	0	0	77	103	23	4	1	0	1	0	132	0	0	0	0	0	0	0	0
0900-0915	47	4	0	0	0	0	0	51	79	12	4	1	0	1	0	97	3	2	0	1	0	0	0	6
0915-0930	47	2	0	0	1	0	1	51	83	23	3	4	1	0	0	114	5	2	0	0	0	0	0	7
0930-0945	36	1	0	0	0	0	0	37	64	15	1	3	1	0	0	84	2	1	0	0	0	0	0	3
0945-1000	40	4	0	0	3	0	0	47	76	18	4	3	0	1	0	102	0	1	0	0	0	0	0	1
0700-1000	643	71	5	0	14	4	1	738	996	254	43	20	7	9	0	1329	21	10	0	2	0	0	0	33
0700-0800	171	19	1	0	1	2	0	194	285	101	11	6	3	5	0	411	6	3	0	0	0	0	0	9
0715-0815	219	31	2	0	2	3	0	257	328	105	14	6	3	5	0	461	4	3	0	0	0	0	0	7
0730-0830	272	36	2	0	8	3	0	321	364	99	20	6	2	1	0	492	6	1	0	0	0	0	0	7
0745-0845	297	42	2	0	8	3	0	352	393	86	19	5	3	1	0	507	6	1	0	1	0	0	0	8
0800-0900	302	41	4	0	9	2	0	358	409	85	20	3	2	2	0	521	5	1	0	1	0	0	0	7
0815-0915	283	30	3	0	7	0	0	323	389	72	20	3	2	3	0	489	7	3	0	2	0	0	0	12
0830-0930	245	22	3	0	2	0	1	273	378	75	12	6	3	3	0	477	10	5	0	2	0	0	0	17
0845-0945	198	12	3	0	2	0	1	216	329	73	12	9	2	2	0	427	10	5	0	1	0	0	0	16
0900-1000	170	11	0	0	4	0	1	186	302	68	12	11	2	2	0	397	10	6	0	1	0	0	0	17
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Church Lane / A25 West Hill / ESSO PFS junction (16:00-19:00) PM Peaks

	MOVEMENT 39								MOVEMENT 40								MOVEMENT 41							
	FROM A25 GODSTONE ROAD LEFT TURN TO CHURCH LANE								FROM A25 GODSTONE ROAD STRAIGHT AHEAD TO A25 WEST HILL								FROM A25 GODSTONE ROAD RIGHT TURN TO ESSO PFS							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1615	41	10	0	0	1	1	0	53	92	16	2	1	1	1	1	114	2	1	0	0	0	0	0	3
1615-1630	47	3	0	0	1	0	0	51	94	15	2	4	1	1	1	118	2	0	1	0	0	1	0	4
1630-1645	49	1	0	0	3	0	0	53	103	14	2	2	2	0	0	123	1	3	0	0	0	0	0	4
1645-1700	48	2	1	0	1	0	3	55	115	16	1	3	0	3	0	138	2	2	0	0	0	1	0	5
1700-1715	35	1	1	0	1	0	0	38	120	10	1	4	0	0	0	135	0	0	0	0	0	0	0	0
1715-1730	59	4	0	0	0	0	0	63	109	22	1	2	1	0	0	135	2	0	0	0	0	0	0	2
1730-1745	59	4	0	0	1	0	0	64	124	16	1	0	1	2	0	144	1	0	0	0	0	0	0	1
1745-1800	68	1	0	0	0	0	0	69	107	9	0	1	0	3	0	120	5	1	0	0	0	0	0	6
1800-1815	41	0	0	0	2	0	1	44	93	7	0	0	0	4	0	104	6	0	0	0	0	0	0	6
1815-1830	45	6	0	0	2	1	0	54	93	6	0	0	0	1	1	101	3	1	0	0	0	0	0	4
1830-1845	31	1	0	0	1	0	0	33	71	6	0	0	0	3	0	80	0	1	0	0	0	0	0	1
1845-1900	42	1	1	0	1	0	0	45	96	13	0	2	0	1	0	112	3	1	0	0	0	0	0	4
1600-1900	565	34	3	0	14	2	4	622	1217	150	10	19	6	19	3	1424	27	10	1	0	0	2	0	40
1600-1700	185	16	1	0	6	1	3	212	404	61	7	10	4	5	2	493	7	6	1	0	0	2	0	16
1615-1715	179	7	2	0	6	0	3	197	432	55	6	13	3	4	1	514	5	5	1	0	0	2	0	13
1630-1730	191	8	2	0	5	0	3	209	447	62	5	11	3	3	0	531	5	5	0	0	0	1	0	11
1645-1745	201	11	2	0	3	0	3	220	468	64	4	9	2	5	0	552	5	2	0	0	0	1	0	8
1700-1800	221	10	1	0	2	0	0	234	460	57	3	7	2	5	0	534	8	1	0	0	0	0	0	9
1715-1815	227	9	0	0	3	0	1	240	433	54	2	3	2	9	0	503	14	1	0	0	0	0	0	15
1730-1830	213	11	0	0	5	1	1	231	417	38	1	1	1	10	1	469	15	2	0	0	0	0	0	17
1745-1845	185	8	0	0	5	1	1	200	364	28	0	1	0	11	1	405	14	3	0	0	0	0	0	17
1800-1900	159	8	1	0	6	1	1	176	353	32	0	2	0	9	1	397	12	3	0	0	0	0	0	15
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Site: Church Lane / A25 West Hill / ESSO PFS junction

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

Church Lane / A25 West Hill / ESSO PFS junction (07:00-10:00) AM Peaks

	MOVEMENT 42									MOVEMENT 43									MOVEMENT 44								
	FROM CHURCH LANE LEFT TURN TO A25 WEST HILL									FROM CHURCH LANE STRAIGHT AHEAD TO ESSO PFS									FROM CHURCH LANE RIGHT TURN TO A25 GODSTONE ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0715	1	0	0	0	0	0	0	1		0	1	1	0	0	0	0	2		8	1	1	2	1	0	0	13	
0715-0730	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		15	4	0	0	0	0	0	19	
0730-0745	2	0	0	0	0	0	0	2		0	0	0	0	0	0	1	1		14	6	0	0	1	0	0	21	
0745-0800	3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		18	3	0	0	5	0	0	26	
0800-0815	3	1	0	0	0	0	1	5		0	0	0	0	0	0	0	0		17	3	0	0	0	0	0	20	
0815-0830	0	0	0	0	0	0	0	0		1	0	0	0	1	0	0	2		19	5	1	0	0	1	0	26	
0830-0845	3	1	0	0	0	0	0	4		0	0	0	0	1	0	0	1		27	3	1	0	1	0	0	32	
0845-0900	2	0	0	0	0	0	0	2		1	0	0	0	0	0	0	1		25	4	0	0	0	0	0	29	
0900-0915	1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1		19	3	1	1	1	0	0	25	
0915-0930	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		9	1	0	0	0	0	0	10	
0930-0945	2	0	0	0	0	0	0	2		3	0	0	0	0	0	0	3		16	5	0	0	1	0	0	22	
0945-1000	3	0	0	0	0	0	0	3		0	1	0	0	0	0	0	1		20	6	0	0	0	0	0	26	
0700-1000	20	2	0	0	0	1	0	23		6	2	1	0	2	0	1	12		207	44	4	3	10	1	0	269	
0700-0800	6	0	0	0	0	0	0	6		0	1	1	0	0	0	1	3		55	14	1	2	7	0	0	79	
0715-0815	8	1	0	0	0	0	1	10		0	0	0	0	0	0	1	1		64	16	0	0	6	0	0	86	
0730-0830	8	1	0	0	0	0	1	10		1	0	0	0	1	0	1	3		68	17	1	0	6	1	0	93	
0745-0845	9	2	0	0	0	0	1	12		1	0	0	0	2	0	0	3		81	14	2	0	6	1	0	104	
0800-0900	8	2	0	0	0	0	1	11		2	0	0	0	2	0	0	4		88	15	2	0	1	1	0	107	
0815-0915	6	1	0	0	0	0	0	7		3	0	0	0	2	0	0	5		90	15	3	1	2	1	0	112	
0830-0930	6	1	0	0	0	0	0	7		2	0	0	0	1	0	0	3		80	11	2	1	2	0	0	96	
0845-0945	5	0	0	0	0	0	0	5		5	0	0	0	0	0	0	5		69	13	1	1	2	0	0	86	
0900-1000	6	0	0	0	0	0	0	6		4	1	0	0	0	0	0	5		64	15	1	1	2	0	0	83	
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Church Lane / A25 West Hill / ESSO PFS junction (16:00-19:00) PM Peaks

	MOVEMENT 42									MOVEMENT 43									MOVEMENT 44								
	FROM CHURCH LANE LEFT TURN TO A25 WEST HILL									FROM CHURCH LANE STRAIGHT AHEAD TO ESSO PFS									FROM CHURCH LANE RIGHT TURN TO A25 GODSTONE ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1615	2	0	0	0	0	0	0	2		1	0	0	0	0	0	0	1		28	6	0	0	0	1	0	35	
1615-1630	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		26	3	0	0	0	1	0	30	
1630-1645	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		36	3	0	0	3	0	0	42	
1645-1700	2	0	0	0	0	0	0	2		1	1	0	0	0	0	0	2		34	3	0	0	0	0	0	37	
1700-1715	3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		32	1	0	0	0	0	0	33	
1715-1730	1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1		23	3	0	0	1	0	0	27	
1730-1745	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		36	2	0	0	1	0	0	39	
1745-1800	0	0	0	0	0	0	0	0		2	0	0	0	0	0	1	3		33	1	0	0	0	0	0	34	
1800-1815	0	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0		29	1	0	0	1	0	0	31	
1815-1830	3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		11	0	0	0	0	0	1	12	
1830-1845	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		22	2	0	0	0	0	0	24	
1845-1900	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		22	1	0	0	1	0	0	24	
1600-1900	15	1	0	0	0	0	0	16		7	1	0	0	0	0	1	9		332	26	0	0	7	2	1	368	
1600-1700	6	0	0	0	0	0	0	6		4	1	0	0	0	0	0	5		124	15	0	0	3	2	0	144	
1615-1715	7	0	0	0	0	0	0	7		3	1	0	0	0	0	0	4		128	10	0	0	3	1	0	142	
1630-1730	6	0	0	0	0	0	0	6		4	1	0	0	0	0	0	5		125	10	0	0	4	0	0	139	
1645-1745	8	0	0	0	0	0	0	8		2	1	0	0	0	0	0	3		125	9	0	0	2	0	0	136	
1700-1800	6	0	0	0	0	0	0	6		3	0	0	0	0	0	1	4		124	7	0	0	2	0	0	133	
1715-1815	3	1	0	0	0	0	0	4		3	0	0	0	0	0	1	4		121	7	0	0	3	0	0	131	
1730-1830	5	1	0	0	0	0	0	6		2	0	0	0	0	0	1	3		109	4	0	0	2	0	1	116	
1745-1845	3	1	0	0	0	0	0	4		2	0	0	0	0	0	1	3		95	4	0	0	1	0	1	101	
1800-1900	3	1	0	0	0	0	0	4		0	0	0	0	0	0	0	0		84	4	0	0	2	0	1	91	
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Site: Wheeler Avenue / Church Lane priority junction

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

Wheeler Avenue / Church Lane prio								
MOVEMENT 45								
FROM CHURCH LANE (NE) STRAIGHT AHEAD TO CHURCH LANE (SW)								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0715	9	2	2	2	1	0	0	16
0715-0730	11	4	0	0	0	0	0	15
0730-0745	10	5	0	0	2	0	1	18
0745-0800	16	3	0	0	4	0	0	23
0800-0815	14	3	0	0	0	0	0	17
0815-0830	25	4	1	0	1	1	0	32
0830-0845	24	4	1	0	2	0	0	31
0845-0900	25	4	0	0	0	0	0	29
0900-0915	23	3	1	1	1	0	0	29
0915-0930	9	2	0	0	0	0	0	11
0930-0945	15	4	0	0	1	0	0	20
0945-1000	23	6	0	0	0	0	0	29
0700-1000	204	44	5	3	12	1	1	270
0700-0800	46	14	2	2	7	0	1	72
0715-0815	51	15	0	0	6	0	1	73
0730-0830	65	15	1	0	7	1	1	90
0745-0845	79	14	2	0	7	1	0	103
0800-0900	88	15	2	0	3	1	0	109
0815-0915	97	15	3	1	4	1	0	121
0830-0930	81	13	2	1	3	0	0	100
0845-0945	72	13	1	1	2	0	0	89
0900-1000	70	15	1	1	2	0	0	89
HOURLY TOTALS								
MOVEMENT 46								
FROM CHURCH LANE (NE) RIGHT TURN TO WHEELER AVENUE								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	3
3	1	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	3
26	7	0	0	0	0	0	0	33
HOURLY TOTALS								
MOVEMENT 47								
FROM WHEELER AVENUE LEFT TURN TO CHURCH LANE (NE)								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	4
4	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	6
6	0	0	0	0	0	0	0	6
4	0	0	0	0	0	0	0	4
1	0	0	0	0	0	0	0	1
1	1	0	0	0	0	0	0	2
4	1	0	0	0	0	0	0	5
38	2	0	0	0	0	0	0	40
HOURLY TOTALS								

Wheeler Avenue / Church Lane prio								
MOVEMENT 45								
FROM CHURCH LANE (NE) STRAIGHT AHEAD TO CHURCH LANE (SW)								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1615	31	6	0	0	0	2	0	39
1615-1630	26	3	0	0	0	0	0	29
1630-1645	38	3	0	0	3	0	0	44
1645-1700	37	2	0	0	0	0	0	39
1700-1715	34	2	0	0	0	0	0	36
1715-1730	27	4	0	0	1	0	0	32
1730-1745	36	0	0	0	1	0	0	37
1745-1800	34	1	0	0	0	0	1	36
1800-1815	30	1	0	0	1	0	0	32
1815-1830	11	0	0	0	0	0	1	12
1830-1845	22	2	0	0	0	0	0	24
1845-1900	22	2	0	0	1	0	0	25
1600-1900	348	26	0	0	7	2	2	385
1600-1700	132	14	0	0	3	2	0	151
1615-1715	135	10	0	0	3	0	0	148
1630-1730	136	11	0	0	4	0	0	151
1645-1745	134	8	0	0	2	0	0	144
1700-1800	131	7	0	0	2	0	1	141
1715-1815	127	6	0	0	3	0	1	137
1730-1830	111	2	0	0	2	0	2	117
1745-1845	97	4	0	0	1	0	2	104
1800-1900	85	5	0	0	2	0	1	93
HOURLY TOTALS								
MOVEMENT 46								
FROM CHURCH LANE (NE) RIGHT TURN TO WHEELER AVENUE								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
2	0	0	0	0	0	0	0	2
2	2	0	0	0	0	0	0	4
7	1	0	0	0	0	0	0	8
7	0	0	0	0	0	0	0	7
4	1	0	0	0	0	0	0	5
6	1	0	0	0	0	0	0	7
3	0	0	0	0	0	0	0	3
0	0	0	0	0	0	1	1	1
4	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	2
3	0	0	0	0	1	0	4	4
2	0	0	0	0	0	1	3	3
42	5	0	0	0	1	2	50	
HOURLY TOTALS								
MOVEMENT 47								
FROM WHEELER AVENUE LEFT TURN TO CHURCH LANE (NE)								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	4
3	1	0	0	0	0	0	0	4
5	2	0	0	0	0	0	0	7
5	0	0	0	0	0	0	0	5
1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	1	3
5	0	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	2
35	4	0	0	0	0	1	40	
HOURLY TOTALS								

Priority junction (07:00-10:00) AM Peaks

MOVEMENT 48									MOVEMENT 49									MOVEMENT 50								
FROM WHEELER AVENUE RIGHT TURN TO CHURCH LANE (SW)									FROM CHURCH LANE (SW) LEFT TURN TO WHEELER AVENUE									FROM CHURCH LANE (SW) STRAIGHT AHEAD TO CHURCH LANE (NE)								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		20	2	0	0	1	1	0	24	
3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		32	6	0	0	0	0	0	38	
4	1	0	0	0	0	0	5		2	0	0	0	0	0	0	2		57	5	0	0	0	0	0	62	
6	0	0	0	0	0	0	6		0	1	0	0	0	0	0	1		65	5	1	0	0	1	0	72	
2	1	0	0	0	0	1	4		0	0	0	0	0	0	0	0		70	15	1	0	1	1	0	88	
0	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0		89	9	0	0	7	1	0	106	
1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1		84	12	0	0	0	0	0	96	
1	0	0	0	0	0	0	1		3	3	0	0	0	0	0	6		64	2	3	0	1	0	2	72	
2	0	0	0	0	0	0	2		1	0	0	0	0	0	0	1		52	4	0	0	0	0	0	56	
2	0	0	0	0	0	0	2		1	0	0	0	0	0	0	1		46	2	0	0	1	0	1	50	
3	1	0	0	0	0	0	4		1	0	0	0	0	0	0	1		36	1	0	0	0	0	0	37	
2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		41	4	0	0	3	0	0	48	
28	4	0	0	0	0	1	33		9	4	0	0	0	0	0	13		656	67	5	0	14	4	3	749	
HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
15	1	0	0	0	0	0	16		2	1	0	0	0	0	0	3		174	18	1	0	1	2	0	196	
15	2	0	0	0	0	1	18		2	1	0	0	0	0	0	3		224	31	2	0	1	2	0	260	
12	3	0	0	0	0	1	16		2	1	0	0	0	0	0	3		281	34	2	0	8	3	0	328	
9	2	0	0	0	0	1	12		1	1	0	0	0	0	0	2		308	41	2	0	8	3	0	362	
4	2	0	0	0	0	1	7		4	3	0	0	0	0	0	7		307	38	4	0	9	2	2	362	
4	1	0	0	0	0	0	5		5	3	0	0	0	0	0	8		289	27	3	0	8	1	2	330	
6	0	0	0	0	0	0	6		6	3	0	0	0	0	0	9		246	20	3	0	2	0	3	274	
8	1	0	0	0	0	0	9		6	3	0	0	0	0	0	9		198	9	3	0	2	0	3	215	
9	1	0	0	0	0	0	10		3	0	0	0	0	0	0	3		175	11	0	0	4	0	1	191	
HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Priority junction (16:00-19:00) PM Peaks

MOVEMENT 48									MOVEMENT 49									MOVEMENT 50								
FROM WHEELER AVENUE RIGHT TURN TO CHURCH LANE (SW)									FROM CHURCH LANE (SW) LEFT TURN TO WHEELER AVENUE									FROM CHURCH LANE (SW) STRAIGHT AHEAD TO CHURCH LANE (NE)								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
2	0	0	0	0	0	0	2		4	0	0	0	0	0	0	4		35	11	0	0	1	1	0	48	
2	0	0	0	0	0	0	2		2	0	0	0	0	0	0	2		47	3	0	0	1	0	0	51	
1	0	0	0	0	0	0	1		5	0	0	0	0	0	0	5		47	2	0	0	3	0	0	52	
1	2	0	0	0	0	0	3		2	0	0	0	0	0	0	2		44	2	1	0	1	0	2	50	
1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		33	1	1	0	1	0	0	36	
3	0	0	0	0	0	0	3		4	0	0	0	0	0	0	4		53	4	0	0	0	0	1	58	
1	0	0	0	0	0	0	1		3	0	0	0	0	0	0	3		55	4	0	0	1	0	0	60	
1	0	0	0	0	0	0	1		2	0	0	0	0	0	0	2		65	1	0	0	0	0	0	66	
1	1	0	0	0	0	0	2		1	0	0	0	0	0	0	1		40	0	0	0	2	0	1	43	
1	0	0	0	0	0	0	1		2	0	0	0	0	0	0	2		43	6	0	0	2	1	0	52	
0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		28	1	0	0	1	0	0	30	
0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		38	1	0	0	1	0	0	40	
14	3	0	0	0	0	0	17		27	0	0	0	0	0	0	27		528	36	2	0	14	2	4	586	
HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
6	2	0	0	0	0	0	8		13	0	0	0	0	0	0	13		173	18	1	0	6	1	2	201	
5	2	0	0	0	0	0	7		9	0	0	0	0	0	0	9		171	8	2	0	6	0	2	189	
6	2	0	0	0	0	0	8		11	0	0	0	0	0	0	11		177	9	2	0	5	0	3	196	
6	2	0	0	0	0	0	8		9	0	0	0	0	0	0	9		185	11	2	0	3	0	3	204	
6	0	0	0	0	0	0	6		9	0	0	0	0	0	0	9		206	10	1	0	2	0	1	220	
6	1	0	0	0	0	0	7		10	0	0	0	0	0	0	10		213	9	0	0	3	0	2	227	
4	1	0	0	0	0	0	5		8	0	0	0	0	0	0	8		203	11	0	0	5	1	1	221	
3	1	0	0	0	0	0	4		5	0	0	0	0	0	0	5		176	8	0	0	5	1	1	191	
2	1	0	0	0	0	0	3		5	0	0	0	0	0	0	5		149	8	0	0	6	1	1	165	
HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Church Lane / East Hill Road / Station Road W roundabout (07:00-10:00) AM Peaks

	MOVEMENT 51								MOVEMENT 52								MOVEMENT 53								MOVEMENT 54							
	FROM STATION ROAD W LEFT TURN TO E HILL ROAD								FROM STATION ROAD W STRAIGHT AHEAD TO CHURCH LANE (SW)								FROM STATION ROAD W RIGHT TURN TO CHURCH LANE (NORTH)								FROM STATION ROAD W U-TURN BACK TO STATION ROAD W							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0715	5	0	0	0	0	0	0	5	0	0	2	0	0	0	0	2	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
0715-0730	5	0	0	0	1	0	0	6	2	3	0	0	0	0	0	5	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
0730-0745	4	1	0	0	1	0	0	6	1	2	0	0	0	0	1	4	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
0745-0800	3	0	1	0	0	0	0	4	6	1	0	0	1	0	0	8	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
0800-0815	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
0815-0830	7	1	0	0	0	0	0	8	2	2	1	0	0	0	0	5	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
0830-0845	2	0	0	0	1	0	0	3	4	1	0	0	0	0	0	5	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
0845-0900	5	1	0	0	0	0	0	6	3	3	0	0	0	0	0	6	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
0900-0915	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	9	2	0	0	0	0	0	11	1	0	1	0	0	0	0	2
0915-0930	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0
0930-0945	6	2	1	0	0	0	0	9	4	0	0	0	0	0	0	4	4	0	0	0	0	0	1	5	1	1	0	0	0	0	0	2
0945-1000	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
0700-1000	55	5	2	0	3	0	0	65	36	13	3	0	1	0	1	54	70	9	0	0	0	0	1	80	3	1	1	0	0	0	0	5
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							
0700-0800	17	1	1	0	2	0	0	21	9	6	2	0	1	0	1	19	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
0715-0815	16	1	1	0	2	0	0	20	12	6	0	0	1	0	1	20	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0
0730-0830	18	2	1	0	1	0	0	22	12	5	1	0	1	0	1	20	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	0
0745-0845	16	1	1	0	1	0	0	19	15	4	1	0	1	0	0	21	24	3	0	0	0	0	0	27	0	0	0	0	0	0	0	0
0800-0900	18	2	0	0	1	0	0	21	12	6	1	0	0	0	0	19	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0
0815-0915	18	2	0	0	1	0	0	21	13	6	1	0	0	0	0	20	20	4	0	0	0	0	0	24	1	0	1	0	0	0	0	2
0830-0930	14	1	0	0	1	0	0	16	13	5	0	0	0	0	0	18	21	7	0	0	0	0	0	28	1	0	1	0	0	0	0	2
0845-0945	18	3	1	0	0	0	0	22	13	4	0	0	0	0	0	17	21	6	0	0	0	0	1	28	2	1	1	0	0	0	0	4
0900-1000	20	2	1	0	0	0	0	23	15	1	0	0	0	0	0	16	23	5	0	0	0	0	1	29	3	1	1	0	0	0	0	5
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Church Lane / East Hill Road / Station Road W roundabout (16:00-19:00) PM Peaks

	MOVEMENT 51								MOVEMENT 52								MOVEMENT 53								MOVEMENT 54							
	FROM STATION ROAD W LEFT TURN TO E HILL ROAD								FROM STATION ROAD W STRAIGHT AHEAD TO CHURCH LANE (SW)								FROM STATION ROAD W RIGHT TURN TO CHURCH LANE (NORTH)								FROM STATION ROAD W U-TURN BACK TO STATION ROAD W							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1615	4	3	0	0	0	0	0	7	10	0	0	0	0	0	0	10	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
1615-1630	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
1630-1645	5	0	0	0	1	0	0	6	9	0	0	0	0	0	0	9	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
1645-1700	10	0	0	0	0	0	0	10	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
1700-1715	8	0	0	0	0	0	0	8	6	0	0	0	0	0	0	6	11	0	0	0	0	0	2	13	0	0	0	0	0	0	0	0
1715-1730	10	0	0	0	0	0	0	10	5	1	0	0	0	0	0	6	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
1730-1745	12	0	0	0	0	0	0	12	14	0	0	0	0	0	1	15	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
1745-1800	5	1	0	0	0	1	0	7	7	0	0	0	0	0	0	7	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
1800-1815	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
1815-1830	7	1	0	0	0	0	0	8	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1830-1845	9	1	0	0	1	0	0	11	5	1	0	0	0	0	0	6	16	0	0	0	0	0	0	16	1	0	0	0	0	0	0	1
1845-1900	3	0	0	0	0	0	0	3	6	1	0	0	0	0	1	8	2	0	0	0	0	0	1	3	2	0	0	0	0	0	0	2
1600-1900	82	6	0	0	2	1	0	91	78	4	0	0	0	0	2	84	91	2	0	0	0	0	3	96	9	0	0	0	0	0	0	9
1600-1700	25	3	0	0	1	0	0	29	28	1	0	0	0	0	0	29	24	0	0	0	0	0	0	24	6	0	0	0	0	0	0	6
1615-1715	29	0	0	0	1	0	0	30	24	1	0	0	0	0	0	25	30	0	0	0	0	0	2	32	5	0	0	0	0	0	0	5
1630-1730	33	0	0	0	1	0	0	34	26	2	0	0	0	0	0	28	31	0	0	0	0	0	2	33	4	0	0	0	0	0	0	4
1645-1745	40	0	0	0	0	0	0	40	31	2	0	0	0	0	1	34	33	1	0	0	0	0	2	36	3	0	0	0	0	0	0	3
1700-1800	35	1	0	0	0	1	0	37	32	1	0	0	0	0	1	34	39	2	0	0	0	0	2	43	0	0	0	0	0	0	0	0
1715-1815	30	1	0	0	0	1	0	32	28	1	0	0	0	0	1	30	35	2	0	0	0	0	0	37	0	0	0	0	0	0	0	0
1730-1830	27	2	0	0	0	1	0	30	28	0	0	0	0	0	1	29	31	2	0	0	0	0	0	33	0	0	0	0	0	0	0	0
1745-1845	24	3	0	0	1	1	0	29	19	1	0	0	0	0	0	20	39	1	0	0	0	0	0	40	1	0	0	0	0	0	0	1
1800-1900	22	2	0	0	1	0	0	25	18	2	0	0	0	0	1	21	28	0	0	0	0	0	1	29	3	0	0	0	0	0	0	3
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Site: Church Lane / East Hill Road / Station Road W roundabout

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

Church Lane / East Hill Road / Station Road W roundabout (07:00-10:00) AM Peaks

	MOVEMENT 55									MOVEMENT 56									MOVEMENT 57									MOVEMENT 58								
	FROM E HILL ROAD LEFT TURN TO CHURCH LANE (SW)									FROM E HILL ROAD STRAIGHT AHEAD TO CHURCH LANE (NORTH)									FROM E HILL ROAD RIGHT TURN TO STATION ROAD W									FROM E HILL ROAD U-TURN BACK TO E HILL ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0715	0	0	0	0	0	0	0	0	0	2	2	1	0	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0715-0730	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0730-0745	0	1	0	0	1	0	0	2	2	14	0	0	0	0	0	0	14	3	2	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3		
0745-0800	2	0	0	0	0	0	0	2	2	6	2	0	0	0	0	0	8	4	1	0	0	1	0	0	0	6	3	0	0	0	0	0	0	3		
0800-0815	4	1	0	0	0	0	0	5	5	21	1	1	0	0	0	0	23	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0		
0815-0830	2	1	0	0	0	0	0	3	3	29	1	0	0	0	0	0	30	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0		
0830-0845	2	0	0	0	0	0	0	2	2	26	0	0	1	0	0	0	27	7	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1		
0845-0900	4	1	0	0	0	0	0	5	5	13	1	0	0	0	0	0	14	9	1	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1		
0900-0915	4	0	0	0	0	0	0	4	4	5	3	0	0	0	0	0	8	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0		
0915-0930	4	0	0	0	0	0	0	4	4	6	1	0	0	0	0	0	7	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0		
0930-0945	1	2	0	0	0	0	0	3	3	10	1	0	0	0	0	0	11	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0		
0945-1000	3	2	0	0	0	0	0	5	5	17	4	0	0	0	0	0	21	7	1	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0		
0700-1000	26	8	0	0	1	0	0	35	35	153	17	2	1	1	0	0	174	63	5	0	0	1	0	0	0	69	8	0	0	0	0	0	0	8		
0700-0800	2	1	0	0	1	0	0	4	4	26	5	1	0	1	0	0	33	10	3	0	0	1	0	0	0	14	6	0	0	0	0	0	0	6		
0715-0815	6	2	0	0	1	0	0	9	9	45	4	1	0	0	0	0	50	18	3	0	0	1	0	0	0	22	6	0	0	0	0	0	0	6		
0730-0830	8	3	0	0	1	0	0	12	12	70	4	1	0	0	0	0	75	21	3	0	0	1	0	0	0	25	6	0	0	0	0	0	0	6		
0745-0845	10	2	0	0	0	0	0	12	12	82	4	1	1	0	0	0	88	25	1	0	0	1	0	0	0	27	4	0	0	0	0	0	0	4		
0800-0900	12	3	0	0	0	0	0	15	15	89	3	1	1	0	0	0	94	30	1	0	0	0	0	0	0	31	2	0	0	0	0	0	0	2		
0815-0915	12	2	0	0	0	0	0	14	14	73	5	0	1	0	0	0	79	27	1	0	0	0	0	0	0	28	2	0	0	0	0	0	0	2		
0830-0930	14	1	0	0	0	0	0	15	15	50	5	0	1	0	0	0	56	27	1	0	0	0	0	0	0	28	2	0	0	0	0	0	0	2		
0845-0945	13	3	0	0	0	0	0	16	16	34	6	0	0	0	0	0	40	25	1	0	0	0	0	0	0	26	1	0	0	0	0	0	0	1		
0900-1000	12	4	0	0	0	0	0	16	16	38	9	0	0	0	0	0	47	23	1	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0		
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Church Lane / East Hill Road / Station Road W roundabout (16:00-19:00) PM Peaks

	MOVEMENT 55									MOVEMENT 56									MOVEMENT 57									MOVEMENT 58								
	FROM E HILL ROAD LEFT TURN TO CHURCH LANE (SW)									FROM E HILL ROAD STRAIGHT AHEAD TO CHURCH LANE (NORTH)									FROM E HILL ROAD RIGHT TURN TO STATION ROAD W									FROM E HILL ROAD U-TURN BACK TO E HILL ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1615	3	0	0	0	0	0	0	3	13	3	0	0	0	0	0	0	16	3	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0		
1615-1630	5	3	0	0	0	0	0	8	10	1	0	0	1	0	0	0	12	10	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1		
1630-1645	5	0	0	0	0	0	0	5	14	1	0	0	0	0	0	0	15	7	2	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0		
1645-1700	8	0	0	0	0	0	0	8	18	1	0	0	0	0	0	0	19	6	1	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1		
1700-1715	2	1	0	0	0	0	0	3	22	1	0	0	0	1	0	0	24	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0		
1715-1730	1	2	0	0	0	0	0	3	17	1	0	0	0	0	0	0	18	10	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0		
1730-1745	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0		
1745-1800	2	1	0	0	0	0	0	3	17	0	0	0	0	0	0	0	17	6	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0		
1800-1815	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	0	7	8	1	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1		
1815-1830	4	2	0	0	0	0	0	6	12	0	0	0	0	1	0	0	13	9	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2		
1830-1845	2	0	0	0	0	0	0	2	14	2	0	0	0	0	0	0	16	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0		
1845-1900	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	12	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0		
1600-1900	40	9	0	0	0	0	0	49	161	11	0	0	1	2	0	0	175	78	6	0	0	0	0	0	0	84	5	0	0	0	0	0	0	5		
1600-1700	21	3	0	0	0	0	0	24	55	6	0	0	1	0	0	0	62	26	4	0	0	0	0	0	0	30	2	0	0	0	0	0	0	2		
1615-1715	20	4	0	0	0	0	0	24	64	4	0	0	1	1	0	0	70	30	3	0	0	0	0	0	0	33	2	0	0	0	0	0	0	2		
1630-1730	16	3	0	0	0	0	0	19	71	4	0	0	0	1	0	0	76	30	3	0	0	0	0	0	0	33	1	0	0	0	0	0	0	1		
1645-1745	15	3	0	0	0	0	0	18	63	3	0	0	0	1	0	0	67	27	1	0	0	0	0	0	0	28	1	0	0	0	0	0	0	1		
1700-1800	9	4	0	0	0	0	0	13	62	2	0	0	0	1	0	0	65	27	1	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0		
1715-1815	11	3	0	0	0	0	0	14	47	1	0	0	0	0	0	0	48	28	2	0	0	0	0	0	0	30	1	0	0	0	0	0	0	1		
1730-1830	14	3	0	0	0	0	0	17	42	0	0	0	0	1	0	0	43	27	2	0	0	0	0	0	0	29	3	0	0	0	0	0	0	3		
1745-1845	12	3	0	0	0	0	0	15	50	2	0	0	0	1	0	0	53	25	2	0	0	0	0	0	0	27	3	0	0	0	0	0	0	3		
1800-1900	10	2	0	0	0	0	0	12	44	3	0	0	1	0	0	0	48	25	1	0	0	0	0	0	0	26	3	0	0	0	0	0	0	3		
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Church Lane / East Hill Road / Station Road W roundabout (07:00-10:00) AM Peaks

	MOVEMENT 59									MOVEMENT 60									MOVEMENT 61									MOVEMENT 62									
	FROM CHURCH LANE (SW) LEFT TURN TO CHURCH LANE (NORTH)									FROM CHURCH LANE (SW) STRAIGHT AHEAD TO STATION ROAD W									FROM CHURCH LANE (SW) RIGHT TURN TO E HILL ROAD									FROM CHURCH LANE (SW) U-TURN BACK TO CHURCH LANE (SW)									
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		
0700-0715	9	1	0	0	1	1	0	12		8	1	0	0	0	0	0	9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0715-0730	22	4	0	0	0	0	0	26		9	2	0	0	0	0	0	11		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
0730-0745	48	4	0	0	0	0	0	52		9	1	0	0	0	0	0	10		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0745-0800	53	4	1	0	0	0	1	59		15	1	0	0	0	0	1	17		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800-0815	44	14	1	0	1	1	0	61		18	0	0	0	0	0	0	18		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0815-0830	75	6	0	0	7	1	0	89		16	4	0	0	0	0	0	20		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0830-0845	67	10	0	0	0	0	0	77		13	2	0	0	0	0	0	15		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0845-0900	60	2	0	0	1	0	2	65		11	0	1	0	0	0	0	12		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
0900-0915	31	2	0	0	0	0	0	33		24	2	0	0	0	0	0	26		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0915-0930	27	2	0	0	0	0	1	30		17	0	0	0	0	0	0	17		1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
0930-0945	17	1	0	0	1	0	0	19		20	1	0	0	0	0	0	21		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0945-1000	25	4	0	0	1	0	0	30		19	1	0	0	1	0	0	21		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700-1000	478	54	2	0	12	4	3	553		179	15	1	0	1	0	1	197		25	0	1	0	0	0	0	0	26		3	0	1	0	0	0	0	4	
0700-0800	132	13	1	0	1	2	0	149		41	5	0	0	0	0	1	47		9	0	0	0	0	0	0	0	9		2	0	0	0	0	0	0	2	
0715-0815	167	26	2	0	1	2	0	198		51	4	0	0	0	0	1	56		14	0	0	0	0	0	0	0	14		1	0	0	0	0	0	0	1	
0730-0830	220	28	2	0	8	3	0	261		58	6	0	0	0	0	1	65		14	0	0	0	0	0	0	0	14		0	0	0	0	0	0	0	0	
0745-0845	239	34	2	0	8	3	0	286		62	7	0	0	0	0	1	70		14	0	0	0	0	0	0	0	14		0	0	0	0	0	0	0	0	
0800-0900	246	32	1	0	9	2	2	292		58	6	1	0	0	0	0	65		11	0	0	0	0	0	0	0	11		0	0	1	0	0	0	0	1	
0815-0915	233	20	0	0	8	1	2	264		64	8	1	0	0	0	0	73		8	0	0	0	0	0	0	0	8		0	0	1	0	0	0	0	1	
0830-0930	185	16	0	0	1	0	3	205		65	4	1	0	0	0	0	70		8	0	1	0	0	0	0	0	9		1	0	1	0	0	0	0	2	
0845-0945	135	7	0	0	2	0	3	147		72	3	1	0	0	0	0	76		5	0	1	0	0	0	0	0	6		1	0	1	0	0	0	0	2	
0900-1000	100	9	0	0	2	0	1	112		80	4	0	0	1	0	0	85		5	0	1	0	0	0	0	0	6		1	0	0	0	0	0	0	1	
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									

Church Lane / East Hill Road / Station Road W roundabout (16:00-19:00) PM Peaks

	MOVEMENT 59									MOVEMENT 60									MOVEMENT 61									MOVEMENT 62								
	FROM CHURCH LANE (SW) LEFT TURN TO CHURCH LANE (NORTH)									FROM CHURCH LANE (SW) STRAIGHT AHEAD TO STATION ROAD W									FROM CHURCH LANE (SW) RIGHT TURN TO E HILL ROAD									FROM CHURCH LANE (SW) U-TURN BACK TO CHURCH LANE (SW)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1615	30	9	0	0	2	0	0	41		11	4	0	0	0	1	0	16		1	1	0	0	0	0	0	2		0	0	0	0	0	0	0		
1615-1630	30	5	0	0	0	0	0	35		20	1	0	0	1	0	0	22		4	0	0	0	0	0	0	4		0	0	0	0	0	0	0		
1630-1645	28	4	0	0	1	0	0	33		19	0	0	0	0	0	0	19		6	0	0	0	1	0	0	7		0	0	0	0	1	0	0	1	
1645-1700	35	1	1	0	1	0	0	38		11	1	0	0	0	0	2	14		3	1	0	0	0	0	0	4		0	0	0	0	0	0	0		
1700-1715	24	2	1	0	1	0	0	28		14	0	0	0	0	0	0	14		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		
1715-1730	33	2	0	0	0	0	1	36		22	1	0	0	0	0	0	23		3	0	0	0	0	0	0	3		0	0	0	0	0	0	0		
1730-1745	40	2	0	0	1	0	0	43		18	3	0	0	0	0	0	21		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0		
1745-1800	48	1	0	0	0	0	0	49		16	0	0	0	0	0	0	16		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0		
1800-1815	27	0	0	0	0	0	1	28		14	0	0	0	0	0	0	14		1	0	0	0	1	0	0	2		0	0	0	0	0	0	0	0	
1815-1830	27	4	0	0	2	1	0	34		22	1	0	0	0	0	1	24		3	1	0	0	0	0	0	4		0	0	0	0	0	0	0		
1830-1845	18	3	0	0	1	0	0	22		15	0	0	0	1	0	1	17		0	1	0	0	0	0	0	1		0	0	0	0	0	0	0		
1845-1900	26	0	0	0	0	0	0	26		15	1	0	0	0	0	0	16		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1	
1600-1900	366	33	2	0	9	1	2	413		197	12	0	0	2	1	4	216		24	4	0	0	2	0	0	30		1	0	0	0	1	0	0	2	
1600-1700	123	19	1	0	4	0	0	147		61	6	0	0	1	1	2	71		14	2	0	0	1	0	0	17		0	0	0	0	1	0	0	1	
1615-1715	117	12	2	0	3	0	0	134		64	2	0	0	1	0	2	69		13	1	0	0	1	0	0	15		0	0	0	0	1	0	0	1	
1630-1730	120	9	2	0	3	0	1	135		66	2	0	0	0	0	2	70		12	1	0	0	1	0	0	14		0	0	0	0	1	0	0	1	
1645-1745	132	7	2	0	3	0	1	145		65	5	0	0	0	0	2	72		8	1	0	0	0	0	0	9		0	0	0	0	0	0	0		
1700-1800	145	7	1	0	2	0	1	156		70	4	0	0	0	0	0	74		6	0	0	0	0	0	0	6		0	0	0	0	0	0	0		
1715-1815	148	5	0	0	1	0	2	156		70	4	0	0	0	0	0	74		7	0	0	0	1	0	0	8		0	0	0	0	0	0	0		
1730-1830	142	7	0	0	3	1	1	154		70	4	0	0	0	0	1	75		7	1	0	0	1	0	0	9		0	0	0	0	0	0	0		
1745-1845	120	8	0	0	3	1	1	133		67	1	0	0	1	0	2	71		5	2	0	0	1	0	0	8		0	0	0	0	0	0	0		
1800-1900	98	7	0	0	3	1	1	110		66	2	0	0	1	0	2	71		4	2	0	0	1	0	0	7		1	0	0	0	0	0	0	1	
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Site: Church Lane / East Hill Road / Station Road W roundabout

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

Church Lane / East Hill Road / Station Road W roundabout (07:00-10:00) AM Peaks

	MOVEMENT 63								MOVEMENT 64								MOVEMENT 65								MOVEMENT 66								
	FROM CHURCH LANE (NORTH) LEFT TURN TO STATION ROAD W								FROM CHURCH LANE (NORTH) STRAIGHT AHEAD TO E HILL ROAD								FROM CHURCH LANE (NORTH) RIGHT TURN TO CHURCH LANE (SW)								FROM CHURCH LANE (NORTH) U-TURN BACK TO CHURCH LANE (NORTH)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0715	3	0	0	0	0	0	0	3	9	2	1	0	0	0	0	12	9	2	0	1	1	0	0	0	13	0	0	0	0	0	0	0	0
0715-0730	3	0	0	0	0	0	0	3	12	4	1	0	0	0	0	17	11	1	0	0	0	0	0	12	0	0	0	0	1	0	0	1	
0730-0745	4	0	0	0	0	0	0	4	16	5	0	0	0	0	0	21	12	2	0	0	2	0	0	16	1	0	0	0	0	0	0	1	
0745-0800	4	0	0	0	0	0	0	4	8	7	0	0	0	0	0	15	10	3	0	0	2	0	0	15	0	0	0	0	0	0	0	0	
0800-0815	4	0	0	0	0	0	0	4	13	1	0	1	0	0	0	15	11	3	0	0	0	0	0	14	2	0	0	0	0	0	0	2	
0815-0830	10	1	0	0	0	0	0	11	30	1	0	0	0	0	0	31	26	4	0	0	1	1	0	32	0	0	0	0	0	0	0	0	
0830-0845	17	0	0	0	0	0	0	17	37	2	0	0	2	0	0	41	24	2	1	0	2	0	1	30	0	0	0	0	0	0	0	0	
0845-0900	19	0	0	0	0	0	2	21	36	3	1	0	1	0	0	41	22	1	0	0	0	0	0	23	1	0	0	0	0	0	0	1	
0900-0915	9	2	0	0	0	0	0	11	15	2	0	0	0	0	0	17	15	3	0	1	1	0	0	20	0	0	0	0	0	0	0	0	
0915-0930	10	0	0	0	0	0	0	10	14	3	0	0	0	1	0	18	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	
0930-0945	6	0	0	0	0	0	0	6	19	2	0	1	0	0	0	22	11	3	0	0	1	0	0	15	0	1	0	0	0	0	0	1	
0945-1000	14	2	0	0	0	0	1	17	20	1	0	0	0	0	0	21	20	5	0	0	0	0	0	25	1	0	0	0	0	0	0	1	
0700-1000	103	5	0	0	0	0	3	111	229	33	3	2	3	1	0	271	178	30	1	2	10	1	1	223	5	1	0	0	1	0	0	7	
0700-0800	14	0	0	0	0	0	0	14	45	18	2	0	0	0	0	65	42	8	0	1	5	0	0	56	1	0	0	0	1	0	0	2	
0715-0815	15	0	0	0	0	0	0	15	49	17	1	1	0	0	0	68	44	9	0	0	4	0	0	57	3	0	0	0	1	0	0	4	
0730-0830	22	1	0	0	0	0	0	23	67	14	0	1	0	0	0	82	59	12	0	0	5	1	0	77	3	0	0	0	0	0	0	3	
0745-0845	35	1	0	0	0	0	0	36	88	11	0	1	2	0	0	102	71	12	1	0	5	1	1	91	2	0	0	0	0	0	0	2	
0800-0900	50	1	0	0	0	0	2	53	116	7	1	1	3	0	0	128	83	10	1	0	3	1	1	99	3	0	0	0	0	0	0	3	
0815-0915	55	3	0	0	0	0	2	60	118	8	1	0	3	0	0	130	87	10	1	1	4	1	1	105	1	0	0	0	0	0	0	1	
0830-0930	55	2	0	0	0	0	2	59	102	10	1	0	3	1	0	117	68	7	1	1	3	0	1	81	1	0	0	0	0	0	0	1	
0845-0945	44	2	0	0	0	0	2	48	84	10	1	1	1	1	0	98	55	8	0	1	2	0	0	66	1	1	0	0	0	0	0	2	
0900-1000	39	4	0	0	0	0	1	44	68	8	0	1	0	1	0	78	53	12	0	1	2	0	0	68	1	1	0	0	0	0	0	2	
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								

Church Lane / East Hill Road / Station Road W roundabout (16:00-19:00) PM Peaks

	MOVEMENT 63								MOVEMENT 64								MOVEMENT 65								MOVEMENT 66							
	FROM CHURCH LANE (NORTH)								FROM CHURCH LANE (NORTH)								FROM CHURCH LANE (NORTH)								FROM CHURCH LANE (NORTH)							
	LEFT TURN TO								STRAIGHT AHEAD TO								RIGHT TURN TO								U-TURN BACK TO							
	STATION ROAD W								E HILL ROAD								CHURCH LANE (SW)								CHURCH LANE (NORTH)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1615	11	1	0	0	0	0	0	12	20	2	1	0	0	0	0	23	21	7	0	0	0	2	0	30	1	0	0	0	0	0	0	1
1615-1630	19	2	0	0	0	0	0	21	22	4	0	0	0	0	0	26	21	3	0	0	0	2	0	24	2	1	0	0	0	0	0	3
1630-1645	22	2	0	0	0	0	1	25	36	0	0	0	0	0	0	36	33	4	0	0	2	0	0	39	0	1	0	0	0	0	0	1
1645-1700	10	0	0	0	0	0	0	10	24	1	0	0	1	0	0	26	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	0
1700-1715	14	1	0	0	0	0	0	15	34	0	1	0	0	0	0	35	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0
1715-1730	13	0	0	0	0	0	0	13	22	1	0	0	0	0	0	23	27	3	0	0	1	0	0	31	0	0	0	0	0	0	0	0
1730-1745	11	0	0	0	0	0	0	11	22	4	0	0	0	1	0	27	25	0	0	0	1	0	1	27	0	0	0	0	0	0	0	0
1745-1800	18	1	0	0	0	0	0	19	24	0	0	0	0	0	0	24	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
1800-1815	12	0	0	0	0	0	0	12	23	2	0	0	0	0	0	25	28	0	0	0	1	0	0	29	1	0	0	0	0	0	0	1
1815-1830	10	0	0	0	0	0	0	10	13	0	0	0	0	0	0	13	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
1830-1845	9	0	0	0	0	0	0	9	15	2	0	0	1	0	0	18	19	1	0	0	0	1	0	21	0	0	0	0	0	0	0	0
1845-1900	15	0	0	0	0	0	0	15	17	0	0	0	0	1	0	18	19	1	0	0	1	0	0	21	2	0	0	0	0	0	0	2
1600-1900	164	7	0	0	0	0	1	172	272	16	2	0	2	2	0	294	285	23	0	0	6	3	1	318	6	2	0	0	0	0	0	8
1600-1700	62	5	0	0	0	0	1	68	102	7	1	0	1	0	0	111	101	16	0	0	2	2	0	121	3	2	0	0	0	0	0	5
1615-1715	65	5	0	0	0	0	1	71	116	5	1	0	1	0	0	123	110	10	0	0	2	0	0	122	2	2	0	0	0	0	0	4
1630-1730	59	3	0	0	0	0	1	63	116	2	1	0	0	1	0	120	116	10	0	0	3	0	0	129	0	1	0	0	0	0	0	1
1645-1745	48	1	0	0	0	0	0	49	102	6	1	0	1	0	0	111	108	6	0	0	2	0	1	117	0	0	0	0	0	0	0	0
1700-1800	56	2	0	0	0	0	0	58	102	5	1	0	0	1	0	109	110	5	0	0	2	0	1	118	0	0	0	0	0	0	0	0
1715-1815	54	1	0	0	0	0	0	55	91	7	0	0	0	1	0	99	108	4	0	0	3	0	1	116	1	0	0	0	0	0	0	1
1730-1830	51	1	0	0	0	0	0	52	82	6	0	0	0	1	0	89	89	1	0	0	2	0	1	93	1	0	0	0	0	0	0	1
1745-1845	49	1	0	0	0	0	0	50	75	4	0	0	1	0	0	80	83	2	0	0	1	1	0	87	1	0	0	0	0	0	0	1
1800-1900	46	0	0	0	0	0	0	46	68	4	0	0	1	1	0	74	74	2	0	0	2	1	0	79	3	0	0	0	0	0	0	3
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Site: A25 / East Hill Road priority junction

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

A25 / East Hill Road priority junction									
MOVEMENT 67									
FROM A25 EAST HILL STRAIGHT AHEAD TO A25 WEST HILL									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		
0700-0715	91	41	5	4	0	1	0	142	
0715-0730	115	36	6	3	2	3	1	166	
0730-0745	121	23	4	6	1	0	0	155	
0745-0800	110	24	8	3	0	0	0	145	
0800-0815	123	22	2	4	1	1	0	153	
0815-0830	113	22	4	7	1	1	0	148	
0830-0845	83	9	3	2	1	1	0	99	
0845-0900	85	16	4	2	1	2	0	110	
0900-0915	86	11	5	4	0	3	0	109	
0915-0930	77	13	3	0	0	0	0	93	
0930-0945	86	14	2	1	0	0	0	103	
0945-1000	78	15	2	4	1	1	0	101	
0700-1000	1168	246	48	40	8	13	1	1524	
HOURLY TOTALS									
MOVEMENT 68									
FROM A25 EAST HILL RIGHT TURN TO E HILL ROAD									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		
2	2	0	0	1	0	0	0	5	
5	1	0	0	0	0	0	0	6	
19	2	0	0	0	0	0	0	21	
13	2	0	0	1	0	0	0	16	
28	3	1	0	0	0	0	0	32	
36	1	0	0	0	0	0	0	37	
34	1	0	1	0	0	0	0	36	
25	3	0	0	0	0	0	0	28	
17	3	0	0	0	0	0	0	20	
16	1	0	0	0	0	0	0	17	
17	3	0	0	0	0	0	0	20	
21	5	0	0	0	0	0	0	26	
233	27	1	1	2	0	0	0	264	
HOURLY TOTALS									
MOVEMENT 69									
FROM E HILL ROAD LEFT TURN TO A25 EAST HILL									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		
9	0	0	0	0	0	0	0	9	
11	2	0	0	0	0	0	0	13	
16	1	0	0	0	0	0	0	17	
11	2	0	0	0	0	0	0	13	
13	1	0	1	0	0	0	0	15	
25	2	0	0	0	0	0	0	27	
26	1	0	0	1	0	0	0	28	
22	3	0	0	0	0	0	0	25	
19	0	0	0	0	0	0	0	19	
9	2	1	0	0	1	0	0	13	
15	3	1	0	0	0	0	0	19	
14	1	0	0	0	0	0	0	15	
190	18	2	1	1	1	0	0	213	
HOURLY TOTALS									

A25 / East Hill Road priority junction									
MOVEMENT 67									
FROM A25 EAST HILL STRAIGHT AHEAD TO A25 WEST HILL									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		
1600-1615	110	25	3	0	0	2	0	140	
1615-1630	107	23	2	0	0	0	0	132	
1630-1645	130	23	4	0	3	0	0	160	
1645-1700	121	17	3	0	2	2	0	145	
1700-1715	121	17	3	0	0	2	0	143	
1715-1730	130	19	1	1	0	2	0	153	
1730-1745	118	12	2	1	0	2	0	135	
1745-1800	108	10	0	0	1	0	0	119	
1800-1815	96	5	0	1	0	1	1	104	
1815-1830	89	7	0	0	0	5	0	101	
1830-1845	96	4	0	1	0	5	0	106	
1845-1900	71	3	0	0	0	0	0	74	
1600-1900	1297	165	18	4	6	21	1	1512	
HOURLY TOTALS									
MOVEMENT 68									
FROM A25 EAST HILL RIGHT TURN TO E HILL ROAD									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		
22	4	0	0	0	0	0	0	26	
23	3	0	0	1	0	0	0	27	
24	3	0	0	0	0	0	0	27	
30	1	0	0	0	0	0	0	31	
27	0	0	0	0	1	0	0	28	
25	3	0	0	0	0	0	0	28	
12	1	0	0	0	0	0	0	13	
23	2	0	0	0	0	0	0	25	
18	1	0	0	0	0	0	0	19	
25	2	0	0	0	1	0	0	28	
16	2	0	0	0	0	0	0	18	
17	0	0	0	0	0	0	0	17	
262	22	0	0	1	2	0	0	287	
HOURLY TOTALS									
MOVEMENT 69									
FROM E HILL ROAD LEFT TURN TO A25 EAST HILL									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		
15	4	0	0	0	0	0	0	19	
26	2	0	0	0	0	0	0	28	
26	0	0	0	2	0	0	0	28	
30	1	0	0	1	0	0	0	32	
26	1	0	0	0	0	0	0	27	
19	1	0	0	0	0	0	0	20	
19	3	0	0	0	0	0	0	22	
20	2	0	0	0	1	0	0	23	
18	0	0	0	0	0	0	0	18	
26	1	0	0	1	0	0	0	28	
16	2	0	0	2	0	0	0	20	
12	0	0	0	0	0	0	0	12	
253	17	0	0	6	1	0	0	277	
HOURLY TOTALS									

Junction (07:00-10:00) AM Peaks

MOVEMENT 70									MOVEMENT 71									MOVEMENT 72								
FROM E HILL ROAD RIGHT TURN TO A25 WEST HILL									FROM A25 WEST HILL LEFT TURN TO E HILL ROAD									FROM A25 WEST HILL STRAIGHT AHEAD TO A25 EAST HILL								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
6	3	1	0	0	0	0	10		0	0	1	0	0	0	0	1		53	18	1	1	0	0	0	73	
5	2	1	0	1	0	0	9		0	0	0	0	0	0	0	0		54	25	4	1	1	4	0	89	
10	5	0	0	1	0	0	16		0	0	0	0	1	0	0	1		75	27	3	1	0	1	0	107	
10	5	1	0	0	0	0	16		2	2	0	0	0	0	1	5		82	24	3	3	1	0	0	113	
12	0	0	0	0	0	0	12		5	1	0	0	0	0	0	6		95	24	4	1	0	1	0	125	
12	0	0	0	0	0	0	12		3	1	0	0	0	0	0	4		91	25	9	1	0	0	0	126	
14	1	0	0	1	0	0	16		2	0	0	0	0	0	0	2		113	17	3	0	2	1	0	136	
16	1	1	0	2	0	0	20		3	0	0	0	0	0	0	3		110	23	3	1	0	1	0	138	
5	2	0	0	0	0	0	7		0	0	0	0	0	0	0	0		72	13	5	1	0	1	0	92	
7	1	0	0	0	0	0	8		1	1	0	0	0	0	0	2		93	20	3	4	1	0	0	121	
10	1	0	1	0	0	0	12		0	0	0	0	0	0	0	0		59	18	1	3	1	0	0	82	
14	0	0	0	0	0	0	14		8	2	0	0	0	0	0	10		81	18	3	3	0	1	0	106	
121	21	4	1	5	0	0	152		24	7	1	0	1	0	1	34		978	252	42	20	6	10	0	1308	
HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
31	15	3	0	2	0	0	51		2	2	1	0	1	0	1	7		264	94	11	6	2	5	0	382	
37	12	2	0	2	0	0	53		7	3	0	0	1	0	1	12		306	100	14	6	2	6	0	434	
44	10	1	0	1	0	0	56		10	4	0	0	1	0	1	16		343	100	19	6	1	2	0	471	
48	6	1	0	1	0	0	56		12	4	0	0	0	0	1	17		381	90	19	5	3	2	0	500	
54	2	1	0	3	0	0	60		13	2	0	0	0	0	0	15		409	89	19	3	2	3	0	525	
47	4	1	0	3	0	0	55		8	1	0	0	0	0	0	9		386	78	20	3	2	3	0	492	
42	5	1	0	3	0	0	51		6	1	0	0	0	0	0	7		388	73	14	6	3	3	0	487	
38	5	1	1	2	0	0	47		4	1	0	0	0	0	0	5		334	74	12	9	2	2	0	433	
36	4	0	1	0	0	0	41		9	3	0	0	0	0	0	12		305	69	12	11	2	2	0	401	
HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Junction (16:00-19:00) PM Peaks

MOVEMENT 70									MOVEMENT 71									MOVEMENT 72								
FROM E HILL ROAD RIGHT TURN TO A25 WEST HILL									FROM A25 WEST HILL LEFT TURN TO E HILL ROAD									FROM A25 WEST HILL STRAIGHT AHEAD TO A25 EAST HILL								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
12	2	1	0	0	0	0	15		1	0	0	0	0	0	0	1		83	17	1	1	1	0	1	104	
7	2	0	0	0	0	0	9		1	1	0	0	0	0	0	2		89	15	2	4	1	3	1	115	
25	0	0	0	0	0	0	25		4	1	0	0	0	0	0	5		112	10	3	2	2	0	0	129	
3	0	0	0	0	0	0	3		2	1	0	0	0	0	0	3		107	16	1	3	0	2	0	129	
15	0	1	0	0	0	0	16		4	1	0	0	0	0	0	5		113	11	1	4	0	0	0	129	
19	0	0	0	0	0	0	19		5	0	0	0	0	0	0	5		97	22	1	2	1	0	0	123	
20	0	0	0	0	1	0	21		3	0	0	0	0	0	0	3		114	12	1	0	1	2	0	130	
11	0	0	0	0	0	0	11		1	0	0	0	0	0	0	1		119	14	0	1	0	3	0	137	
12	2	0	0	0	0	0	14		3	0	0	0	0	0	0	3		92	6	0	0	0	3	0	101	
5	1	0	0	0	0	0	6		2	0	0	0	0	0	0	2		95	7	0	0	0	2	1	105	
10	2	0	0	0	0	0	12		3	0	0	0	0	0	0	3		70	8	0	0	0	3	0	81	
10	0	0	0	0	0	0	10		1	1	0	0	0	0	0	2		91	9	0	1	0	1	0	102	
149	9	2	0	0	1	0	161		30	5	0	0	0	0	0	35		1182	147	10	18	6	19	3	1385	
HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
47	4	1	0	0	0	0	52		8	3	0	0	0	0	0	11		391	58	7	10	4	5	2	477	
50	2	1	0	0	0	0	53		11	4	0	0	0	0	0	15		421	52	7	13	3	5	1	502	
62	0	1	0	0	0	0	63		15	3	0	0	0	0	0	18		429	59	6	11	3	2	0	510	
57	0	1	0	0	1	0	59		14	2	0	0	0	0	0	16		431	61	4	9	2	4	0	511	
65	0	1	0	0	1	0	67		13	1	0	0	0	0	0	14		443	59	3	7	2	5	0	519	
62	2	0	0	0	1	0	65		12	0	0	0	0	0	0	12		422	54	2	3	2	8	0	491	
48	3	0	0	0	1	0	52		9	0	0	0	0	0	0	9		420	39	1	1	1	10	1	473	
38	5	0	0	0	0	0	43		9	0	0	0	0	0	0	9		376	35	0	1	0	11	1	424	
37	5	0	0	0	0	0	42		9	1	0	0	0	0	0	10		348	30	0	1	0	9	1	389	
HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Site: A25 East Hill / Woodhurst Lane signalised crossroads

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

A25 East Hill / Woodhurst Lane signalised crossroads (07:00-10:00) AM Peaks

	MOVEMENT 73										MOVEMENT 74										MOVEMENT 75									
	FROM A25 EAST HILL (EAST)										FROM A25 EAST HILL (EAST)										FROM A25 EAST HILL (EAST)									
	LEFT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO									
	WOODHURST LANE										A25 EAST HILL (WEST)										MORRSIONS									
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY		TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY		TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY		TOT	
0700-0715	7	1	0	0	0	0	0	0	8		87	41	5	4	0	1	1		139		19	1	0	0	0	0	0	0	20	
0715-0730	2	1	0	0	0	0	0	0	3		96	34	6	3	2	3	0		144		13	1	0	0	0	0	0	0	14	
0730-0745	6	2	1	0	0	0	0	0	9		112	25	3	6	1	0	0		147		11	1	0	0	0	0	0	0	12	
0745-0800	10	1	0	0	0	0	0	0	11		103	22	8	3	2	0	0		138		20	0	0	0	0	0	0	0	20	
0800-0815	11	1	1	0	0	0	0	0	13		117	23	4	4	0	1	0		149		19	2	0	0	0	0	2	0	23	
0815-0830	11	2	0	0	0	0	0	0	13		109	18	3	7	1	1	0		139		15	1	0	0	0	0	0	0	16	
0830-0845	6	1	0	0	0	0	0	0	7		80	8	2	3	0	1	0		94		19	0	0	0	0	0	0	0	19	
0845-0900	11	2	0	0	0	0	0	0	13		83	16	5	2	1	2	0		109		19	0	0	0	0	0	0	0	19	
0900-0915	6	3	0	0	0	0	0	1	10		72	12	3	4	0	3	0		94		16	2	0	0	0	0	0	0	18	
0915-0930	6	2	0	0	0	0	0	0	8		75	13	3	0	0	0	0		91		7	2	0	0	0	0	0	0	9	
0930-0945	5	1	0	0	0	0	0	0	6		76	13	2	1	0	0	0		92		20	1	0	0	0	0	0	0	21	
0945-1000	8	2	0	0	0	0	0	0	10		75	18	2	4	1	1	0		101		12	0	0	0	0	0	0	0	12	
0700-1000	89	19	2	0	0	0	0	1	111		1085	243	46	41	8	13	1		1437		190	11	0	0	0	0	2	0	203	
0700-0800	25	5	1	0	0	0	0	0	31		398	122	22	16	5	4	1		568		63	3	0	0	0	0	0	0	66	
0715-0815	29	5	2	0	0	0	0	0	36		428	104	21	16	5	4	0		578		63	4	0	0	0	0	2	0	69	
0730-0830	38	6	2	0	0	0	0	0	46		441	88	18	20	4	2	0		573		65	4	0	0	0	0	2	0	71	
0745-0845	38	5	1	0	0	0	0	0	44		409	71	17	17	3	3	0		520		73	3	0	0	0	0	2	0	78	
0800-0900	39	6	1	0	0	0	0	0	46		389	65	14	16	2	5	0		491		72	3	0	0	0	0	2	0	77	
0815-0915	34	8	0	0	0	0	0	1	43		344	54	13	16	2	7	0		436		69	3	0	0	0	0	0	0	72	
0830-0930	29	8	0	0	0	0	0	1	38		310	49	13	9	1	6	0		388		61	4	0	0	0	0	0	0	65	
0845-0945	28	8	0	0	0	0	0	1	37		306	54	13	7	1	5	0		386		62	5	0	0	0	0	0	0	67	
0900-1000	25	8	0	0	0	0	0	1	34		298	56	10	9	1	4	0		378		55	5	0	0	0	0	0	0	60	
	HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									

A25 East Hill / Woodhurst Lane signalised crossroads (16:00-19:00) PM Peaks

	MOVEMENT 73										MOVEMENT 74										MOVEMENT 75									
	FROM A25 EAST HILL (EAST)										FROM A25 EAST HILL (EAST)										FROM A25 EAST HILL (EAST)									
	LEFT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO									
	WOODHURST LANE										A25 EAST HILL (WEST)										MORRSIONS									
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT				
1600-1615	4	0	0	0	0	0	0	4		89	19	3	0	0	2	0	113		17	2	0	0	0	0	0	19				
1615-1630	9	1	0	0	0	0	0	10		92	19	2	0	1	0	0	114		18	1	0	0	0	0	0	19				
1630-1645	4	0	0	0	0	0	0	4		117	18	3	0	3	0	0	141		24	4	0	0	0	0	0	28				
1645-1700	14	1	0	0	0	0	0	15		115	14	3	0	2	1	0	135		18	1	0	0	0	0	0	19				
1700-1715	6	1	0	0	0	0	0	7		94	15	3	0	0	1	0	113		8	0	0	0	0	0	0	8				
1715-1730	11	2	0	0	0	0	0	13		108	19	1	1	0	2	0	131		24	2	0	0	0	0	0	26				
1730-1745	14	1	0	0	0	0	0	15		95	11	2	1	0	2	0	111		14	1	0	0	0	0	0	15				
1745-1800	8	0	0	0	0	0	0	8		92	5	0	0	1	0	0	98		16	0	0	0	0	0	0	16				
1800-1815	9	0	0	0	0	0	0	9		81	4	0	1	0	1	0	87		24	0	0	0	0	0	0	24				
1815-1830	10	2	0	0	0	1	0	13		72	5	0	0	0	6	0	83		18	1	0	0	0	0	0	19				
1830-1845	10	0	0	0	0	0	0	10		64	6	0	0	0	4	0	74		9	1	0	0	0	0	0	10				
1845-1900	5	0	0	0	0	0	0	5		57	2	0	0	0	0	0	59		10	0	0	0	0	0	0	10				
1600-1900	104	8	0	0	0	1	0	113		1076	137	17	3	7	19	0	1259		200	13	0	0	0	0	0	213				
1600-1700	31	2	0	0	0	0	0	33		413	70	11	0	6	3	0	503		77	8	0	0	0	0	0	85				
1615-1715	33	3	0	0	0	0	0	36		418	66	11	0	6	2	0	503		68	6	0	0	0	0	0	74				
1630-1730	35	4	0	0	0	0	0	39		434	66	10	1	5	4	0	520		74	7	0	0	0	0	0	81				
1645-1745	45	5	0	0	0	0	0	50		412	59	9	2	2	6	0	490		64	4	0	0	0	0	0	68				
1700-1800	39	4	0	0	0	0	0	43		389	50	6	2	1	5	0	453		62	3	0	0	0	0	0	65				
1715-1815	42	3	0	0	0	0	0	45		376	39	3	3	1	5	0	427		78	3	0	0	0	0	0	81				
1730-1830	41	3	0	0	0	1	0	45		340	25	2	2	1	9	0	379		72	2	0	0	0	0	0	74				
1745-1845	37	2	0	0	0	0	1	40		309	20	0	1	1	11	0	342		67	2	0	0	0	0	0	69				
1800-1900	34	2	0	0	0	1	0	37		274	17	0	1	0	11	0	303		61	2	0	0	0	0	0	63				
	HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									

Site: A25 East Hill / Woodhurst Lane signalised crossroads

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

A25 East Hill / Woodhurst Lane signalised crossroads (07:00-10:00) AM Peaks

	MOVEMENT 76									MOVEMENT 77									MOVEMENT 78								
	FROM WOODHURST LANE LEFT TURN TO A25 EAST HILL (WEST)									FROM WOODHURST LANE STRAIGHT AHEAD TO MORRISONS									FROM WOODHURST LANE RIGHT TURN TO A25 EAST HILL (EAST)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0715	6	1	0	0	1	0	0	8		2	0	0	0	0	0	0	2		4	1	0	0	0	0	0	5	
0715-0730	14	2	0	0	0	0	0	16		4	0	0	0	0	0	0	4		9	6	0	0	0	0	0	15	
0730-0745	22	0	1	0	0	0	0	23		12	0	1	0	0	0	0	13		16	0	0	0	0	0	0	16	
0745-0800	13	3	0	0	0	0	0	16		10	0	0	0	0	0	0	10		17	7	0	0	0	0	0	24	
0800-0815	26	3	0	0	0	0	0	29		4	1	0	0	0	0	0	5		17	2	0	0	0	0	0	19	
0815-0830	34	4	0	0	1	0	0	39		7	1	0	0	0	0	0	8		29	1	0	0	0	1	0	31	
0830-0845	27	3	1	0	0	0	0	31		6	1	0	0	0	0	0	7		27	5	0	0	0	0	0	32	
0845-0900	15	1	1	0	0	0	0	17		13	1	0	0	0	0	0	14		25	0	0	0	0	0	0	25	
0900-0915	14	3	0	0	0	0	0	17		7	1	0	0	0	0	0	8		14	1	0	0	0	0	1	16	
0915-0930	9	4	0	0	0	0	0	13		3	0	0	0	0	0	0	3		9	2	0	0	0	0	0	11	
0930-0945	7	2	0	0	0	0	0	9		4	1	0	0	0	0	0	5		12	3	0	0	0	0	0	15	
0945-1000	16	3	0	0	0	0	0	19		8	1	0	0	0	0	0	9		14	1	0	0	0	0	0	15	
0700-1000	203	29	3	0	2	0	0	237		80	7	1	0	0	0	0	88		193	29	0	0	0	1	1	224	
0700-0800	55	6	1	0	1	0	0	63		28	0	1	0	0	0	0	29		46	14	0	0	0	0	0	60	
0715-0815	75	8	1	0	0	0	0	84		30	1	1	0	0	0	0	32		59	15	0	0	0	0	0	74	
0730-0830	95	10	1	0	1	0	0	107		33	2	1	0	0	0	0	36		79	10	0	0	0	1	0	90	
0745-0845	100	13	1	0	1	0	0	115		27	3	0	0	0	0	0	30		90	15	0	0	0	1	0	106	
0800-0900	102	11	2	0	1	0	0	116		30	4	0	0	0	0	0	34		98	8	0	0	0	1	0	107	
0815-0915	90	11	2	0	1	0	0	104		33	4	0	0	0	0	0	37		95	7	0	0	0	1	1	104	
0830-0930	65	11	2	0	0	0	0	78		29	3	0	0	0	0	0	32		75	8	0	0	0	0	1	84	
0845-0945	45	10	1	0	0	0	0	56		27	3	0	0	0	0	0	30		60	6	0	0	0	0	1	67	
0900-1000	46	12	0	0	0	0	0	58		22	3	0	0	0	0	0	25		49	7	0	0	0	0	1	57	
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

A25 East Hill / Woodhurst Lane signalised crossroads (16:00-19:00) PM Peaks

	MOVEMENT 76									MOVEMENT 77									MOVEMENT 78								
	FROM WOODHURST LANE LEFT TURN TO A25 EAST HILL (WEST)									FROM WOODHURST LANE STRAIGHT AHEAD TO MORRISONS									FROM WOODHURST LANE RIGHT TURN TO A25 EAST HILL (EAST)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1615	17	4	0	0	0	0	0	21		12	1	0	0	0	0	0	13		16	1	0	0	0	0	0	17	
1615-1630	13	6	0	0	0	0	0	19		4	1	0	0	0	0	0	5		9	2	1	0	0	0	0	12	
1630-1645	11	3	1	0	0	0	0	15		3	0	0	0	0	0	0	3		17	2	0	0	0	1	0	20	
1645-1700	16	1	0	0	0	0	0	17		11	0	0	0	0	1	0	12		7	0	0	0	0	0	0	7	
1700-1715	19	0	0	0	0	0	0	19		7	0	0	0	0	0	0	7		13	2	1	0	0	0	0	16	
1715-1730	10	1	0	0	0	0	0	11		12	0	0	0	0	0	0	12		15	1	0	0	0	0	0	16	
1730-1745	17	2	0	0	0	0	0	19		10	0	0	0	0	0	0	10		11	1	0	0	0	0	0	12	
1745-1800	15	4	0	0	0	0	0	19		11	1	0	0	0	0	0	12		15	1	0	0	0	0	0	16	
1800-1815	9	2	0	0	0	0	0	11		5	0	0	0	0	0	0	5		11	0	0	0	0	0	0	11	
1815-1830	16	2	0	0	0	1	0	19		10	0	0	0	0	0	0	10		8	1	0	0	0	0	0	9	
1830-1845	11	0	0	0	0	0	0	11		6	0	0	0	0	0	0	6		10	0	0	0	0	0	0	10	
1845-1900	12	0	0	0	0	0	0	12		5	0	0	0	0	0	0	5		14	1	0	0	0	0	0	15	
1600-1900	166	25	1	0	0	1	0	193		96	3	0	0	0	1	0	100		146	12	2	0	0	1	0	161	
1600-1700	57	14	1	0	0	0	0	72		30	2	0	0	0	1	0	33		49	5	1	0	0	1	0	56	
1615-1715	59	10	1	0	0	0	0	70		25	1	0	0	0	1	0	27		46	6	2	0	0	1	0	55	
1630-1730	56	5	1	0	0	0	0	62		33	0	0	0	0	1	0	34		52	5	1	0	0	1	0	59	
1645-1745	62	4	0	0	0	0	0	66		40	0	0	0	0	1	0	41		46	4	1	0	0	0	0	51	
1700-1800	61	7	0	0	0	0	0	68		40	1	0	0	0	0	0	41		54	5	1	0	0	0	0	60	
1715-1815	51	9	0	0	0	0	0	60		38	1	0	0	0	0	0	39		52	3	0	0	0	0	0	55	
1730-1830	57	10	0	0	0	1	0	68		36	1	0	0	0	0	0	37		45	3	0	0	0	0	0	48	
1745-1845	51	8	0	0	0	1	0	60		32	1	0	0	0	0	0	33		44	2	0	0	0	0	0	46	
1800-1900	48	4	0	0	0	1	0	53		26	0	0	0	0	0	0	26		43	2	0	0	0	0	0	45	
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

Site: A25 East Hill / Woodhurst Lane signalised crossroads

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

A25 East Hill / Woodhurst Lane signalised crossroads (07:00-10:00) AM Peaks

	MOVEMENT 79									MOVEMENT 80									MOVEMENT 81								
	FROM A25 EAST HILL (WEST)									FROM A25 EAST HILL (WEST)									FROM A25 EAST HILL (WEST)								
	LEFT TURN TO MORRISONS									STRAIGHT AHEAD TO A25 EAST HILL (EAST)									RIGHT TURN TO WOODHURST LANE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT			
0700-0715	7	2	0	0	0	0	0	9	55	15	1	0	0	0	0	71	3	2	0	1	0	0	0	6			
0715-0730	6	2	0	0	0	0	0	8	52	23	4	1	1	4	0	85	8	2	0	0	0	0	0	10			
0730-0745	10	1	0	0	0	0	0	11	71	24	3	1	0	1	0	100	10	2	0	0	0	0	0	12			
0745-0800	5	3	0	0	0	0	0	8	77	19	3	3	1	0	0	103	11	5	0	0	0	0	0	16			
0800-0815	8	1	0	0	0	0	0	9	92	20	3	2	0	1	0	118	9	4	0	0	0	0	0	13			
0815-0830	7	0	0	0	0	0	0	7	92	25	7	0	0	0	0	124	13	1	3	1	0	0	0	18			
0830-0845	9	0	0	0	0	0	0	9	116	15	3	0	2	1	0	137	18	4	0	0	1	0	0	23			
0845-0900	15	0	0	0	0	0	0	15	99	22	3	1	0	1	0	126	18	4	0	0	0	0	0	22			
0900-0915	8	1	0	0	0	0	0	9	66	12	4	1	0	0	1	84	14	0	1	0	0	0	0	15			
0915-0930	14	1	0	0	0	1	0	16	78	19	4	3	1	0	0	105	11	2	0	1	0	0	0	14			
0930-0945	10	1	0	0	0	0	0	11	59	17	1	3	1	0	0	81	6	3	1	0	0	0	0	10			
0945-1000	17	2	0	0	0	0	0	19	62	15	3	3	0	1	0	84	15	2	0	0	0	0	0	17			
0700-1000	116	14	0	0	0	1	0	131	919	226	39	18	6	10	0	1218	136	31	5	3	1	0	0	176			
0700-0800	28	8	0	0	0	0	0	36	255	81	11	5	2	5	0	359	32	11	0	1	0	0	0	44			
0715-0815	29	7	0	0	0	0	0	36	292	86	13	7	2	6	0	406	38	13	0	0	0	0	0	51			
0730-0830	30	5	0	0	0	0	0	35	332	88	16	6	1	2	0	445	43	12	3	1	0	0	0	59			
0745-0845	29	4	0	0	0	0	0	33	377	79	16	5	3	2	0	482	51	14	3	1	1	0	0	70			
0800-0900	39	1	0	0	0	0	0	40	399	82	16	3	2	3	0	505	58	13	3	1	1	0	0	76			
0815-0915	39	1	0	0	0	0	0	40	373	74	17	2	2	3	0	471	63	9	4	1	1	0	0	78			
0830-0930	46	2	0	0	0	1	0	49	359	68	14	5	3	3	0	452	61	10	1	1	1	0	0	74			
0845-0945	47	3	0	0	0	1	0	51	302	70	12	8	2	2	0	396	49	9	2	1	0	0	0	61			
0900-1000	49	5	0	0	0	1	0	55	265	63	12	10	2	2	0	354	46	7	2	1	0	0	0	56			
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS										

A25 East Hill / Woodhurst Lane signalised crossroads (16:00-19:00) PM Peaks

	MOVEMENT 79									TOT	MOVEMENT 80									TOT	MOVEMENT 81									TOT
	FROM A25 EAST HILL (WEST)										FROM A25 EAST HILL (WEST)										FROM A25 EAST HILL (WEST)									
	LEFT TURN TO MORRISONS										STRAIGHT AHEAD TO A25 EAST HILL (EAST)										RIGHT TURN TO WOODHURST LANE									
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY				CAR	LGV	OGV1	OGV2	BUS	MCY	PCY				CAR	LGV	OGV1	OGV2	BUS	MCY	PCY			
1600-1615	13	1	0	0	0	0	0	0	14	80	18	0	0	1	0	1	100	10	2	1	0	0	0	0	0	13				
1615-1630	12	4	0	0	0	0	0	0	16	89	12	1	5	1	3	1	112	12	0	0	0	0	0	0	0	12				
1630-1645	17	1	0	0	0	0	0	0	18	107	10	4	2	4	0	0	127	14	0	0	0	0	0	0	0	14				
1645-1700	15	0	0	0	0	0	0	0	15	105	15	1	3	1	2	0	127	18	2	0	0	0	0	0	0	20				
1700-1715	17	3	0	1	0	0	0	0	21	104	7	1	3	0	0	0	115	19	2	0	0	0	0	0	0	21				
1715-1730	14	2	0	0	0	0	0	0	16	84	20	1	2	1	0	0	108	16	1	0	0	0	0	0	0	17				
1730-1745	13	0	0	0	0	0	0	0	13	108	14	1	0	1	2	0	126	13	1	0	0	0	0	0	0	14				
1745-1800	17	1	0	0	0	0	0	0	18	96	14	0	1	0	4	0	115	14	1	0	0	0	0	0	0	15				
1800-1815	14	1	0	0	0	0	0	0	15	89	4	0	0	0	2	0	95	19	0	0	0	0	0	0	0	19				
1815-1830	12	1	0	0	0	0	0	0	13	95	7	0	0	1	3	0	106	16	1	0	0	0	0	0	0	17				
1830-1845	8	1	0	0	0	1	0	0	10	68	8	0	0	2	2	0	80	10	1	0	0	0	0	0	0	11				
1845-1900	7	0	0	0	0	0	0	0	7	75	7	0	1	0	1	0	84	12	0	0	0	0	0	0	0	12				
1600-1900	159	15	0	1	0	1	0	0	176	1100	136	9	17	12	19	2	1295	173	11	1	0	0	0	0	0	185				
1600-1700	57	6	0	0	0	0	0	0	63	381	55	6	10	7	5	2	466	54	4	1	0	0	0	0	0	59				
1615-1715	61	8	0	1	0	0	0	0	70	405	44	7	13	6	5	1	481	63	4	0	0	0	0	0	0	67				
1630-1730	63	6	0	1	0	0	0	0	70	400	52	7	10	6	2	0	477	67	5	0	0	0	0	0	0	72				
1645-1745	59	5	0	1	0	0	0	0	65	401	56	4	8	3	4	0	476	66	6	0	0	0	0	0	0	72				
1700-1800	61	6	0	1	0	0	0	0	68	392	55	3	6	2	6	0	464	62	5	0	0	0	0	0	0	67				
1715-1815	58	4	0	0	0	0	0	0	62	377	52	2	3	2	8	0	444	62	3	0	0	0	0	0	0	65				
1730-1830	56	3	0	0	0	0	0	0	59	388	39	1	1	2	11	0	442	62	3	0	0	0	0	0	0	65				
1745-1845	51	4	0	0	0	1	0	0	56	348	33	0	1	3	11	0	396	59	3	0	0	0	0	0	0	62				
1800-1900	41	3	0	0	0	1	0	0	45	327	26	0	1	3	8	0	365	57	2	0	0	0	0	0	0	59				
	HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									

Site: A25 East Hill / Woodhurst Lane signalised crossroads

Location: Oxted, Surrey - RH8 9LP

Date: Wednesday 3rd May 2023

Time: 07:00-10:00, 16:00-19:00

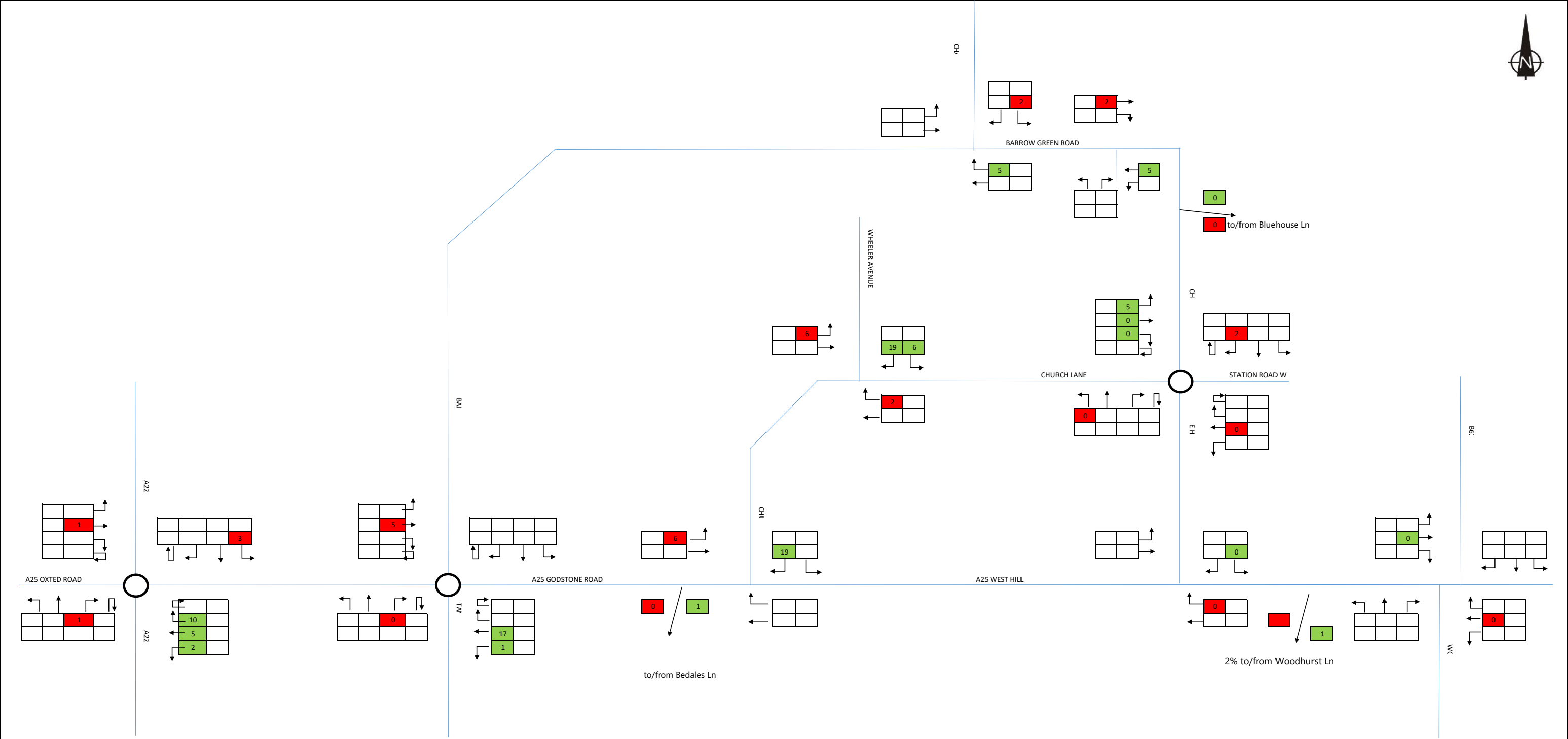
A25 East Hill / Woodhurst Lane signalised crossroads (07:00-10:00) AM Peaks

	MOVEMENT 82									MOVEMENT 83									MOVEMENT 84								
	FROM MORRISONS LEFT TURN TO A25 EAST HILL (EAST)									FROM MORRISONS STRAIGHT AHEAD TO WOODHURST LANE									FROM MORRISONS RIGHT TURN TO A25 EAST HILL (WEST)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0715	3	1	0	0	0	0	0	4		1	0	0	0	0	0	0	1		4	2	0	0	0	0	0	6	
0715-0730	5	1	0	0	0	0	0	6		0	0	0	0	0	0	0	0		6	0	0	0	0	0	0	6	
0730-0745	5	3	0	0	0	0	0	8		4	0	0	0	0	0	0	4		9	0	0	0	0	0	0	9	
0745-0800	7	1	0	0	0	0	0	8		7	0	0	0	0	0	0	7		7	1	0	0	0	0	0	8	
0800-0815	10	4	1	0	0	0	0	15		4	0	0	0	0	0	0	4		8	0	0	0	0	0	0	8	
0815-0830	11	2	0	0	0	0	0	13		5	0	0	0	0	0	0	5		4	0	0	0	0	0	0	4	
0830-0845	10	0	0	0	0	0	0	10		2	2	0	0	0	0	0	4		11	1	0	0	0	0	0	12	
0845-0900	17	1	0	0	0	0	0	18		7	1	0	0	0	0	0	8		13	0	0	0	0	0	0	13	
0900-0915	23	0	0	0	0	0	0	23		7	0	0	0	0	0	0	7		15	0	0	0	0	0	0	15	
0915-0930	14	2	0	0	0	0	0	16		7	1	0	0	0	0	0	8		10	0	0	0	0	0	0	10	
0930-0945	17	6	0	0	0	0	0	23		4	1	0	0	0	0	0	5		23	1	0	0	0	0	0	24	
0945-1000	20	0	0	0	0	0	0	20		5	0	0	0	0	0	0	5		10	0	0	0	0	0	0	10	
0700-1000	142	21	1	0	0	0	0	164		53	5	0	0	0	0	0	58		120	5	0	0	0	0	0	125	
0700-0800	20	6	0	0	0	0	0	26		12	0	0	0	0	0	0	12		26	3	0	0	0	0	0	29	
0715-0815	27	9	1	0	0	0	0	37		15	0	0	0	0	0	0	15		30	1	0	0	0	0	0	31	
0730-0830	33	10	1	0	0	0	0	44		20	0	0	0	0	0	0	20		28	1	0	0	0	0	0	29	
0745-0845	38	7	1	0	0	0	0	46		18	2	0	0	0	0	0	20		30	2	0	0	0	0	0	32	
0800-0900	48	7	1	0	0	0	0	56		18	3	0	0	0	0	0	21		36	1	0	0	0	0	0	37	
0815-0915	61	3	0	0	0	0	0	64		21	3	0	0	0	0	0	24		43	1	0	0	0	0	0	44	
0830-0930	64	3	0	0	0	0	0	67		23	4	0	0	0	0	0	27		49	1	0	0	0	0	0	50	
0845-0945	71	9	0	0	0	0	0	80		25	3	0	0	0	0	0	28		61	1	0	0	0	0	0	62	
0900-1000	74	8	0	0	0	0	0	82		23	2	0	0	0	0	0	25		58	1	0	0	0	0	0	59	
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

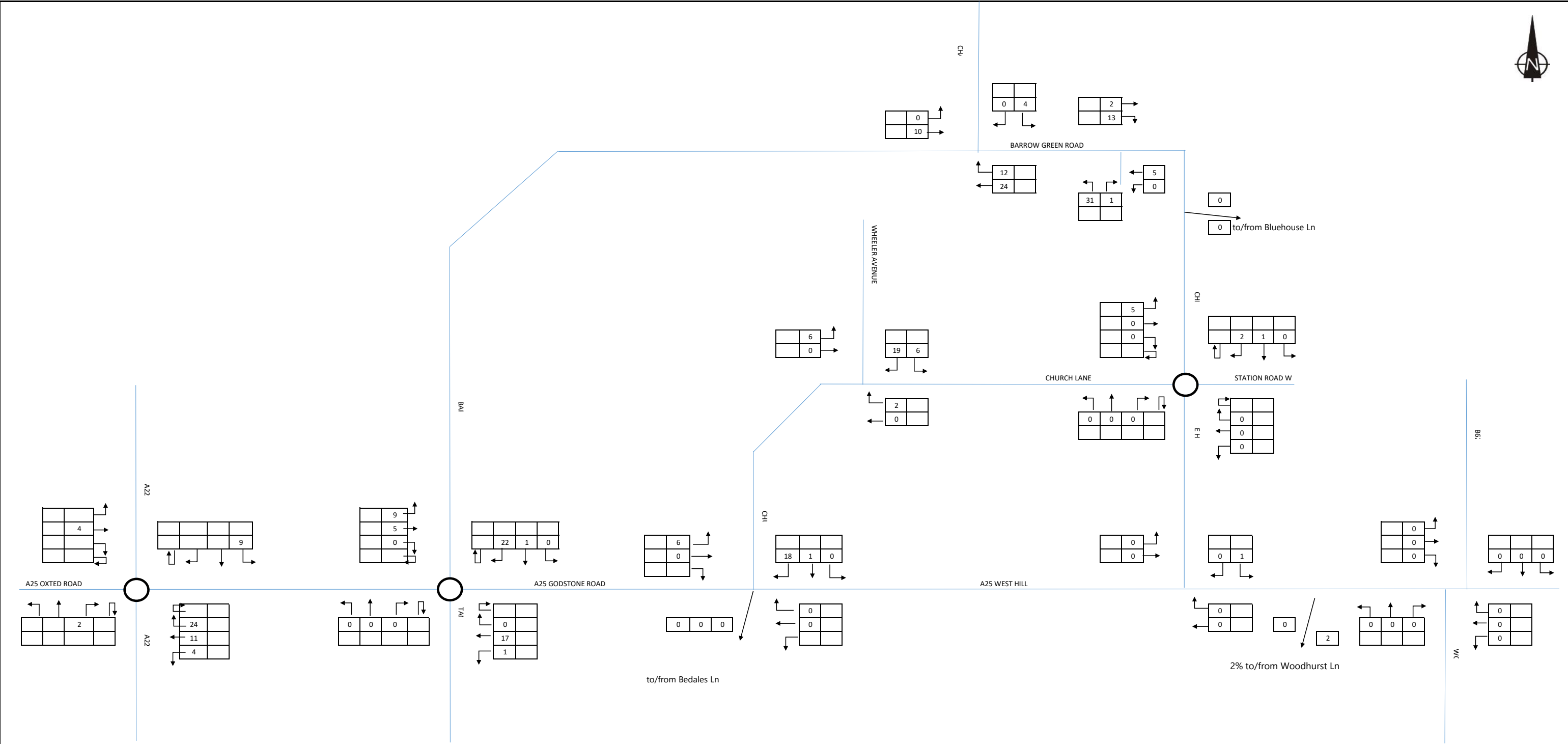
A25 East Hill / Woodhurst Lane signalised crossroads (16:00-19:00) PM Peaks

	MOVEMENT 82									MOVEMENT 83									MOVEMENT 84								
	FROM MORRISONS									FROM MORRISONS									FROM MORRISONS								
	LEFT TURN TO									STRAIGHT AHEAD TO									RIGHT TURN TO								
	A25 EAST HILL (EAST)									WOODHURST LANE									A25 EAST HILL (WEST)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1615	30	1	0	0	0	1	0	32		15	0	0	0	0	0	0	15		22	4	0	0	0	0	0	26	
1615-1630	24	2	0	0	0	0	0	26		12	0	0	0	0	0	0	12		28	1	0	0	0	0	0	29	
1630-1645	29	6	0	0	0	0	0	35		12	1	0	0	0	0	0	13		27	5	0	0	0	0	0	32	
1645-1700	38	4	0	0	0	0	0	42		6	0	0	0	0	0	0	6		25	3	0	0	0	2	0	30	
1700-1715	53	1	0	0	0	0	0	54		3	0	0	0	0	0	0	3		32	2	0	0	0	1	0	35	
1715-1730	26	0	0	0	0	0	0	26		8	1	0	0	0	0	0	9		33	2	0	0	0	0	0	35	
1730-1745	40	2	0	0	0	0	0	42		16	1	0	0	0	0	1	18		21	1	0	0	0	0	0	22	
1745-1800	43	2	0	0	0	0	0	45		13	3	0	0	0	0	0	16		25	2	0	0	0	0	0	27	
1800-1815	23	1	0	0	0	1	0	25		14	0	0	0	0	0	0	14		22	0	0	0	0	0	0	22	
1815-1830	34	2	0	0	0	0	0	36		7	1	0	0	0	0	0	8		26	2	0	0	0	0	0	28	
1830-1845	39	1	0	0	0	0	0	40		14	0	0	0	0	0	0	14		37	1	0	1	0	0	0	39	
1845-1900	37	2	0	0	0	2	0	41		11	0	0	0	0	0	0	11		19	0	0	0	0	0	0	19	
1600-1900	416	24	0	0	0	4	0	444		131	7	0	0	0	0	1	139		317	23	0	1	0	3	0	344	
1600-1700	121	13	0	0	0	1	0	135		45	1	0	0	0	0	0	46		102	13	0	0	0	2	0	117	
1615-1715	144	13	0	0	0	0	0	157		33	1	0	0	0	0	0	34		112	11	0	0	0	3	0	126	
1630-1730	146	11	0	0	0	0	0	157		29	2	0	0	0	0	0	31		117	12	0	0	0	3	0	132	
1645-1745	157	7	0	0	0	0	0	164		33	2	0	0	0	0	1	36		111	8	0	0	0	3	0	122	
1700-1800	162	5	0	0	0	0	0	167		40	5	0	0	0	0	1	46		111	7	0	0	0	1	0	119	
1715-1815	132	5	0	0	0	1	0	138		51	5	0	0	0	0	1	57		101	5	0	0	0	0	0	106	
1730-1830	140	7	0	0	0	1	0	148		50	5	0	0	0	0	1	56		94	5	0	0	0	0	0	99	
1745-1845	139	6	0	0	0	1	0	146		48	4	0	0	0	0	0	52		110	5	0	1	0	0	0	116	
1800-1900	133	6	0	0	0	3	0	142		46	1	0	0	0	0	0	47		104	3	0	1	0	0	0	108	
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								

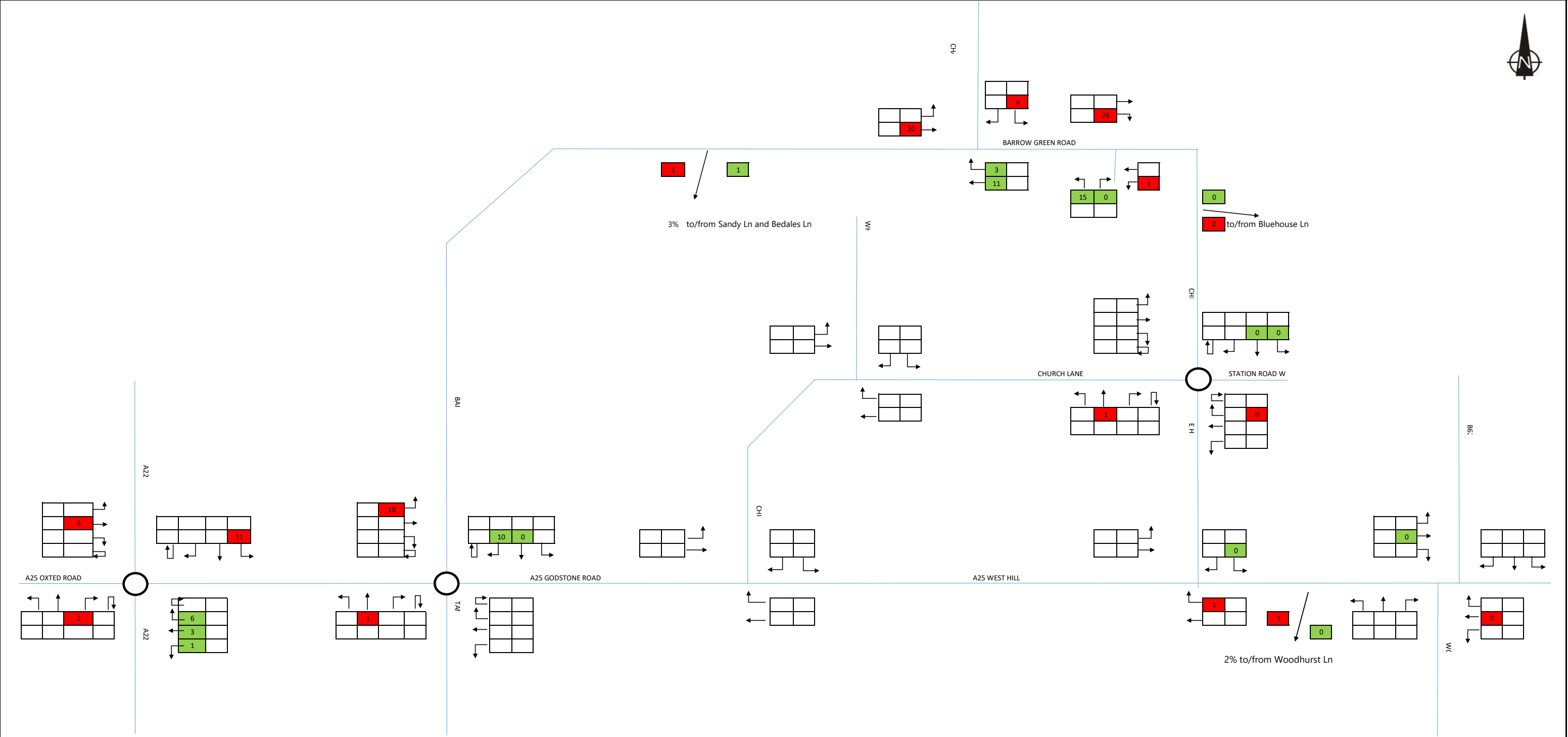
Appendix G: Traffic Flow Diagrams



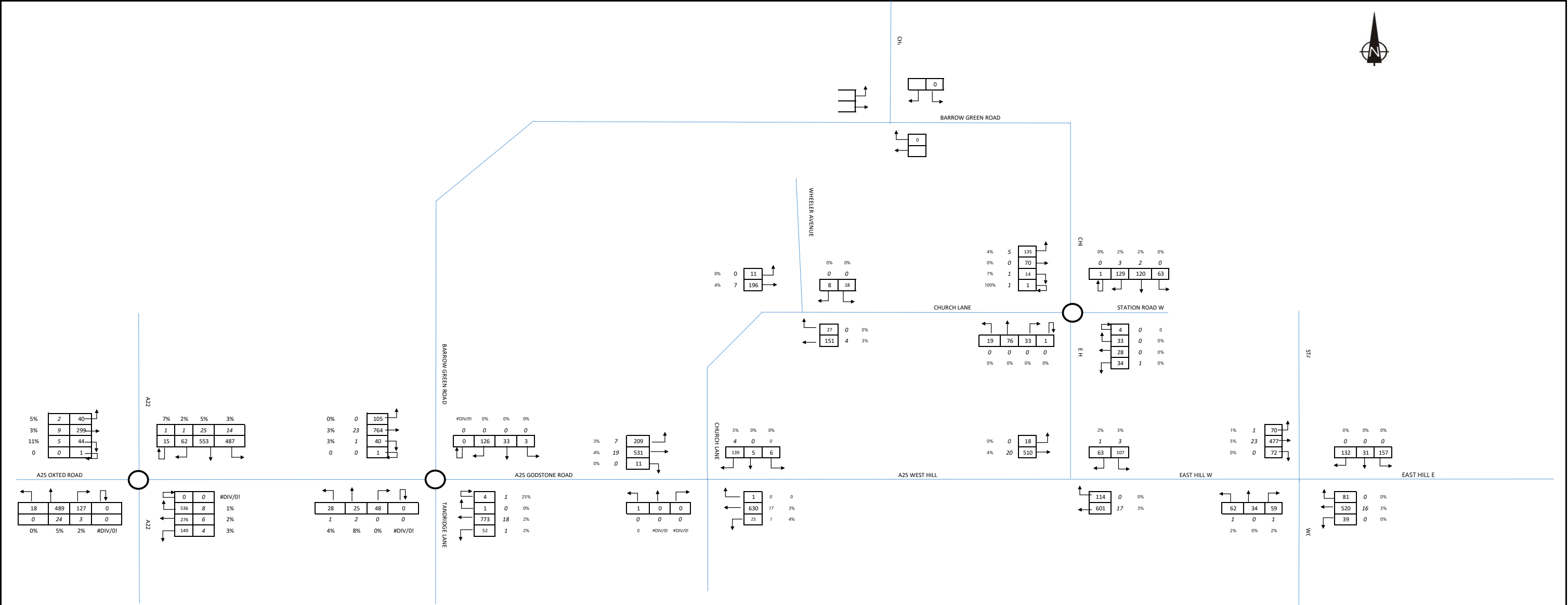
Pell Frischmann	5th Floor, 85 Strand, London, WC2R 0DW Tel: 0207 486 3661 pellfrischmann.com	<u>KEY</u> Numbers denote Vehicles IN OUT
Land South of Barrow Green Road, Oxted, Surrey		
Appendix G		
Development Trips to/from Wheeler Avenue Access AM PEAK HOUR		



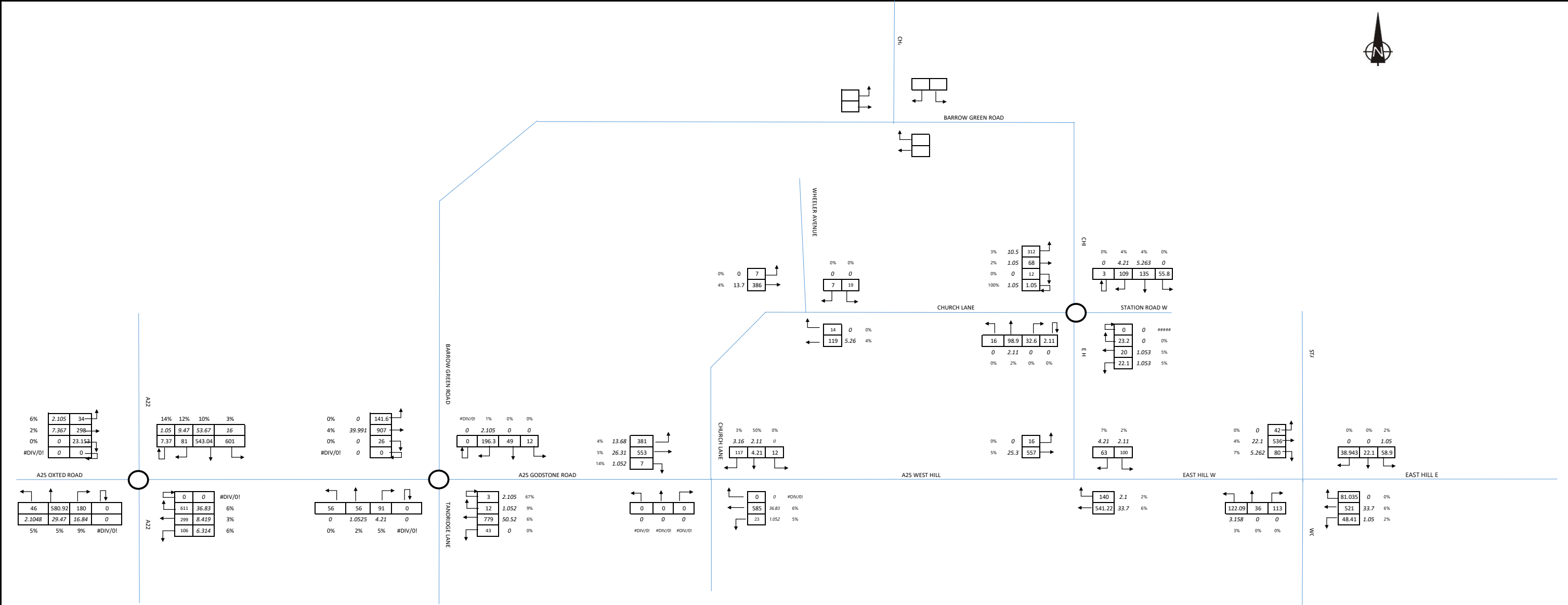
Pell Frischmann	5th Floor, 85 Strand, London, WC2R 0DW Tel: 0207 486 3661 pellfrischmann.com	<u>KEY</u> Numbers denote Vehicles
Land South of Barrow Green Road, Oxted, Surrey		
Appendix G		
Total Development Trips AM PEAK HOUR		



Pell Frischmann	5th Floor, 85 Strand, London, WC2R 0DW Tel: 0207 486 3661 pellfrischmann.com	<u>KEY</u> Numbers denote Vehicles IN OUT
Land South of Barrow Green Road, Oxted, Surrey		
Appendix G		
Development Trips to/from Barrow Green Road Access PM PEAK HOUR		



Pell Frischmann	5th Floor, 85 Strand, London, WC2R 0DW Tel: 0207 486 3661 pellfrischmann.com	KEY
Land South of Barrow Green Road, Oxted, Surrey		500 = Vehicles
Appendix G		% = HGV %
Baseline 2023 PM PEAK HOUR 1630-1730		



Pell Frischmann

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London, WC2R 0DW
Tel: 0207 486 3661
pellfrischmann.com

Land South of Barrow Green Road, Oxted, Surrey

Appendix G

2030 Base AM PEAK HOUR

KEY

500

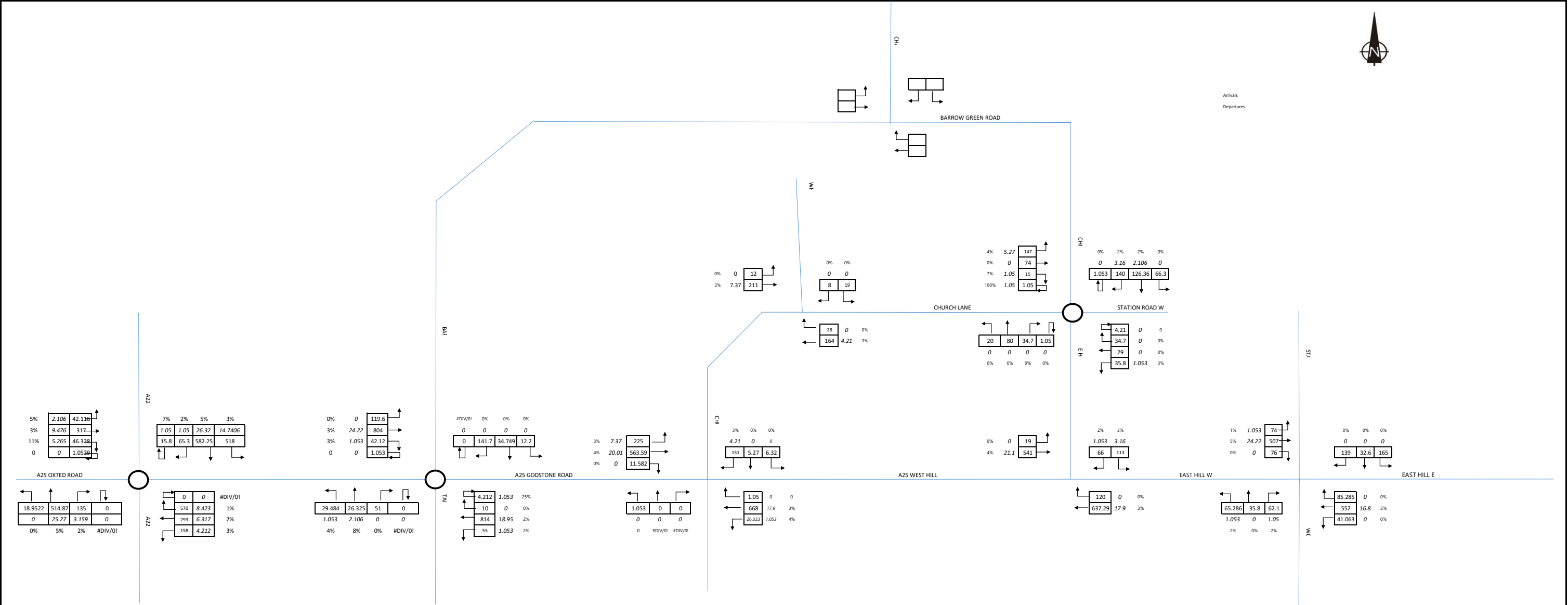
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Vehicles

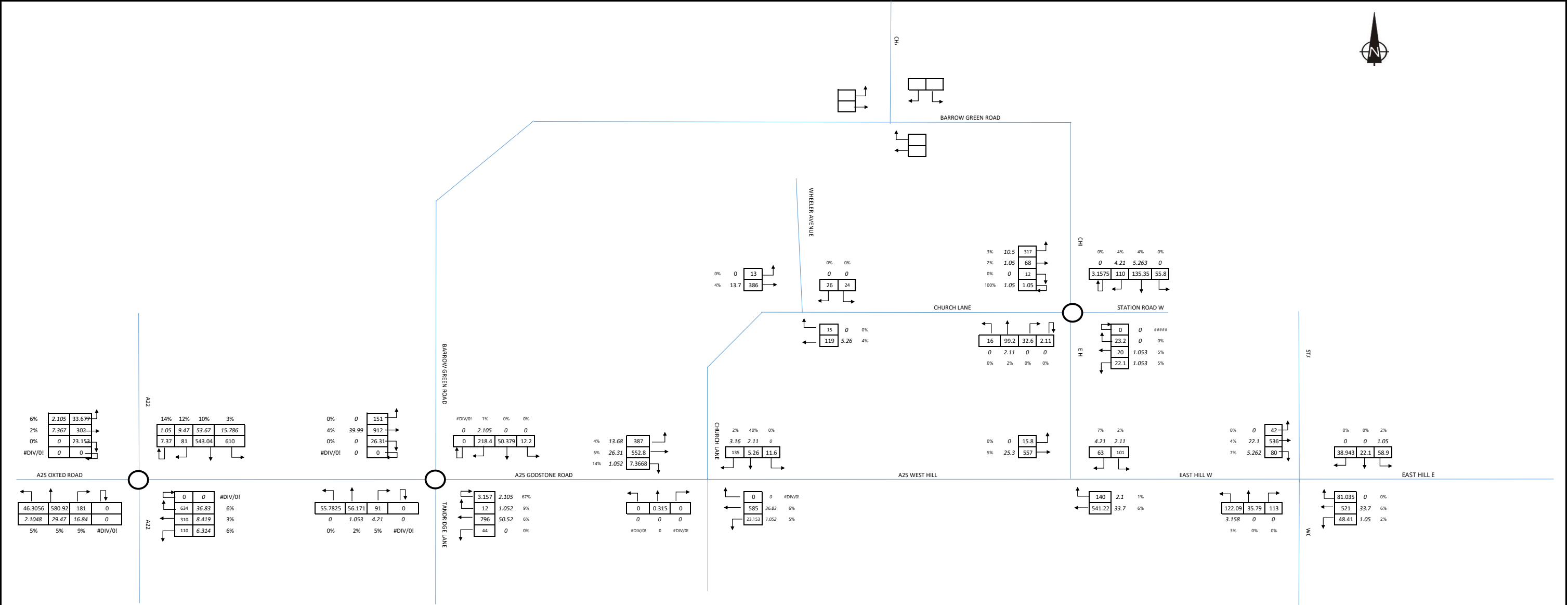
%

=

HGV %



Pell Frischmann	5th Floor, 85 Strand, London, WC2R 0DW Tel: 0207 486 3661 pellfrischmann.com	
Land South of Barrow Green Road, Oxted, Surrey		
Appendix G		
2030 Base PM PEAK HOUR		



Pell Frischmann

5th Floor, 85 Strand,
London, WC2R 0DW
Tel: 0207 486 3661
pellfrischmann.com

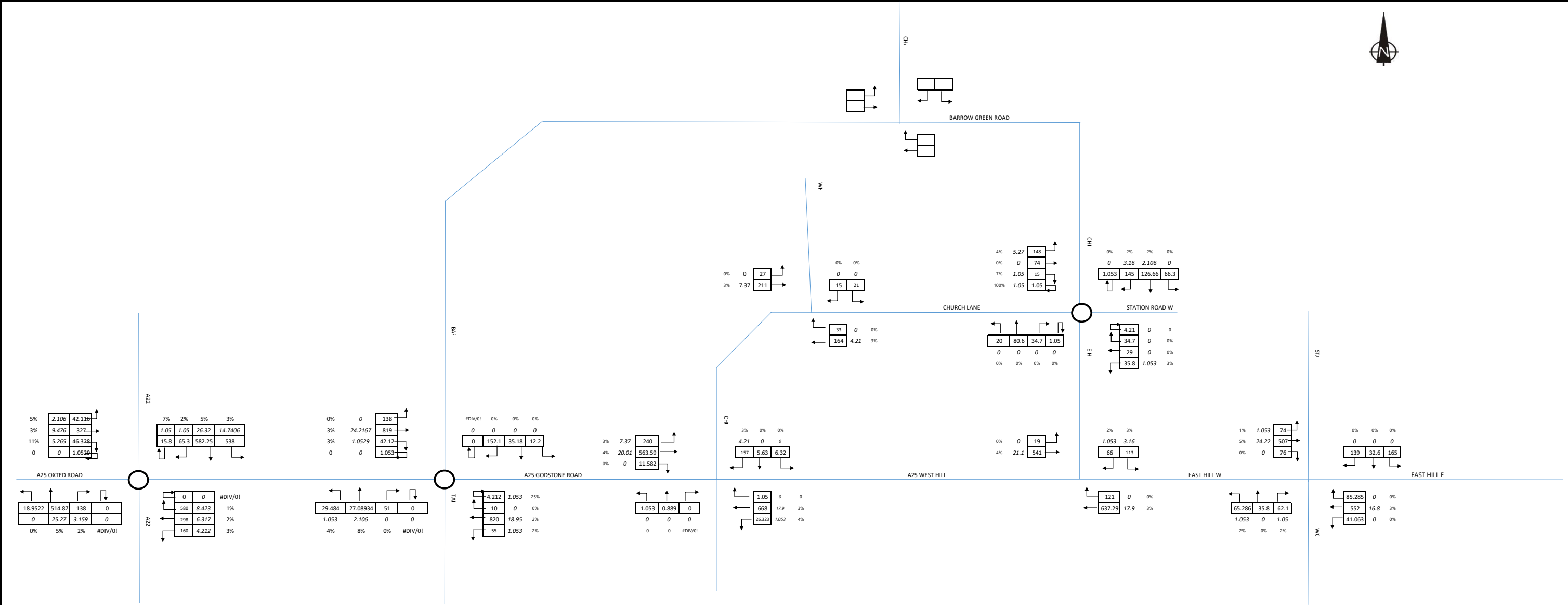
Land South of Barrow Green Road, Oxted, Surrey

Appendix G

2030 + Development AM PEAK HOUR

KEY

500 = Vehicles
% = HGV %



Pell Frischmann	5th Floor, 85 Strand, London, WC2R 0DW Tel: 0207 486 3661 pellfrischmann.com	<u>KEY</u> 500 = Vehicles % = HGV %
Land South of Barrow Green Road, Oxted, Surrey		
Appendix G		
2030 + Development PM PEAK HOUR		

Appendix H: Junction Capacity Assessment Outputs

Junctions 9										
ARCADY 9 - Roundabout Module										
Version: 9.5.2.1013										
© 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: A22_A25 Rbt.j9

Path: \\Rsbguks01\onengineering\1074--\107491 - Stoneyfield, Oxted\01 - WIP\Technical\Modelling

Report generation date: 21/11/2024 12:38:18

»2023, AM
»2023, PM
»2030, AM
»2030, PM
»2030 + Dev, AM
»2030 + Dev, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023									
1 - A25 Oxted Road E	2.6	8.48	0.71	A	22 % [1 - A25 Oxted Road E]	2.3	7.94	0.70	A	24 % [1 - A25 Oxted Road E]
2 - A22 S	1.4	5.86	0.58	A		0.9	4.24	0.45	A	
3 - A25 Oxted Road W	0.7	6.33	0.39	A		0.7	5.83	0.41	A	
4 - A22 N	1.4	3.61	0.56	A		1.1	3.22	0.52	A	
	2030									
1 - A25 Oxted Road E	3.4	10.70	0.77	B	16 % [1 - A25 Oxted Road E]	3.1	9.93	0.76	A	17 % [1 - A25 Oxted Road E]
2 - A22 S	1.8	6.86	0.63	A		1.0	4.68	0.49	A	
3 - A25 Oxted Road W	0.8	7.28	0.44	A		0.8	6.59	0.45	A	
4 - A22 N	1.6	3.99	0.60	A		1.3	3.52	0.56	A	
	2030 + Dev									
1 - A25 Oxted Road E	4.0	12.20	0.80	B	13 % [1 - A25 Oxted Road E]	3.3	10.47	0.77	B	15 % [1 - A25 Oxted Road E]
2 - A22 S	1.9	7.23	0.64	A		1.0	4.77	0.49	A	
3 - A25 Oxted Road W	0.8	7.61	0.46	A		0.9	6.83	0.47	A	
4 - A22 N	1.6	4.06	0.61	A		1.4	3.63	0.57	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	23/04/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\CSmith
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	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	PM	ONE HOUR	16:15	17:45	15	✓
D3	2030	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	PM	ONE HOUR	16:15	17:45	15	✓
D5	2030 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	22	1 - A25 Oxted Road E

Arms

Arms

Arm	Name	Description
1	A25 Oxted Road E	
2	A22 S	
3	A25 Oxted Road W	
4	A22 N	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A25 Oxted Road E	5.50	7.70	6.5	26.0	59.0	28.0	
2 - A22 S	5.30	7.60	13.7	218.0	59.0	7.5	
3 - A25 Oxted Road W	3.70	8.00	13.6	67.0	59.0	19.0	
4 - A22 N	8.40	9.40	3.6	50.0	59.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A25 Oxted Road E	0.624	2023
2 - A22 S	0.702	2311
3 - A25 Oxted Road W	0.616	1897
4 - A22 N	0.781	2860

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	07:45	09:15	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 (%)
1 - A25 Oxted Road E		ONE HOUR	✓	957	100.000
2 - A22 S		ONE HOUR	✓	766	100.000
3 - A25 Oxted Road W		ONE HOUR	✓	335	100.000
4 - A22 N		ONE HOUR	✓	1166	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - A25 Oxted Road E	2 - A22 S	3 - A25 Oxted Road W	4 - A22 N
From	1 - A25 Oxted Road E	0	100	282	575
	2 - A22 S	170	0	44	552
	3 - A25 Oxted Road W	281	22	0	32
	4 - A22 N	566	516	77	7

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A25 Oxted Road E	2 - A22 S	3 - A25 Oxted Road W	4 - A22 N
From	1 - A25 Oxted Road E	0	6	3	6
	2 - A22 S	9	0	5	5
	3 - A25 Oxted Road W	2	0	0	6
	4 - A22 N	3	10	12	14

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A25 Oxted Road E	0.71	8.48	2.6	A	923	1385
2 - A22 S	0.58	5.86	1.4	A	744	1116
3 - A25 Oxted Road W	0.39	6.33	0.7	A	314	471
4 - A22 N	0.56	3.61	1.4	A	1142	1713

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	757	189	513	1702	0.445	754	792	0.0	0.8	3.977	A
2 - A22 S	611	153	745	1788	0.341	608	522	0.0	0.5	3.226	A
3 - A25 Oxted Road W	258	64	1037	1258	0.205	257	317	0.0	0.3	3.673	A
4 - A22 N	937	234	370	2571	0.365	935	923	0.0	0.6	2.346	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	904	226	614	1639	0.552	903	947	0.8	1.3	5.122	A
2 - A22 S	729	182	892	1685	0.433	728	625	0.5	0.8	3.979	A
3 - A25 Oxted Road W	308	77	1241	1132	0.272	307	380	0.3	0.4	4.461	A
4 - A22 N	1119	280	443	2514	0.445	1118	1105	0.6	0.9	2.752	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	1108	277	752	1554	0.713	1103	1159	1.3	2.5	8.297	A
2 - A22 S	893	223	1090	1546	0.578	891	764	0.8	1.4	5.792	A
3 - A25 Oxted Road W	377	94	1517	962	0.392	376	464	0.4	0.7	6.268	A
4 - A22 N	1371	343	542	2437	0.562	1369	1350	0.9	1.4	3.592	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	1108	277	753	1553	0.713	1107	1161	2.5	2.6	8.484	A
2 - A22 S	893	223	1094	1543	0.579	893	766	1.4	1.4	5.863	A
3 - A25 Oxted Road W	377	94	1522	959	0.393	377	466	0.7	0.7	6.325	A
4 - A22 N	1371	343	544	2436	0.563	1371	1355	1.4	1.4	3.607	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	904	226	616	1638	0.552	909	951	2.6	1.3	5.227	A
2 - A22 S	729	182	898	1681	0.434	732	627	1.4	0.8	4.026	A
3 - A25 Oxted Road W	308	77	1248	1128	0.273	309	382	0.7	0.4	4.503	A
4 - A22 N	1119	280	446	2512	0.445	1121	1112	1.4	0.9	2.768	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	757	189	515	1701	0.445	759	795	1.3	0.9	4.026	A
2 - A22 S	611	153	750	1785	0.342	612	524	0.8	0.6	3.251	A
3 - A25 Oxted Road W	258	64	1043	1254	0.206	258	319	0.4	0.3	3.697	A
4 - A22 N	937	234	373	2569	0.365	938	929	0.9	0.6	2.357	A

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.20	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	24	1 - A25 Oxted Road E

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	16:15	17:45	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 (%)
1 - A25 Oxted Road E		ONE HOUR	✓	961	100.000
2 - A22 S		ONE HOUR	✓	634	100.000
3 - A25 Oxted Road W		ONE HOUR	✓	384	100.000
4 - A22 N		ONE HOUR	✓	1117	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A25 Oxted Road E	2 - A22 S	3 - A25 Oxted Road W	4 - A22 N
	1 - A25 Oxted Road E	0	149	276	536
	2 - A22 S	127	0	18	489
	3 - A25 Oxted Road W	299	44	1	40
	4 - A22 N	487	553	62	15

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A25 Oxted Road E	2 - A22 S	3 - A25 Oxted Road W	4 - A22 N
	1 - A25 Oxted Road E	0	3	2	1
	2 - A22 S	2	0	0	5
	3 - A25 Oxted Road W	3	11	0	5
	4 - A22 N	3	5	2	7

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A25 Oxted Road E	0.70	7.94	2.3	A	896	1344
2 - A22 S	0.45	4.24	0.9	A	607	910
3 - A25 Oxted Road W	0.41	5.83	0.7	A	367	550
4 - A22 N	0.52	3.22	1.1	A	1066	1599

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	735	184	533	1690	0.435	732	705	0.0	0.8	3.804	A
2 - A22 S	498	124	677	1836	0.271	496	588	0.0	0.4	2.799	A
3 - A25 Oxted Road W	301	75	900	1342	0.224	300	273	0.0	0.3	3.594	A
4 - A22 N	874	219	366	2575	0.340	872	835	0.0	0.5	2.196	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	878	219	638	1625	0.540	876	843	0.8	1.2	4.873	A
2 - A22 S	594	149	811	1742	0.341	594	703	0.4	0.5	3.265	A
3 - A25 Oxted Road W	359	90	1078	1233	0.292	359	326	0.3	0.4	4.288	A
4 - A22 N	1044	261	438	2518	0.415	1043	999	0.5	0.7	2.536	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	1075	269	780	1536	0.700	1070	1032	1.2	2.3	7.785	A
2 - A22 S	728	182	991	1616	0.450	727	860	0.5	0.8	4.213	A
3 - A25 Oxted Road W	440	110	1318	1085	0.406	439	399	0.4	0.7	5.797	A
4 - A22 N	1279	320	535	2442	0.524	1277	1222	0.7	1.1	3.209	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	1075	269	781	1535	0.700	1075	1034	2.3	2.3	7.940	A
2 - A22 S	728	182	994	1613	0.451	728	862	0.8	0.9	4.237	A
3 - A25 Oxted Road W	440	110	1322	1082	0.407	440	400	0.7	0.7	5.835	A
4 - A22 N	1279	320	537	2441	0.524	1279	1225	1.1	1.1	3.220	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	878	219	639	1624	0.540	882	846	2.3	1.2	4.962	A
2 - A22 S	594	149	816	1739	0.342	595	706	0.9	0.5	3.285	A
3 - A25 Oxted Road W	359	90	1083	1230	0.292	361	328	0.7	0.4	4.319	A
4 - A22 N	1044	261	439	2517	0.415	1046	1004	1.1	0.7	2.546	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	735	184	535	1689	0.435	737	708	1.2	0.8	3.848	A
2 - A22 S	498	124	681	1833	0.271	498	590	0.5	0.4	2.812	A
3 - A25 Oxted Road W	301	75	905	1339	0.225	302	274	0.4	0.3	3.613	A
4 - A22 N	874	219	367	2573	0.340	875	839	0.7	0.5	2.207	A

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.99	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	16	1 - A25 Oxted Road E

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
D3	2030	AM	ONE HOUR	07:45	09:15	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 (%)
1 - A25 Oxted Road E		ONE HOUR	✓	1016	100.000
2 - A22 S		ONE HOUR	✓	807	100.000
3 - A25 Oxted Road W		ONE HOUR	✓	355	100.000
4 - A22 N		ONE HOUR	✓	1232	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A25 Oxted Road E	2 - A22 S	3 - A25 Oxted Road W	4 - A22 N
	1 - A25 Oxted Road E	0	106	299	611
	2 - A22 S	180	0	46	581
	3 - A25 Oxted Road W	298	23	0	34
	4 - A22 N	601	543	81	7

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A25 Oxted Road E	2 - A22 S	3 - A25 Oxted Road W	4 - A22 N
	1 - A25 Oxted Road E	0	6	3	6
	2 - A22 S	9	0	5	5
	3 - A25 Oxted Road W	2	0	0	6
	4 - A22 N	3	10	12	14

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A25 Oxted Road E	0.77	10.70	3.4	B	980	1470
2 - A22 S	0.63	6.86	1.8	A	784	1176
3 - A25 Oxted Road W	0.44	7.28	0.8	A	333	499
4 - A22 N	0.60	3.99	1.6	A	1207	1811

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	804	201	540	1686	0.477	800	840	0.0	1.0	4.257	A
2 - A22 S	643	161	790	1756	0.366	641	550	0.0	0.6	3.410	A
3 - A25 Oxted Road W	273	68	1096	1221	0.224	272	335	0.0	0.3	3.872	A
4 - A22 N	990	248	392	2554	0.388	988	976	0.0	0.7	2.449	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	960	240	646	1619	0.593	958	1005	1.0	1.5	5.700	A
2 - A22 S	768	192	946	1647	0.466	767	658	0.6	0.9	4.324	A
3 - A25 Oxted Road W	326	82	1312	1088	0.300	326	401	0.3	0.4	4.823	A
4 - A22 N	1183	296	470	2493	0.474	1181	1168	0.7	1.0	2.926	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	1176	294	791	1529	0.769	1169	1229	1.5	3.3	10.288	B
2 - A22 S	941	235	1155	1501	0.627	937	805	0.9	1.7	6.728	A
3 - A25 Oxted Road W	399	100	1602	909	0.439	398	490	0.4	0.8	7.179	A
4 - A22 N	1448	362	574	2412	0.601	1446	1426	1.0	1.6	3.968	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	1176	294	792	1528	0.769	1176	1232	3.3	3.4	10.699	B
2 - A22 S	941	235	1161	1496	0.629	941	807	1.7	1.8	6.858	A
3 - A25 Oxted Road W	399	100	1610	905	0.441	399	492	0.8	0.8	7.282	A
4 - A22 N	1448	362	576	2410	0.601	1448	1433	1.6	1.6	3.994	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	960	240	648	1618	0.593	968	1009	3.4	1.6	5.882	A
2 - A22 S	768	192	955	1641	0.468	771	661	1.8	0.9	4.400	A
3 - A25 Oxted Road W	326	82	1322	1082	0.301	328	404	0.8	0.4	4.887	A
4 - A22 N	1183	296	472	2491	0.475	1185	1177	1.6	1.0	2.947	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	804	201	542	1684	0.477	806	844	1.6	1.0	4.323	A
2 - A22 S	643	161	796	1752	0.367	645	553	0.9	0.6	3.446	A
3 - A25 Oxted Road W	273	68	1104	1217	0.224	274	337	0.4	0.3	3.906	A
4 - A22 N	990	248	395	2552	0.388	992	982	1.0	0.7	2.464	A

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	17	1 - A25 Oxted Road E

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
D4	2030	PM	ONE HOUR	16:15	17:45	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 (%)
1 - A25 Oxted Road E		ONE HOUR	✓	1021	100.000
2 - A22 S		ONE HOUR	✓	669	100.000
3 - A25 Oxted Road W		ONE HOUR	✓	406	100.000
4 - A22 N		ONE HOUR	✓	1181	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A25 Oxted Road E	2 - A22 S	3 - A25 Oxted Road W	4 - A22 N
	1 - A25 Oxted Road E	0	158	293	570
	2 - A22 S	135	0	19	515
	3 - A25 Oxted Road W	317	46	1	42
	4 - A22 N	518	582	65	16

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A25 Oxted Road E	2 - A22 S	3 - A25 Oxted Road W	4 - A22 N
	1 - A25 Oxted Road E	0	3	2	1
	2 - A22 S	2	0	0	5
	3 - A25 Oxted Road W	3	11	0	5
	4 - A22 N	3	5	2	7

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A25 Oxted Road E	0.76	9.93	3.1	A	952	1428
2 - A22 S	0.49	4.68	1.0	A	640	960
3 - A25 Oxted Road W	0.45	6.59	0.8	A	388	583
4 - A22 N	0.56	3.52	1.3	A	1127	1691

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	781	195	561	1673	0.467	777	749	0.0	0.9	4.071	A
2 - A22 S	525	131	719	1807	0.291	523	620	0.0	0.4	2.920	A
3 - A25 Oxted Road W	319	80	953	1309	0.243	317	289	0.0	0.3	3.772	A
4 - A22 N	925	231	387	2558	0.362	922	883	0.0	0.6	2.286	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	933	233	671	1604	0.581	930	896	0.9	1.4	5.415	A
2 - A22 S	627	157	860	1707	0.367	626	741	0.4	0.6	3.469	A
3 - A25 Oxted Road W	380	95	1141	1194	0.319	380	346	0.3	0.5	4.602	A
4 - A22 N	1104	276	464	2498	0.442	1103	1057	0.6	0.8	2.683	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	1142	286	822	1510	0.756	1136	1096	1.4	3.0	9.599	A
2 - A22 S	768	192	1050	1574	0.488	766	907	0.6	1.0	4.637	A
3 - A25 Oxted Road W	466	116	1394	1038	0.449	465	422	0.5	0.8	6.524	A
4 - A22 N	1352	338	567	2417	0.560	1351	1292	0.8	1.3	3.504	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	1142	286	823	1509	0.757	1142	1098	3.0	3.1	9.933	A
2 - A22 S	768	192	1056	1570	0.489	768	909	1.0	1.0	4.675	A
3 - A25 Oxted Road W	466	116	1399	1035	0.450	466	424	0.8	0.8	6.590	A
4 - A22 N	1352	338	569	2416	0.560	1352	1296	1.3	1.3	3.519	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	933	233	673	1603	0.582	939	899	3.1	1.4	5.566	A
2 - A22 S	627	157	868	1702	0.368	628	744	1.0	0.6	3.502	A
3 - A25 Oxted Road W	380	95	1148	1190	0.320	382	348	0.8	0.5	4.650	A
4 - A22 N	1104	276	466	2496	0.442	1106	1064	1.3	0.8	2.696	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	781	195	563	1671	0.467	783	752	1.4	0.9	4.128	A
2 - A22 S	525	131	724	1803	0.291	526	622	0.6	0.4	2.941	A
3 - A25 Oxted Road W	319	80	959	1306	0.244	319	291	0.5	0.3	3.799	A
4 - A22 N	925	231	390	2556	0.362	926	888	0.8	0.6	2.297	A

2030 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.62	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	13	1 - A25 Oxted Road E

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
D5	2030 + Dev	AM	ONE HOUR	07:45	09:15	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 (%)
1 - A25 Oxted Road E		ONE HOUR	✓	1054	100.000
2 - A22 S		ONE HOUR	✓	808	100.000
3 - A25 Oxted Road W		ONE HOUR	✓	359	100.000
4 - A22 N		ONE HOUR	✓	1241	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A25 Oxted Road E	2 - A22 S	3 - A25 Oxted Road W	4 - A22 N
	1 - A25 Oxted Road E	0	110	310	634
	2 - A22 S	181	0	46	581
	3 - A25 Oxted Road W	302	23	0	34
	4 - A22 N	610	543	81	7

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A25 Oxted Road E	2 - A22 S	3 - A25 Oxted Road W	4 - A22 N
	1 - A25 Oxted Road E	0	6	3	6
	2 - A22 S	9	0	5	5
	3 - A25 Oxted Road W	2	0	0	6
	4 - A22 N	3	10	12	14

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A25 Oxted Road E	0.80	12.20	4.0	B	1017	1525
2 - A22 S	0.64	7.23	1.9	A	785	1178
3 - A25 Oxted Road W	0.46	7.61	0.8	A	337	505
4 - A22 N	0.61	4.06	1.6	A	1216	1823

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	834	209	540	1686	0.495	830	851	0.0	1.0	4.402	A
2 - A22 S	644	161	817	1738	0.371	642	553	0.0	0.6	3.471	A
3 - A25 Oxted Road W	276	69	1115	1210	0.228	275	344	0.0	0.3	3.934	A
4 - A22 N	997	249	396	2551	0.391	995	994	0.0	0.7	2.464	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	996	249	646	1619	0.615	993	1018	1.0	1.7	6.021	A
2 - A22 S	769	192	978	1625	0.473	768	662	0.6	0.9	4.442	A
3 - A25 Oxted Road W	330	82	1335	1074	0.307	329	411	0.3	0.4	4.935	A
4 - A22 N	1191	298	474	2490	0.478	1190	1190	0.7	1.0	2.952	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	1220	305	791	1529	0.798	1211	1245	1.7	3.9	11.568	B
2 - A22 S	942	236	1192	1474	0.639	939	809	0.9	1.8	7.069	A
3 - A25 Oxted Road W	404	101	1629	893	0.452	402	502	0.4	0.8	7.506	A
4 - A22 N	1459	365	580	2408	0.606	1456	1452	1.0	1.6	4.025	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	1220	305	792	1528	0.798	1219	1248	3.9	4.0	12.196	B
2 - A22 S	942	236	1200	1469	0.641	942	811	1.8	1.9	7.230	A
3 - A25 Oxted Road W	404	101	1638	888	0.455	404	505	0.8	0.8	7.608	A
4 - A22 N	1459	365	582	2406	0.606	1459	1460	1.6	1.6	4.055	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	996	249	648	1618	0.616	1005	1022	4.0	1.7	6.263	A
2 - A22 S	769	192	989	1617	0.476	773	665	1.9	1.0	4.534	A
3 - A25 Oxted Road W	330	82	1347	1067	0.309	331	415	0.8	0.5	5.014	A
4 - A22 N	1191	298	477	2487	0.479	1194	1201	1.6	1.0	2.976	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	834	209	542	1684	0.495	837	855	1.7	1.0	4.479	A
2 - A22 S	644	161	823	1733	0.372	646	556	1.0	0.6	3.508	A
3 - A25 Oxted Road W	276	69	1123	1205	0.229	277	346	0.5	0.3	3.968	A
4 - A22 N	997	249	399	2549	0.391	999	1001	1.0	0.7	2.481	A

2030 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.36	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	15	1 - A25 Oxted Road E

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
D6	2030 + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
1 - A25 Oxted Road E		ONE HOUR	✓	1038	100.000
2 - A22 S		ONE HOUR	✓	672	100.000
3 - A25 Oxted Road W		ONE HOUR	✓	416	100.000
4 - A22 N		ONE HOUR	✓	1201	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A25 Oxted Road E	2 - A22 S	3 - A25 Oxted Road W	4 - A22 N
	1 - A25 Oxted Road E	0	160	298	580
	2 - A22 S	138	0	19	515
	3 - A25 Oxted Road W	327	46	1	42
	4 - A22 N	538	582	65	16

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A25 Oxted Road E	2 - A22 S	3 - A25 Oxted Road W	4 - A22 N
	1 - A25 Oxted Road E	0	3	2	1
	2 - A22 S	2	0	0	5
	3 - A25 Oxted Road W	3	11	0	5
	4 - A22 N	3	5	2	7

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A25 Oxted Road E	0.77	10.47	3.3	B	968	1452
2 - A22 S	0.49	4.77	1.0	A	643	964
3 - A25 Oxted Road W	0.47	6.83	0.9	A	398	597
4 - A22 N	0.57	3.63	1.4	A	1146	1719

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	794	198	561	1673	0.475	790	774	0.0	0.9	4.129	A
2 - A22 S	527	132	730	1799	0.293	526	621	0.0	0.4	2.944	A
3 - A25 Oxted Road W	326	82	963	1303	0.250	325	293	0.0	0.3	3.825	A
4 - A22 N	940	235	397	2550	0.369	938	891	0.0	0.6	2.319	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	948	237	671	1604	0.591	946	926	0.9	1.4	5.540	A
2 - A22 S	630	157	874	1698	0.371	629	743	0.4	0.6	3.509	A
3 - A25 Oxted Road W	390	97	1153	1187	0.328	389	350	0.3	0.5	4.694	A
4 - A22 N	1123	281	476	2489	0.451	1122	1066	0.6	0.9	2.737	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	1161	290	821	1510	0.769	1154	1133	1.4	3.2	10.071	B
2 - A22 S	771	193	1067	1563	0.494	770	909	0.6	1.0	4.723	A
3 - A25 Oxted Road W	477	119	1408	1029	0.464	476	428	0.5	0.9	6.754	A
4 - A22 N	1375	344	582	2406	0.572	1373	1302	0.9	1.4	3.616	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	1161	290	823	1509	0.769	1161	1136	3.2	3.3	10.466	B
2 - A22 S	771	193	1072	1559	0.495	771	911	1.0	1.0	4.766	A
3 - A25 Oxted Road W	477	119	1414	1026	0.465	477	430	0.9	0.9	6.832	A
4 - A22 N	1375	344	584	2404	0.572	1375	1307	1.4	1.4	3.635	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	948	237	673	1603	0.592	955	930	3.3	1.5	5.712	A
2 - A22 S	630	157	882	1692	0.372	631	746	1.0	0.6	3.544	A
3 - A25 Oxted Road W	390	97	1160	1182	0.330	391	353	0.9	0.5	4.747	A
4 - A22 N	1123	281	478	2487	0.452	1125	1073	1.4	0.9	2.754	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A25 Oxted Road E	794	198	563	1671	0.475	796	778	1.5	0.9	4.191	A
2 - A22 S	527	132	735	1795	0.294	528	624	0.6	0.4	2.965	A
3 - A25 Oxted Road W	326	82	969	1300	0.251	327	295	0.5	0.4	3.855	A
4 - A22 N	940	235	400	2548	0.369	941	896	0.9	0.6	2.330	A

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.5.2.1013											
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Filename: Church Lane_ESSO PFS_A25 West Hill Crossroads.j9
Path: P:\1074--\107491 - Stoneyfield, Oxted\01 - WIP\Technical\Modelling
Report generation date: 22/11/2024 15:44:14

»2023, AM
 »2023, PM
 »2030, AM
 »2030, PM
 »2030+Dev, AM
 »2030+Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023											
Stream B-ACD	D1	0.0	0.00	0.00	A	14 % [Stream D-BC]	D2	0.0	0.00	0.00	A	6 % [Stream D-BC]
Stream A-BCD		0.0	0.00	0.00	A			0.0	8.45	0.00	A	
Stream D-AB		0.1	12.75	0.05	B			0.0	13.24	0.04	B	
Stream D-BC		0.8	22.91	0.43	C			1.2	28.40	0.55	D	
Stream C-ABD		0.1	3.87	0.04	A			0.1	4.06	0.05	A	
	2030											
Stream B-ACD	D3	0.0	0.00	0.00	A	7 % [Stream D-BC]	D4	0.0	0.00	0.00	A	-1 % [Stream D-BC]
Stream A-BCD		0.0	0.00	0.00	A			0.0	8.70	0.00	A	
Stream D-AB		0.1	14.32	0.06	B			0.1	15.91	0.05	C	
Stream D-BC		1.0	27.69	0.50	D			1.7	36.87	0.63	E	
Stream C-ABD		0.1	3.77	0.05	A			0.1	3.98	0.06	A	
	2030+Dev											
Stream B-ACD	D5	0.0	0.00	0.00	A	2 % [Stream D-BC]	D6	0.0	0.00	0.00	A	-3 % [Stream D-BC]
Stream A-BCD		0.0	0.00	0.00	A			0.0	8.78	0.00	A	
Stream D-AB		0.1	16.14	0.07	C			0.1	17.23	0.06	C	
Stream D-BC		1.3	31.98	0.57	D			1.9	40.09	0.66	E	
Stream C-ABD		0.1	3.76	0.05	A			0.1	3.95	0.06	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	31/05/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\EHayward
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	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	PM	ONE HOUR	16:15	17:45	15	✓
D3	2030	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	PM	ONE HOUR	16:15	17:45	15	✓
D5	2030+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030+Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Stream D-BC

Arms

Arms

Arm	Name	Description	Arm type
A	A25 West Hill		Major
B	ESSO PFS (Entry Only)		Minor
C	A25 Godstone Road		Major
D	Church Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A25 West Hill	7.50	✓	1.20		77.0	✓	1.00
C - A25 Godstone Road	7.50	✓	1.20		105.0	✓	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)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - ESSO PFS (Entry Only)	One lane	2.20								0	0
D - Church Lane	One lane plus flare		10.00	6.20	4.20	3.20	2.30		2.00	21	37

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	619	-	-	-	-	-	-	0.224	0.320	0.224	-	-	-
B-A	451	0.075	0.189	0.189	-	-	-	0.119	0.270	-	0.189	0.189	0.095
B-C	574	0.082	0.208	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	451	0.075	0.189	0.189	-	-	-	0.119	0.270	0.119	-	-	-
B-D, offside lane	451	0.075	0.189	0.189	-	-	-	0.119	0.270	0.119	-	-	-
C-B	635	0.230	0.230	0.328	-	-	-	-	-	-	-	-	-
D-A	654	-	-	-	-	-	-	0.237	-	0.094	-	-	-
D-B, nearside lane	521	0.137	0.137	0.312	-	-	-	0.218	0.218	0.086	-	-	-
D-B, offside lane	565	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
D-C	565	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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	07:45	09:15	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 (%)
A - A25 West Hill		ONE HOUR	✓	574	100.000
B - ESSO PFS (Entry Only)		ONE HOUR	✓	0	100.000
C - A25 Godstone Road		ONE HOUR	✓	886	100.000
D - Church Lane		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - A25 West Hill	B - ESSO PFS (Entry Only)	C - A25 Godstone Road	D - Church Lane
	A - A25 West Hill	0	22	552	0
	B - ESSO PFS (Entry Only)	0	0	0	0
	C - A25 Godstone Road	521	7	0	358
	D - Church Lane	11	4	107	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A25 West Hill	B - ESSO PFS (Entry Only)	C - A25 Godstone Road	D - Church Lane
	A - A25 West Hill	0	5	6	0
	B - ESSO PFS (Entry Only)	0	0	0	0
	C - A25 Godstone Road	5	14	0	4
	D - Church Lane	0	50	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					21	32
A-C					537	805
D-AB	0.05	12.75	0.1	B	14	21
D-BC	0.43	22.91	0.8	C	103	154
C-ABD	0.04	3.87	0.1	A	33	49
C-D					331	497
C-A					487	730

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	322	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	949	0.000	0	0.0	0.0	0.000	A
A-B	17	4			17				
A-C	441	110			441				
D-AB	11	3	439	0.025	11	0.0	0.0	9.182	A
D-BC	85	21	374	0.227	84	0.0	0.3	12.805	B
C-ABD	19	5	1018	0.018	19	0.0	0.0	3.870	A
C-D	275	69			275				
C-A	404	101			404				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	291	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	886	0.000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	526	132			526				
D-AB	13	3	397	0.034	13	0.0	0.0	10.266	B
D-BC	101	25	337	0.300	100	0.3	0.4	15.736	C
C-ABD	29	7	1102	0.026	29	0.0	0.0	3.590	A
C-D	326	81			326				
C-A	479	120			479				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	246	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	799	0.000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	644	161			644				
D-AB	17	4	330	0.051	17	0.0	0.1	12.653	B
D-BC	123	31	286	0.431	122	0.4	0.8	22.603	C
C-ABD	51	13	1223	0.042	51	0.0	0.1	3.267	A
C-D	393	98			393				
C-A	577	144			577				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	246	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	799	0.000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	644	161			644				
D-AB	17	4	328	0.051	17	0.1	0.1	12.751	B
D-BC	123	31	286	0.431	123	0.8	0.8	22.913	C
C-ABD	51	13	1223	0.042	51	0.1	0.1	3.262	A
C-D	393	98			393				
C-A	577	144			577				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	291	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	886	0.000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	526	132			526				
D-AB	13	3	395	0.034	13	0.1	0.0	10.372	B
D-BC	101	25	337	0.300	102	0.8	0.5	15.971	C
C-ABD	29	7	1102	0.026	29	0.1	0.0	3.569	A
C-D	326	81			326				
C-A	479	120			479				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	322	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	948	0.000	0	0.0	0.0	0.000	A
A-B	17	4			17				
A-C	441	110			441				
D-AB	11	3	438	0.025	11	0.0	0.0	9.233	A
D-BC	85	21	374	0.227	85	0.5	0.3	12.957	B
C-ABD	19	5	1018	0.019	19	0.0	0.0	3.857	A
C-D	275	69			275				
C-A	404	101			404				

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	Stream D-BC

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	16:15	17:45	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 (%)
A - A25 West Hill		ONE HOUR	✓	656	100.000
B - ESSO PFS (Entry Only)		ONE HOUR	✓	1	100.000
C - A25 Godstone Road		ONE HOUR	✓	751	100.000
D - Church Lane		ONE HOUR	✓	150	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - A25 West Hill	B - ESSO PFS (Entry Only)	C - A25 Godstone Road	D - Church Lane
	A - A25 West Hill	0	25	630	1
	B - ESSO PFS (Entry Only)	0	0	1	0
	C - A25 Godstone Road	531	11	0	209
	D - Church Lane	6	5	139	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A25 West Hill	B - ESSO PFS (Entry Only)	C - A25 Godstone Road	D - Church Lane
	A - A25 West Hill	0	4	3	0
	B - ESSO PFS (Entry Only)	0	0	0	0
	C - A25 Godstone Road	4	0	0	3
	D - Church Lane	0	0	3	3

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	8.45	0.0	A	0.92	1
A-B					24	36
A-C					595	893
D-AB	0.04	13.24	0.0	B	9	13
D-BC	0.55	28.40	1.2	D	133	199
C-ABD	0.05	4.06	0.1	A	36	54
C-D					190	285
C-A					488	732

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	320	0.000	0	0.0	0.0	0.000	A
ABCD	0.75	0.19	487	0.002	0.75	0.0	0.0	7.399	A
A-B	20	5			20				
A-C	489	122			489				
D-AB	7	2	415	0.017	7	0.0	0.0	8.814	A
D-BC	109	27	376	0.290	107	0.0	0.4	13.719	B
C-ABD	22	5	929	0.024	22	0.0	0.0	4.057	A
C-D	158	40			158				
C-A	406	101			406				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	288	0.000	0	0.0	0.0	0.000	A
ABCD	0.90	0.23	462	0.002	0.90	0.0	0.0	7.808	A
A-B	23	6			23				
A-C	583	146			583				
D-AB	9	2	368	0.023	8	0.0	0.0	10.022	B
D-BC	130	33	339	0.383	129	0.4	0.6	17.560	C
C-ABD	32	8	995	0.033	32	0.0	0.0	3.828	A
C-D	187	47			187				
C-A	480	120			480				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	244	0.000	0	0.0	0.0	0.000	A
ABCD	1	0.28	427	0.003	1	0.0	0.0	8.448	A
A-B	29	7			29				
A-C	714	179			714				
D-AB	11	3	285	0.038	11	0.0	0.0	13.113	B
D-BC	159	40	289	0.550	157	0.6	1.2	27.564	D
C-ABD	54	13	1091	0.049	54	0.0	0.1	3.565	A
C-D	225	56			225				
C-A	578	144			578				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	244	0.000	0	0.0	0.0	0.000	A
ABCD	1	0.28	427	0.003	1	0.0	0.0	8.449	A
A-B	29	7			29				
A-C	714	179			714				
D-AB	11	3	283	0.039	11	0.0	0.0	13.242	B
D-BC	159	40	289	0.550	159	1.2	1.2	28.400	D
C-ABD	54	13	1091	0.049	54	0.1	0.1	3.572	A
C-D	225	56			225				
C-A	578	144			578				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	288	0.000	0	0.0	0.0	0.000	A
ABCD	0.90	0.23	462	0.002	0.90	0.0	0.0	7.810	A
A-B	23	6			23				
A-C	583	146			583				
D-AB	9	2	365	0.023	9	0.0	0.0	10.091	B
D-BC	130	33	339	0.383	132	1.2	0.7	18.084	C
C-ABD	32	8	995	0.033	33	0.1	0.0	3.843	A
C-D	187	47			187				
C-A	480	120			480				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	320	0.000	0	0.0	0.0	0.000	A
ABCD	0.75	0.19	487	0.002	0.76	0.0	0.0	7.400	A
A-B	20	5			20				
A-C	489	122			489				
D-AB	7	2	414	0.017	7	0.0	0.0	8.848	A
D-BC	109	27	376	0.290	110	0.7	0.4	13.985	B
C-ABD	22	5	929	0.024	22	0.0	0.0	4.064	A
C-D	158	40			158				
C-A	406	101			406				

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	Stream D-BC

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
D3	2030	AM	ONE HOUR	07:45	09:15	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)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A25 West Hill		ONE HOUR	✓	609	100.000
B - ESSO PFS (Entry Only)		ONE HOUR	✓	0	100.000
C - A25 Godstone Road		ONE HOUR	✓	941	100.000
D - Church Lane		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - A25 West Hill	B - ESSO PFS (Entry Only)	C - A25 Godstone Road	D - Church Lane
	A - A25 West Hill	0	23	585	0
	B - ESSO PFS (Entry Only)	0	0	0	0
	C - A25 Godstone Road	553	7	0	381
	D - Church Lane	12	4	117	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A25 West Hill	B - ESSO PFS (Entry Only)	C - A25 Godstone Road	D - Church Lane
	A - A25 West Hill	0	5	6	0
	B - ESSO PFS (Entry Only)	0	0	0	0
	C - A25 Godstone Road	5	14	0	4
	D - Church Lane	0	50	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
A-B					22	33
A-C					569	854
D-AB	0.06	14.32	0.1	B	15	22
D-BC	0.50	27.69	1.0	D	112	169
C-ABD	0.05	3.77	0.1	A	39	58
C-D					351	526
C-A					514	771

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	312	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	928	0.000	0	0.0	0.0	0.000	A
A-B	18	5			18				
A-C	467	117			467				
D-AB	12	3	425	0.028	12	0.0	0.0	9.519	A
D-BC	93	23	362	0.255	91	0.0	0.3	13.695	B
C-ABD	21	5	1045	0.020	21	0.0	0.0	3.770	A
C-D	292	73			292				
C-A	428	107			428				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	279	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	862	0.000	0	0.0	0.0	0.000	A
A-B	22	5			22				
A-C	558	139			558				
D-AB	14	4	378	0.038	14	0.0	0.0	10.843	B
D-BC	110	28	323	0.341	110	0.3	0.5	17.422	C
C-ABD	33	8	1135	0.029	33	0.0	0.0	3.490	A
C-D	346	86			346				
C-A	506	127			506				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	231	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	770	0.000	0	0.0	0.0	0.000	A
A-B	27	7			27				
A-C	683	171			683				
D-AB	18	4	298	0.060	18	0.0	0.1	14.148	B
D-BC	134	34	269	0.501	133	0.5	1.0	27.051	D
C-ABD	62	15	1265	0.049	62	0.0	0.1	3.174	A
C-D	415	104			415				
C-A	608	152			608				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	231	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	770	0.000	0	0.0	0.0	0.000	A
A-B	27	7			27				
A-C	683	171			683				
D-AB	18	4	296	0.061	18	0.1	0.1	14.318	B
D-BC	134	34	268	0.501	134	1.0	1.0	27.686	D
C-ABD	62	15	1265	0.049	62	0.1	0.1	3.167	A
C-D	415	104			415				
C-A	608	152			608				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	278	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	862	0.000	0	0.0	0.0	0.000	A
A-B	22	5			22				
A-C	558	139			558				
D-AB	14	4	376	0.038	14	0.1	0.0	10.992	B
D-BC	110	28	323	0.341	112	1.0	0.6	17.811	C
C-ABD	34	8	1135	0.030	34	0.1	0.0	3.471	A
C-D	346	86			346				
C-A	506	127			506				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	312	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	928	0.000	0	0.0	0.0	0.000	A
A-B	18	5			18				
A-C	467	117			467				
D-AB	12	3	423	0.028	12	0.0	0.0	9.584	A
D-BC	92	23	362	0.255	93	0.6	0.4	13.906	B
C-ABD	21	5	1045	0.021	21	0.0	0.0	3.756	A
C-D	292	73			292				
C-A	428	107			428				

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.58	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	Stream D-BC

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
D4	2030	PM	ONE HOUR	16:15	17:45	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 (%)
A - A25 West Hill		ONE HOUR	✓	695	100.000
B - ESSO PFS (Entry Only)		ONE HOUR	✓	1	100.000
C - A25 Godstone Road		ONE HOUR	✓	800	100.000
D - Church Lane		ONE HOUR	✓	163	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - A25 West Hill	B - ESSO PFS (Entry Only)	C - A25 Godstone Road	D - Church Lane
	A - A25 West Hill	0	26	668	1
	B - ESSO PFS (Entry Only)	0	0	1	0
	C - A25 Godstone Road	564	12	0	225
	D - Church Lane	6	5	151	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A25 West Hill	B - ESSO PFS (Entry Only)	C - A25 Godstone Road	D - Church Lane
	A - A25 West Hill	0	4	3	0
	B - ESSO PFS (Entry Only)	0	0	0	0
	C - A25 Godstone Road	4	0	0	3
	D - Church Lane	0	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	8.70	0.0	A	0.97	1
A-B					25	38
A-C					631	947
D-AB	0.05	15.91	0.1	C	9	14
D-BC	0.63	36.87	1.7	E	144	216
C-ABD	0.06	3.98	0.1	A	42	63
C-D					204	306
C-A					515	773

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	310	0.000	0	0.0	0.0	0.000	A
ABCD	0.79	0.20	479	0.002	0.79	0.0	0.0	7.532	A
A-B	21	5			21				
A-C	518	129			518				
D-AB	7	2	400	0.018	7	0.0	0.0	9.176	A
D-BC	118	30	364	0.325	117	0.0	0.5	14.843	B
C-ABD	25	6	952	0.026	25	0.0	0.0	3.975	A
C-D	170	42			170				
C-A	430	107			430				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	276	0.000	0	0.0	0.0	0.000	A
ABCD	0.95	0.24	452	0.002	0.95	0.0	0.0	7.984	A
A-B	25	6			25				
A-C	618	155			618				
D-AB	9	2	345	0.026	9	0.0	0.0	10.709	B
D-BC	141	35	326	0.434	140	0.5	0.8	19.860	C
C-ABD	37	9	1023	0.036	37	0.0	0.1	3.742	A
C-D	201	50			201				
C-A	508	127			508				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	228	0.000	0	0.0	0.0	0.000	A
ABCD	1	0.29	415	0.003	1	0.0	0.0	8.702	A
A-B	30	8			30				
A-C	757	189			757				
D-AB	12	3	243	0.048	12	0.0	0.0	15.542	C
D-BC	172	43	272	0.634	169	0.8	1.6	34.892	D
C-ABD	64	16	1127	0.056	64	0.1	0.1	3.480	A
C-D	241	60			241				
C-A	609	152			609				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	228	0.000	0	0.0	0.0	0.000	A
ABCD	1	0.29	415	0.003	1	0.0	0.0	8.703	A
A-B	30	8			30				
A-C	757	189			757				
D-AB	12	3	238	0.049	12	0.0	0.1	15.910	C
D-BC	172	43	272	0.634	172	1.6	1.7	36.868	E
C-ABD	64	16	1127	0.057	64	0.1	0.1	3.484	A
C-D	241	60			241				
C-A	609	152			609				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	276	0.000	0	0.0	0.0	0.000	A
ABCD	0.95	0.24	452	0.002	0.95	0.0	0.0	7.987	A
A-B	25	6			25				
A-C	618	155			618				
D-AB	9	2	341	0.027	9	0.1	0.0	10.844	B
D-BC	141	35	325	0.434	145	1.7	0.8	20.870	C
C-ABD	37	9	1023	0.036	37	0.1	0.1	3.755	A
C-D	201	50			201				
C-A	508	127			508				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	310	0.000	0	0.0	0.0	0.000	A
ABCD	0.79	0.20	479	0.002	0.80	0.0	0.0	7.535	A
A-B	21	5			21				
A-C	518	129			518				
D-AB	7	2	398	0.019	7	0.0	0.0	9.224	A
D-BC	118	30	364	0.325	120	0.8	0.5	15.227	C
C-ABD	25	6	952	0.026	25	0.1	0.0	3.984	A
C-D	170	42			170				
C-A	430	107			430				

2030+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.73	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	Stream D-BC

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
D5	2030+Dev	AM	ONE HOUR	07:45	09:15	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)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A25 West Hill		ONE HOUR	✓	609	100.000
B - ESSO PFS (Entry Only)		ONE HOUR	✓	0	100.000
C - A25 Godstone Road		ONE HOUR	✓	947	100.000
D - Church Lane		ONE HOUR	✓	152	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - A25 West Hill	B - ESSO PFS (Entry Only)	C - A25 Godstone Road	D - Church Lane
	A - A25 West Hill	0	23	585	0
	B - ESSO PFS (Entry Only)	0	0	0	0
	C - A25 Godstone Road	553	7	0	387
	D - Church Lane	12	5	135	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A25 West Hill	B - ESSO PFS (Entry Only)	C - A25 Godstone Road	D - Church Lane
	A - A25 West Hill	0	5	6	0
	B - ESSO PFS (Entry Only)	0	0	0	0
	C - A25 Godstone Road	5	14	0	4
	D - Church Lane	0	40	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
A-B					22	33
A-C					569	854
D-AB	0.07	16.14	0.1	C	15	23
D-BC	0.57	31.98	1.3	D	128	192
C-ABD	0.05	3.76	0.1	A	39	59
C-D					356	535
C-A					514	771

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	311	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	926	0.000	0	0.0	0.0	0.000	A
A-B	18	5			18				
A-C	467	117			467				
D-AB	12	3	411	0.030	12	0.0	0.0	9.832	A
D-BC	106	26	362	0.292	104	0.0	0.4	14.322	B
C-ABD	22	5	1048	0.021	21	0.0	0.0	3.757	A
C-D	297	74			297				
C-A	428	107			428				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	278	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	859	0.000	0	0.0	0.0	0.000	A
A-B	22	5			22				
A-C	558	139			558				
D-AB	15	4	360	0.042	15	0.0	0.0	11.400	B
D-BC	126	31	322	0.390	125	0.4	0.6	18.603	C
C-ABD	34	8	1139	0.030	34	0.0	0.0	3.478	A
C-D	351	88			351				
C-A	506	127			506				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	230	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	767	0.000	0	0.0	0.0	0.000	A
A-B	27	7			27				
A-C	683	171			683				
D-AB	19	5	269	0.071	19	0.0	0.1	15.834	C
D-BC	153	38	268	0.572	151	0.6	1.3	30.836	D
C-ABD	63	16	1270	0.049	63	0.0	0.1	3.162	A
C-D	421	105			421				
C-A	608	152			608				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	230	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	767	0.000	0	0.0	0.0	0.000	A
A-B	27	7			27				
A-C	683	171			683				
D-AB	19	5	266	0.072	19	0.1	0.1	16.139	C
D-BC	153	38	268	0.572	153	1.3	1.3	31.977	D
C-ABD	63	16	1270	0.049	63	0.1	0.1	3.155	A
C-D	421	105			421				
C-A	607	152			607				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	278	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	859	0.000	0	0.0	0.0	0.000	A
A-B	22	5			22				
A-C	558	139			558				
D-AB	15	4	357	0.042	15	0.1	0.0	11.599	B
D-BC	126	31	322	0.390	128	1.3	0.7	19.230	C
C-ABD	34	8	1139	0.030	34	0.1	0.0	3.458	A
C-D	351	88			351				
C-A	506	127			506				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	311	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	926	0.000	0	0.0	0.0	0.000	A
A-B	18	5			18				
A-C	467	117			467				
D-AB	12	3	410	0.030	12	0.0	0.0	9.911	A
D-BC	106	26	362	0.292	107	0.7	0.4	14.513	B
C-ABD	22	5	1048	0.021	22	0.0	0.0	3.747	A
C-D	297	74			297				
C-A	428	107			428				

2030+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.99	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-3	Stream D-BC

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
D6	2030+Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - A25 West Hill		ONE HOUR	✓	695	100.000
B - ESSO PFS (Entry Only)		ONE HOUR	✓	0	100.000
C - A25 Godstone Road		ONE HOUR	✓	815	100.000
D - Church Lane		ONE HOUR	✓	169	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - A25 West Hill	B - ESSO PFS (Entry Only)	C - A25 Godstone Road	D - Church Lane
	A - A25 West Hill	0	26	668	1
	B - ESSO PFS (Entry Only)	0	0	0	0
	C - A25 Godstone Road	564	12	0	240
	D - Church Lane	6	6	157	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A25 West Hill	B - ESSO PFS (Entry Only)	C - A25 Godstone Road	D - Church Lane
	A - A25 West Hill	0	4	3	0
	B - ESSO PFS (Entry Only)	0	0	0	0
	C - A25 Godstone Road	4	0	0	3
	D - Church Lane	0	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	8.78	0.0	A	0.97	1
A-B					25	38
A-C					631	947
D-AB	0.06	17.23	0.1	C	10	15
D-BC	0.66	40.09	1.9	E	150	224
C-ABD	0.06	3.95	0.1	A	43	64
C-D					217	326
C-A					515	773

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	309	0.000	0	0.0	0.0	0.000	A
ABCD	0.79	0.20	476	0.002	0.79	0.0	0.0	7.573	A
A-B	21	5			21				
A-C	518	129			518				
D-AB	8	2	393	0.019	8	0.0	0.0	9.339	A
D-BC	123	31	363	0.339	121	0.0	0.5	15.182	C
C-ABD	25	6	960	0.026	25	0.0	0.0	3.942	A
C-D	181	45			181				
C-A	430	107			430				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	275	0.000	0	0.0	0.0	0.000	A
ABCD	0.95	0.24	449	0.002	0.95	0.0	0.0	8.040	A
A-B	25	6			25				
A-C	618	155			618				
D-AB	9	2	336	0.028	9	0.0	0.0	11.012	B
D-BC	147	37	324	0.453	146	0.5	0.8	20.601	C
C-ABD	38	9	1033	0.037	38	0.0	0.1	3.708	A
C-D	214	54			214				
C-A	508	127			508				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	227	0.000	0	0.0	0.0	0.000	A
ABCD	1	0.29	411	0.003	1	0.0	0.0	8.782	A
A-B	30	8			30				
A-C	757	189			757				
D-AB	12	3	227	0.053	12	0.0	0.1	16.707	C
D-BC	179	45	270	0.663	175	0.8	1.8	37.507	E
C-ABD	66	16	1140	0.058	65	0.1	0.1	3.445	A
C-D	256	64			256				
C-A	608	152			608				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	227	0.000	0	0.0	0.0	0.000	A
ABCD	1	0.29	411	0.003	1	0.0	0.0	8.783	A
A-B	30	8			30				
A-C	757	189			757				
D-AB	12	3	221	0.055	12	0.1	0.1	17.227	C
D-BC	179	45	270	0.663	179	1.8	1.9	40.093	E
C-ABD	66	16	1140	0.058	66	0.1	0.1	3.452	A
C-D	256	64			256				
C-A	608	152			608				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	274	0.000	0	0.0	0.0	0.000	A
ABCD	0.95	0.24	449	0.002	0.95	0.0	0.0	8.042	A
A-B	25	6			25				
A-C	618	155			618				
D-AB	9	2	332	0.028	10	0.1	0.0	11.182	B
D-BC	147	37	324	0.453	151	1.9	0.9	21.847	C
C-ABD	38	10	1033	0.037	38	0.1	0.1	3.720	A
C-D	214	54			214				
C-A	507	127			507				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	309	0.000	0	0.0	0.0	0.000	A
ABCD	0.79	0.20	476	0.002	0.80	0.0	0.0	7.577	A
A-B	21	5			21				
A-C	518	129			518				
D-AB	8	2	391	0.019	8	0.0	0.0	9.398	A
D-BC	123	31	363	0.339	125	0.9	0.5	15.614	C
C-ABD	25	6	960	0.026	25	0.1	0.0	3.951	A
C-D	181	45			181				
C-A	430	107			430				

Junctions 9												
ARCADY 9 - Roundabout Module												
Version: 9.5.2.1013												
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Filename: Church Lane_Station Road Rbt.j9

Path: \\Rsbguks01\\onengineering\\1074--\\107491 - Stoneyfield, Oxted\\01 - WIP\\Technical\\Modelling

Report generation date: 21/11/2024 11:54:51

»2023, AM
»2023, PM
»2030, AM
»2030, PM
»2030+Dev, AM
»2030+Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023											
1 - Station Road W	D1	0.1	2.84	0.05	A	33 % [3 - Church Lane W]	D2	0.1	2.87	0.08	A	61 % [4 - Church Lane N]
2 - E Hill Road		0.3	6.95	0.23	A			0.3	6.94	0.22	A	
3 - Church Lane W		1.6	14.09	0.61	B			0.6	8.58	0.37	A	
4 - Church Lane N		0.9	9.81	0.46	A			1.0	10.61	0.50	B	
	2030											
1 - Station Road W	D3	0.1	2.88	0.05	A	25 % [3 - Church Lane W]	D4	0.1	2.95	0.09	A	51 % [4 - Church Lane N]
2 - E Hill Road		0.3	7.14	0.25	A			0.3	7.14	0.23	A	
3 - Church Lane W		1.9	15.93	0.66	C			0.7	9.05	0.40	A	
4 - Church Lane N		1.0	10.50	0.49	B			1.2	11.49	0.54	B	
	2030+Dev											
1 - Station Road W	D5	0.1	2.91	0.06	A	21 % [3 - Church Lane W]	D6	0.1	2.98	0.09	A	45 % [4 - Church Lane N]
2 - E Hill Road		0.3	7.23	0.25	A			0.3	7.37	0.25	A	
3 - Church Lane W		2.2	17.45	0.69	C			0.7	9.24	0.41	A	
4 - Church Lane N		1.1	11.02	0.51	B			1.3	12.09	0.56	B	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\CSmith
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	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	PM	ONE HOUR	16:15	17:45	15	✓
D3	2030	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	PM	ONE HOUR	16:15	17:45	15	✓
D5	2030+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030+Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.68	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	33	3 - Church Lane W

Arms

Arms

Arm	Name	Description
1	Station Road W	
2	E Hill Road	
3	Church Lane W	
4	Church Lane N	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Station Road W	4.00	5.90	4.0	65.0	23.6	15.5	
2 - E Hill Road	3.00	3.00	0.0	3.0	13.0	0.0	
3 - Church Lane W	3.00	3.00	0.0	3.0	13.0	0.0	
4 - Church Lane N	3.00	3.00	0.0	3.0	13.0	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Station Road W	0.661	1562
2 - E Hill Road	0.416	752
3 - Church Lane W	0.416	752
4 - Church Lane N	0.416	752

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Station Road W	Percentage		100.00

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	07:45	09:15	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 (%)
1 - Station Road W		ONE HOUR	✓	62	100.000
2 - E Hill Road		ONE HOUR	✓	142	100.000
3 - Church Lane W		ONE HOUR	✓	369	100.000
4 - Church Lane N		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Station Road W	2 - E Hill Road	3 - Church Lane W	4 - Church Lane N
From	1 - Station Road W	0	21	19	22
	2 - E Hill Road	31	2	15	94
	3 - Church Lane W	65	11	1	292
	4 - Church Lane N	53	128	99	3

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Station Road W	2 - E Hill Road	3 - Church Lane W	4 - Church Lane N
From	1 - Station Road W	0	5	5	0
	2 - E Hill Road	0	0	0	2
	3 - Church Lane W	2	0	100	3
	4 - Church Lane N	0	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road W	0.05	2.84	0.1	A	59	88
2 - E Hill Road	0.23	6.95	0.3	A	132	198
3 - Church Lane W	0.61	14.09	1.6	B	349	523
4 - Church Lane N	0.46	9.81	0.9	A	268	402

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	48	12	190	1436	0.034	48	112	0.0	0.0	2.676	A
2 - E Hill Road	108	27	112	705	0.154	108	126	0.0	0.2	6.096	A
3 - Church Lane W	286	72	115	704	0.407	283	105	0.0	0.7	8.763	A
4 - Church Lane N	220	55	84	717	0.307	218	315	0.0	0.5	7.422	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	58	14	228	1411	0.041	58	135	0.0	0.0	2.744	A
2 - E Hill Road	129	32	135	696	0.186	129	151	0.2	0.2	6.436	A
3 - Church Lane W	342	85	138	694	0.492	341	126	0.7	1.0	10.449	B
4 - Church Lane N	263	66	101	710	0.370	262	378	0.5	0.6	8.285	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	70	18	279	1377	0.051	70	165	0.0	0.1	2.842	A
2 - E Hill Road	158	40	165	683	0.232	158	185	0.2	0.3	6.943	A
3 - Church Lane W	419	105	169	681	0.614	416	154	1.0	1.6	13.849	B
4 - Church Lane N	322	80	123	701	0.459	321	462	0.6	0.9	9.750	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	70	18	280	1377	0.051	70	165	0.1	0.1	2.843	A
2 - E Hill Road	158	40	165	683	0.232	158	185	0.3	0.3	6.951	A
3 - Church Lane W	419	105	169	681	0.614	418	154	1.6	1.6	14.089	B
4 - Church Lane N	322	80	124	700	0.459	322	464	0.9	0.9	9.807	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	58	14	229	1410	0.041	58	136	0.1	0.0	2.749	A
2 - E Hill Road	129	32	135	696	0.186	130	152	0.3	0.2	6.448	A
3 - Church Lane W	342	85	139	694	0.492	344	126	1.6	1.0	10.666	B
4 - Church Lane N	263	66	102	710	0.370	264	381	0.9	0.6	8.350	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	48	12	192	1435	0.034	48	114	0.0	0.0	2.679	A
2 - E Hill Road	108	27	113	705	0.154	109	127	0.2	0.2	6.121	A
3 - Church Lane W	286	72	116	704	0.407	287	106	1.0	0.7	8.939	A
4 - Church Lane N	220	55	85	716	0.307	221	319	0.6	0.5	7.503	A

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.41	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	61	4 - Church Lane N

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	16:15	17:45	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 (%)
1 - Station Road W		ONE HOUR	✓	99	100.000
2 - E Hill Road		ONE HOUR	✓	129	100.000
3 - Church Lane W		ONE HOUR	✓	220	100.000
4 - Church Lane N		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Station Road W	2 - E Hill Road	3 - Church Lane W	4 - Church Lane N
From	1 - Station Road W	4	34	28	33
	2 - E Hill Road	33	1	19	76
	3 - Church Lane W	70	14	1	135
	4 - Church Lane N	63	120	129	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Station Road W	2 - E Hill Road	3 - Church Lane W	4 - Church Lane N
From	1 - Station Road W	0	0	0	0
	2 - E Hill Road	0	0	0	0
	3 - Church Lane W	0	7	100	4
	4 - Church Lane N	0	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road W	0.08	2.87	0.1	A	91	136
2 - E Hill Road	0.22	6.94	0.3	A	118	178
3 - Church Lane W	0.37	8.58	0.6	A	209	313
4 - Church Lane N	0.50	10.61	1.0	B	292	438

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	75	19	204	1427	0.052	74	127	0.0	0.1	2.661	A
2 - E Hill Road	97	24	149	690	0.141	96	129	0.0	0.2	6.062	A
3 - Church Lane W	171	43	111	706	0.243	170	135	0.0	0.3	6.927	A
4 - Church Lane N	239	60	93	713	0.336	237	187	0.0	0.5	7.659	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	89	22	245	1400	0.064	89	153	0.1	0.1	2.745	A
2 - E Hill Road	116	29	179	677	0.171	116	155	0.2	0.2	6.409	A
3 - Church Lane W	204	51	133	697	0.293	204	162	0.3	0.4	7.548	A
4 - Church Lane N	286	71	112	705	0.405	285	225	0.5	0.7	8.693	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	109	27	299	1364	0.080	109	187	0.1	0.1	2.868	A
2 - E Hill Road	142	36	219	661	0.215	142	189	0.2	0.3	6.934	A
3 - Church Lane W	250	63	163	684	0.366	250	198	0.4	0.6	8.551	A
4 - Church Lane N	350	88	137	695	0.504	349	275	0.7	1.0	10.531	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	109	27	300	1363	0.080	109	187	0.1	0.1	2.869	A
2 - E Hill Road	142	36	220	660	0.215	142	190	0.3	0.3	6.943	A
3 - Church Lane W	250	63	163	684	0.366	250	199	0.6	0.6	8.579	A
4 - Church Lane N	350	88	138	695	0.504	350	276	1.0	1.0	10.612	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	89	22	246	1399	0.064	89	153	0.1	0.1	2.748	A
2 - E Hill Road	116	29	180	677	0.171	116	156	0.3	0.2	6.422	A
3 - Church Lane W	204	51	133	696	0.294	205	163	0.6	0.4	7.585	A
4 - Church Lane N	286	71	113	705	0.406	287	226	1.0	0.7	8.780	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	75	19	206	1426	0.052	75	128	0.1	0.1	2.666	A
2 - E Hill Road	97	24	151	689	0.141	97	130	0.2	0.2	6.083	A
3 - Church Lane W	171	43	112	705	0.243	172	136	0.4	0.3	6.977	A
4 - Church Lane N	239	60	94	713	0.336	240	189	0.7	0.5	7.753	A

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.76	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	25	3 - Church Lane W

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
D3	2030	AM	ONE HOUR	07:45	09:15	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 (%)
1 - Station Road W		ONE HOUR	✓	65	100.000
2 - E Hill Road		ONE HOUR	✓	149	100.000
3 - Church Lane W		ONE HOUR	✓	393	100.000
4 - Church Lane N		ONE HOUR	✓	303	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Station Road W	2 - E Hill Road	3 - Church Lane W	4 - Church Lane N
	1 - Station Road W	0	22	20	23
	2 - E Hill Road	33	2	16	99
	3 - Church Lane W	68	12	1	312
	4 - Church Lane N	56	135	109	3

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Station Road W	2 - E Hill Road	3 - Church Lane W	4 - Church Lane N
	1 - Station Road W	0	5	5	0
	2 - E Hill Road	0	0	0	2
	3 - Church Lane W	2	0	100	3
	4 - Church Lane N	0	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road W	0.05	2.88	0.1	A	62	92
2 - E Hill Road	0.25	7.14	0.3	A	139	208
3 - Church Lane W	0.66	15.93	1.9	C	371	557
4 - Church Lane N	0.49	10.50	1.0	B	287	430

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	51	13	204	1427	0.035	50	118	0.0	0.0	2.698	A
2 - E Hill Road	114	28	122	701	0.162	113	133	0.0	0.2	6.195	A
3 - Church Lane W	305	76	121	701	0.434	302	114	0.0	0.8	9.204	A
4 - Church Lane N	235	59	88	715	0.329	233	335	0.0	0.5	7.679	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	60	15	245	1400	0.043	60	141	0.0	0.0	2.773	A
2 - E Hill Road	136	34	146	691	0.197	136	159	0.2	0.2	6.567	A
3 - Church Lane W	364	91	145	691	0.526	362	136	0.8	1.1	11.223	B
4 - Church Lane N	281	70	106	708	0.397	280	402	0.5	0.7	8.676	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	74	18	299	1364	0.054	74	173	0.0	0.1	2.879	A
2 - E Hill Road	167	42	179	678	0.246	166	195	0.2	0.3	7.129	A
3 - Church Lane W	446	111	178	678	0.657	442	167	1.1	1.9	15.546	C
4 - Church Lane N	344	86	129	698	0.493	343	491	0.7	1.0	10.420	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	74	18	300	1363	0.054	74	173	0.1	0.1	2.881	A
2 - E Hill Road	167	42	179	677	0.246	167	195	0.3	0.3	7.140	A
3 - Church Lane W	446	111	178	678	0.657	445	167	1.9	1.9	15.927	C
4 - Church Lane N	344	86	130	698	0.493	344	494	1.0	1.0	10.498	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	60	15	246	1399	0.043	60	142	0.1	0.0	2.777	A
2 - E Hill Road	136	34	147	691	0.197	136	160	0.3	0.3	6.581	A
3 - Church Lane W	364	91	146	691	0.526	367	137	1.9	1.2	11.535	B
4 - Church Lane N	281	70	107	707	0.397	282	406	1.0	0.7	8.763	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	51	13	206	1426	0.035	51	119	0.0	0.0	2.702	A
2 - E Hill Road	114	28	123	701	0.163	114	134	0.3	0.2	6.219	A
3 - Church Lane W	305	76	122	701	0.435	306	115	1.2	0.8	9.426	A
4 - Church Lane N	235	59	89	715	0.329	236	339	0.7	0.5	7.772	A

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.96	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	51	4 - Church Lane N

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
D4	2030	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Station Road W		ONE HOUR	✓	104	100.000
2 - E Hill Road		ONE HOUR	✓	136	100.000
3 - Church Lane W		ONE HOUR	✓	237	100.000
4 - Church Lane N		ONE HOUR	✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Station Road W	2 - E Hill Road	3 - Church Lane W	4 - Church Lane N
From	1 - Station Road W	4	36	29	35
	2 - E Hill Road	35	1	20	80
	3 - Church Lane W	74	15	1	147
	4 - Church Lane N	66	126	140	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Station Road W	2 - E Hill Road	3 - Church Lane W	4 - Church Lane N
From	1 - Station Road W	0	3	0	0
	2 - E Hill Road	0	0	0	0
	3 - Church Lane W	0	7	100	4
	4 - Church Lane N	0	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road W	0.09	2.95	0.1	A	96	145
2 - E Hill Road	0.23	7.14	0.3	A	124	187
3 - Church Lane W	0.40	9.05	0.7	A	224	337
4 - Church Lane N	0.54	11.49	1.2	B	311	467

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	79	20	218	1418	0.056	79	134	0.0	0.1	2.716	A
2 - E Hill Road	102	26	160	685	0.149	101	136	0.0	0.2	6.157	A
3 - Church Lane W	184	46	117	703	0.262	183	145	0.0	0.4	7.127	A
4 - Church Lane N	255	64	98	711	0.359	253	201	0.0	0.6	7.951	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	94	24	261	1389	0.068	94	161	0.1	0.1	2.808	A
2 - E Hill Road	122	30	192	672	0.182	122	164	0.2	0.2	6.542	A
3 - Church Lane W	220	55	140	694	0.317	219	174	0.4	0.5	7.841	A
4 - Church Lane N	305	76	118	703	0.434	304	241	0.6	0.8	9.156	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	116	29	320	1351	0.086	116	197	0.1	0.1	2.944	A
2 - E Hill Road	149	37	235	654	0.228	149	200	0.2	0.3	7.123	A
3 - Church Lane W	269	67	171	681	0.396	269	213	0.5	0.7	9.014	A
4 - Church Lane N	373	93	145	692	0.540	372	295	0.8	1.2	11.376	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	116	29	321	1350	0.086	116	197	0.1	0.1	2.946	A
2 - E Hill Road	149	37	236	654	0.228	149	201	0.3	0.3	7.136	A
3 - Church Lane W	269	67	172	680	0.396	269	214	0.7	0.7	9.048	A
4 - Church Lane N	373	93	145	691	0.540	373	296	1.2	1.2	11.489	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	94	24	263	1388	0.068	95	162	0.1	0.1	2.814	A
2 - E Hill Road	122	30	193	671	0.182	122	165	0.3	0.2	6.560	A
3 - Church Lane W	220	55	140	693	0.317	221	175	0.7	0.5	7.883	A
4 - Church Lane N	305	76	119	702	0.434	306	242	1.2	0.8	9.272	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	79	20	220	1416	0.056	79	135	0.1	0.1	2.721	A
2 - E Hill Road	102	26	162	685	0.149	102	138	0.2	0.2	6.184	A
3 - Church Lane W	184	46	118	703	0.262	185	146	0.5	0.4	7.185	A
4 - Church Lane N	255	64	99	710	0.359	256	203	0.8	0.6	8.067	A

2030+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.64	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	21	3 - Church Lane W

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
D5	2030+Dev	AM	ONE HOUR	07:45	09:15	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 (%)
1 - Station Road W		ONE HOUR	✓	66	100.000
2 - E Hill Road		ONE HOUR	✓	154	100.000
3 - Church Lane W		ONE HOUR	✓	410	100.000
4 - Church Lane N		ONE HOUR	✓	315	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Station Road W	2 - E Hill Road	3 - Church Lane W	4 - Church Lane N
	1 - Station Road W	0	22	21	23
	2 - E Hill Road	33	2	17	102
	3 - Church Lane W	70	17	1	322
	4 - Church Lane N	58	141	112	3

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Station Road W	2 - E Hill Road	3 - Church Lane W	4 - Church Lane N
	1 - Station Road W	0	5	5	0
	2 - E Hill Road	0	0	0	2
	3 - Church Lane W	2	0	100	3
	4 - Church Lane N	0	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road W	0.06	2.91	0.1	A	63	94
2 - E Hill Road	0.25	7.23	0.3	A	143	214
3 - Church Lane W	0.69	17.45	2.2	C	387	581
4 - Church Lane N	0.51	11.02	1.1	B	298	447

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	52	13	215	1420	0.036	51	121	0.0	0.0	2.716	A
2 - E Hill Road	117	29	125	700	0.167	116	141	0.0	0.2	6.241	A
3 - Church Lane W	318	79	123	700	0.454	314	118	0.0	0.8	9.522	A
4 - Church Lane N	245	61	93	713	0.343	242	344	0.0	0.5	7.862	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	62	15	258	1391	0.044	61	145	0.0	0.0	2.794	A
2 - E Hill Road	140	35	150	690	0.203	140	170	0.2	0.3	6.628	A
3 - Church Lane W	380	95	148	690	0.550	378	141	0.8	1.2	11.808	B
4 - Church Lane N	292	73	112	705	0.414	291	414	0.5	0.7	8.962	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	75	19	316	1353	0.056	75	178	0.0	0.1	2.908	A
2 - E Hill Road	171	43	183	676	0.253	171	208	0.3	0.3	7.223	A
3 - Church Lane W	465	116	181	676	0.687	461	173	1.2	2.1	16.920	C
4 - Church Lane N	358	89	137	695	0.515	356	505	0.7	1.1	10.926	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	75	19	317	1352	0.056	75	178	0.1	0.1	2.910	A
2 - E Hill Road	171	43	184	675	0.254	171	208	0.3	0.3	7.235	A
3 - Church Lane W	465	116	182	676	0.687	465	174	2.1	2.2	17.451	C
4 - Church Lane N	358	89	138	694	0.515	358	508	1.1	1.1	11.023	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	62	15	260	1390	0.044	62	147	0.1	0.0	2.797	A
2 - E Hill Road	140	35	151	689	0.203	140	171	0.3	0.3	6.650	A
3 - Church Lane W	380	95	149	690	0.550	383	142	2.2	1.3	12.214	B
4 - Church Lane N	292	73	113	705	0.414	293	418	1.1	0.7	9.064	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	52	13	217	1418	0.036	52	123	0.0	0.0	2.719	A
2 - E Hill Road	117	29	126	699	0.167	117	143	0.3	0.2	6.271	A
3 - Church Lane W	318	79	124	700	0.454	320	119	1.3	0.9	9.783	A
4 - Church Lane N	245	61	95	712	0.343	245	349	0.7	0.5	7.970	A

2030+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.32	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	45	4 - Church Lane N

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
D6	2030+Dev	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Station Road W		ONE HOUR	✓	106	100.000
2 - E Hill Road		ONE HOUR	✓	145	100.000
3 - Church Lane W		ONE HOUR	✓	242	100.000
4 - Church Lane N		ONE HOUR	✓	347	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Station Road W	2 - E Hill Road	3 - Church Lane W	4 - Church Lane N
From	1 - Station Road W	4	36	31	35
	2 - E Hill Road	35	1	24	86
	3 - Church Lane W	74	17	1	150
	4 - Church Lane N	67	130	149	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Station Road W	2 - E Hill Road	3 - Church Lane W	4 - Church Lane N
From	1 - Station Road W	0	3	0	0
	2 - E Hill Road	0	0	0	0
	3 - Church Lane W	0	6	100	4
	4 - Church Lane N	0	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road W	0.09	2.98	0.1	A	98	147
2 - E Hill Road	0.25	7.37	0.3	A	133	200
3 - Church Lane W	0.41	9.24	0.7	A	230	344
4 - Church Lane N	0.56	12.09	1.3	B	324	485

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	80	20	229	1411	0.057	80	135	0.0	0.1	2.733	A
2 - E Hill Road	109	27	168	682	0.161	109	140	0.0	0.2	6.274	A
3 - Church Lane W	188	47	121	702	0.268	187	156	0.0	0.4	7.207	A
4 - Church Lane N	265	66	100	710	0.374	263	207	0.0	0.6	8.140	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	96	24	275	1380	0.070	96	162	0.1	0.1	2.831	A
2 - E Hill Road	131	33	202	668	0.196	131	169	0.2	0.2	6.695	A
3 - Church Lane W	225	56	145	692	0.325	224	188	0.4	0.5	7.955	A
4 - Church Lane N	317	79	120	702	0.452	316	249	0.6	0.8	9.461	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	118	29	336	1340	0.088	118	198	0.1	0.1	2.974	A
2 - E Hill Road	160	40	247	649	0.247	160	206	0.2	0.3	7.352	A
3 - Church Lane W	275	69	177	678	0.406	275	229	0.5	0.7	9.201	A
4 - Church Lane N	388	97	147	691	0.562	386	305	0.8	1.3	11.955	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	118	29	337	1339	0.088	118	199	0.1	0.1	2.976	A
2 - E Hill Road	160	40	248	649	0.247	160	207	0.3	0.3	7.366	A
3 - Church Lane W	275	69	178	678	0.406	275	230	0.7	0.7	9.240	A
4 - Church Lane N	388	97	148	690	0.562	388	305	1.3	1.3	12.094	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	96	24	277	1379	0.070	96	163	0.1	0.1	2.834	A
2 - E Hill Road	131	33	203	667	0.196	131	170	0.3	0.2	6.716	A
3 - Church Lane W	225	56	145	691	0.325	226	189	0.7	0.5	8.003	A
4 - Church Lane N	317	79	121	701	0.452	319	250	1.3	0.9	9.598	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road W	80	20	231	1409	0.057	80	136	0.1	0.1	2.739	A
2 - E Hill Road	109	27	170	681	0.161	110	142	0.2	0.2	6.301	A
3 - Church Lane W	188	47	122	701	0.269	189	158	0.5	0.4	7.266	A
4 - Church Lane N	265	66	101	710	0.374	266	209	0.9	0.6	8.270	A

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.5.2.1013											
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Filename: Church Lane_Wheeler Avenue.j9

Path: P:\1074--\107491 - Stoneyfield, Oxted\01 - WIP\Technical\Modelling

Report generation date: 21/11/2024 12:33:18

»2023, AM
»2023, PM
»2030, AM
»2030, PM
»2030+Dev, AM
»2030+Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023											
Stream B-C	D1	0.0	6.80	0.04	A	216 % [Stream B-A]	D2	0.0	6.26	0.03	A	316 % [Stream B-A]
Stream B-A		0.0	9.29	0.02	A			0.0	8.52	0.02	A	
Stream C-AB		0.0	6.21	0.03	A			0.1	5.74	0.06	A	
	2030											
Stream B-C	D3	0.0	6.90	0.04	A	196 % [Stream B-A]	D4	0.0	6.31	0.03	A	290 % [Stream B-A]
Stream B-A		0.0	9.52	0.02	A			0.0	8.66	0.02	A	
Stream C-AB		0.0	6.21	0.03	A			0.1	5.72	0.06	A	
	2030+Dev											
Stream B-C	D5	0.1	7.40	0.08	A	154 % [Stream B-A]	D6	0.0	6.48	0.05	A	244 % [Stream B-A]
Stream B-A		0.1	9.77	0.07	A			0.0	8.81	0.04	A	
Stream C-AB		0.1	6.30	0.04	A			0.1	5.90	0.09	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	13/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\CSmith
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	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	PM	ONE HOUR	16:15	17:45	15	✓
D3	2030	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	PM	ONE HOUR	16:15	17:45	15	✓
D5	2030+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030+Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2023, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	216	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Church Lane W		Major
B	Wheeler Ave		Minor
C	Church Lane 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)
C - Church Lane E	5.85			70.4	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Wheeler Ave	One lane plus flare	10.00	5.00	2.70	2.20	2.20		1.00	37	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	520	0.095	0.241	0.152	0.344
B-C	659	0.102	0.257	-	-
C-B	615	0.240	0.240	-	-

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	07:45	09:15	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 (%)
A - Church Lane W		ONE HOUR	✓	369	100.000
B - Wheeler Ave		ONE HOUR	✓	25	100.000
C - Church Lane E		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Church Lane W	B - Wheeler Ave	C - Church Lane E
From	A - Church Lane W	0	7	362
	B - Wheeler Ave	7	0	18
	C - Church Lane E	109	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Church Lane W	B - Wheeler Ave	C - Church Lane E
From	A - Church Lane W	0	5	4
	B - Wheeler Ave	0	0	0
	C - Church Lane E	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	6.80	0.0	A	17	25
B-A	0.02	9.29	0.0	A	6	10
C-AB	0.03	6.21	0.0	A	15	22
C-A					102	154
A-B					7	10
A-C					345	518

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	584	0.023	13	0.0	0.0	6.313	A
B-A	5	1	435	0.012	5	0.0	0.0	8.380	A
C-AB	11	3	606	0.019	11	0.0	0.0	6.100	A
C-A	85	21			85				
A-B	6	1			6				
A-C	283	71			283				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	569	0.028	16	0.0	0.0	6.510	A
B-A	6	2	418	0.015	6	0.0	0.0	8.740	A
C-AB	14	4	604	0.023	14	0.0	0.0	6.143	A
C-A	100	25			100				
A-B	7	2			7				
A-C	338	85			338				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	549	0.036	20	0.0	0.0	6.804	A
B-A	8	2	395	0.020	8	0.0	0.0	9.288	A
C-AB	18	5	604	0.030	18	0.0	0.0	6.205	A
C-A	122	31			122				
A-B	8	2			8				
A-C	415	104			415				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	549	0.036	20	0.0	0.0	6.805	A
B-A	8	2	395	0.020	8	0.0	0.0	9.288	A
C-AB	18	5	604	0.030	18	0.0	0.0	6.214	A
C-A	122	31			122				
A-B	8	2			8				
A-C	415	104			415				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	569	0.028	16	0.0	0.0	6.514	A
B-A	6	2	418	0.015	6	0.0	0.0	8.740	A
C-AB	14	4	605	0.023	14	0.0	0.0	6.154	A
C-A	100	25			100				
A-B	7	2			7				
A-C	338	85			338				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	584	0.023	14	0.0	0.0	6.317	A
B-A	5	1	435	0.012	5	0.0	0.0	8.384	A
C-AB	11	3	606	0.019	11	0.0	0.0	6.106	A
C-A	85	21			85				
A-B	6	1			6				
A-C	283	71			283				

2023, PM

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	316	Stream B-A

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	16:15	17:45	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 (%)
A - Church Lane W		ONE HOUR	✓	207	100.000
B - Wheeler Ave		ONE HOUR	✓	26	100.000
C - Church Lane E		ONE HOUR	✓	178	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Church Lane W	B - Wheeler Ave	C - Church Lane E
From	A - Church Lane W	0	11	196
	B - Wheeler Ave	8	0	18
	C - Church Lane E	151	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Church Lane W	B - Wheeler Ave	C - Church Lane E
From	A - Church Lane W	0	0	4
	B - Wheeler Ave	0	0	0
	C - Church Lane E	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	6.26	0.0	A	17	25
B-A	0.02	8.52	0.0	A	7	11
C-AB	0.06	5.74	0.1	A	32	48
C-A					136	204
A-B					10	15
A-C					187	281

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	615	0.022	13	0.0	0.0	5.986	A
B-A	6	2	461	0.013	6	0.0	0.0	7.918	A
C-AB	25	6	656	0.038	25	0.0	0.1	5.733	A
C-A	113	28			113				
A-B	8	2			8				
A-C	153	38			153				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	607	0.027	16	0.0	0.0	6.096	A
B-A	7	2	448	0.016	7	0.0	0.0	8.160	A
C-AB	31	8	664	0.046	31	0.1	0.1	5.716	A
C-A	133	33			133				
A-B	10	2			10				
A-C	183	46			183				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	595	0.033	20	0.0	0.0	6.255	A
B-A	9	2	431	0.020	9	0.0	0.0	8.518	A
C-AB	40	10	676	0.059	40	0.1	0.1	5.696	A
C-A	161	40			161				
A-B	12	3			12				
A-C	224	56			224				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	595	0.033	20	0.0	0.0	6.256	A
B-A	9	2	431	0.020	9	0.0	0.0	8.518	A
C-AB	40	10	676	0.059	40	0.1	0.1	5.703	A
C-A	161	40			161				
A-B	12	3			12				
A-C	224	56			224				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	607	0.027	16	0.0	0.0	6.097	A
B-A	7	2	448	0.016	7	0.0	0.0	8.163	A
C-AB	31	8	664	0.046	31	0.1	0.1	5.726	A
C-A	133	33			133				
A-B	10	2			10				
A-C	183	46			183				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	615	0.022	14	0.0	0.0	5.987	A
B-A	6	2	461	0.013	6	0.0	0.0	7.920	A
C-AB	25	6	656	0.038	25	0.1	0.1	5.743	A
C-A	113	28			113				
A-B	8	2			8				
A-C	153	38			153				

2030, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	196	Stream B-A

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
D3	2030	AM	ONE HOUR	07:45	09:15	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 (%)
A - Church Lane W		ONE HOUR	✓	393	100.000
B - Wheeler Ave		ONE HOUR	✓	26	100.000
C - Church Lane E		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Church Lane W	B - Wheeler Ave	C - Church Lane E
From	A - Church Lane W	0	7	386
	B - Wheeler Ave	7	0	19
	C - Church Lane E	119	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Church Lane W	B - Wheeler Ave	C - Church Lane E
From	A - Church Lane W	0	0	4
	B - Wheeler Ave	0	0	0
	C - Church Lane E	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	6.90	0.0	A	17	26
B-A	0.02	9.52	0.0	A	6	10
C-AB	0.03	6.21	0.0	A	16	24
C-A					110	166
A-B					6	10
A-C					368	553

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	579	0.025	14	0.0	0.0	6.368	A
B-A	5	1	428	0.012	5	0.0	0.0	8.519	A
C-AB	12	3	606	0.021	12	0.0	0.0	6.098	A
C-A	91	23			91				
A-B	5	1			5				
A-C	302	76			302				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	564	0.030	17	0.0	0.0	6.583	A
B-A	6	2	410	0.015	6	0.0	0.0	8.914	A
C-AB	15	4	605	0.026	15	0.0	0.0	6.141	A
C-A	108	27			108				
A-B	6	2			6				
A-C	361	90			361				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	542	0.039	21	0.0	0.0	6.903	A
B-A	8	2	386	0.020	8	0.0	0.0	9.522	A
C-AB	20	5	605	0.033	20	0.0	0.0	6.203	A
C-A	132	33			132				
A-B	8	2			8				
A-C	442	110			442				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	542	0.039	21	0.0	0.0	6.903	A
B-A	8	2	386	0.020	8	0.0	0.0	9.522	A
C-AB	20	5	605	0.033	20	0.0	0.0	6.211	A
C-A	132	33			132				
A-B	8	2			8				
A-C	442	110			442				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	564	0.030	17	0.0	0.0	6.586	A
B-A	6	2	410	0.015	6	0.0	0.0	8.916	A
C-AB	15	4	605	0.026	15	0.0	0.0	6.152	A
C-A	108	27			108				
A-B	6	2			6				
A-C	361	90			361				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	579	0.025	14	0.0	0.0	6.372	A
B-A	5	1	428	0.012	5	0.0	0.0	8.520	A
C-AB	12	3	606	0.021	13	0.0	0.0	6.106	A
C-A	91	23			91				
A-B	5	1			5				
A-C	302	76			302				

2030, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	290	Stream B-A

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
D4	2030	PM	ONE HOUR	16:15	17:45	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 (%)
A - Church Lane W		ONE HOUR	✓	223	100.000
B - Wheeler Ave		ONE HOUR	✓	27	100.000
C - Church Lane E		ONE HOUR	✓	192	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Church Lane W	B - Wheeler Ave	C - Church Lane E
From	A - Church Lane W	0	12	211
	B - Wheeler Ave	8	0	19
	C - Church Lane E	164	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Church Lane W	B - Wheeler Ave	C - Church Lane E
From	A - Church Lane W	0	0	3
	B - Wheeler Ave	0	0	0
	C - Church Lane E	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	6.31	0.0	A	17	26
B-A	0.02	8.66	0.0	A	8	11
C-AB	0.06	5.72	0.1	A	34	51
C-A					147	220
A-B					11	17
A-C					199	299

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	612	0.023	14	0.0	0.0	6.019	A
B-A	6	2	456	0.014	6	0.0	0.0	8.000	A
C-AB	26	7	660	0.040	26	0.0	0.1	5.709	A
C-A	122	31			122				
A-B	9	2			9				
A-C	164	41			164				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	603	0.028	17	0.0	0.0	6.138	A
B-A	8	2	443	0.017	7	0.0	0.0	8.264	A
C-AB	33	8	670	0.049	33	0.1	0.1	5.691	A
C-A	144	36			144				
A-B	11	3			11				
A-C	195	49			195				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	591	0.035	21	0.0	0.0	6.310	A
B-A	9	2	425	0.022	9	0.0	0.0	8.657	A
C-AB	43	11	683	0.063	43	0.1	0.1	5.666	A
C-A	174	44			174				
A-B	13	3			13				
A-C	239	60			239				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	591	0.035	21	0.0	0.0	6.310	A
B-A	9	2	425	0.022	9	0.0	0.0	8.658	A
C-AB	43	11	683	0.063	43	0.1	0.1	5.669	A
C-A	174	44			174				
A-B	13	3			13				
A-C	239	60			239				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	603	0.028	17	0.0	0.0	6.139	A
B-A	8	2	443	0.017	8	0.0	0.0	8.267	A
C-AB	33	8	670	0.049	33	0.1	0.1	5.701	A
C-A	144	36			144				
A-B	11	3			11				
A-C	195	49			195				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	612	0.023	14	0.0	0.0	6.023	A
B-A	6	2	456	0.014	6	0.0	0.0	8.002	A
C-AB	26	7	660	0.040	26	0.1	0.1	5.720	A
C-A	122	31			122				
A-B	9	2			9				
A-C	164	41			164				

2030+Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	154	Stream B-A

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
D5	2030+Dev	AM	ONE HOUR	07:45	09:15	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 (%)
A - Church Lane W		ONE HOUR	✓	399	100.000
B - Wheeler Ave		ONE HOUR	✓	62	100.000
C - Church Lane E		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Church Lane W	B - Wheeler Ave	C - Church Lane E
From	A - Church Lane W	0	13	386
	B - Wheeler Ave	26	0	36
	C - Church Lane E	119	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Church Lane W	B - Wheeler Ave	C - Church Lane E
From	A - Church Lane W	0	0	4
	B - Wheeler Ave	0	0	0
	C - Church Lane E	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	7.40	0.1	A	33	50
B-A	0.07	9.77	0.1	A	24	36
C-AB	0.04	6.30	0.1	A	22	32
C-A					109	164
A-B					12	18
A-C					368	553

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	566	0.048	27	0.0	0.0	6.679	A
B-A	20	5	442	0.044	19	0.0	0.0	8.520	A
C-AB	17	4	605	0.028	17	0.0	0.0	6.155	A
C-A	91	23			91				
A-B	10	2			10				
A-C	302	76			302				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	549	0.059	32	0.0	0.1	6.963	A
B-A	23	6	423	0.055	23	0.0	0.1	9.005	A
C-AB	21	5	604	0.035	21	0.0	0.0	6.212	A
C-A	107	27			107				
A-B	12	3			12				
A-C	361	90			361				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	526	0.075	40	0.1	0.1	7.395	A
B-A	29	7	397	0.072	29	0.1	0.1	9.763	A
C-AB	27	7	603	0.045	27	0.0	0.1	6.296	A
C-A	130	33			130				
A-B	14	4			14				
A-C	442	110			442				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	526	0.075	40	0.1	0.1	7.396	A
B-A	29	7	397	0.072	29	0.1	0.1	9.767	A
C-AB	27	7	603	0.045	27	0.1	0.1	6.305	A
C-A	130	33			130				
A-B	14	4			14				
A-C	442	110			442				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	549	0.059	32	0.1	0.1	6.969	A
B-A	23	6	423	0.055	23	0.1	0.1	9.012	A
C-AB	21	5	604	0.035	21	0.1	0.0	6.226	A
C-A	107	27			107				
A-B	12	3			12				
A-C	361	90			361				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	566	0.048	27	0.1	0.1	6.684	A
B-A	20	5	442	0.044	20	0.1	0.0	8.531	A
C-AB	17	4	605	0.028	17	0.0	0.0	6.161	A
C-A	91	23			91				
A-B	10	2			10				
A-C	302	76			302				

2030+Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	244	Stream B-A

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
D6	2030+Dev	PM	ONE HOUR	16:15	17:45	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 (%)
A - Church Lane W		ONE HOUR	✓	238	100.000
B - Wheeler Ave		ONE HOUR	✓	40	100.000
C - Church Lane E		ONE HOUR	✓	206	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Church Lane W	B - Wheeler Ave	C - Church Lane E
From	A - Church Lane W	0	27	211
	B - Wheeler Ave	15	0	25
	C - Church Lane E	164	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Church Lane W	B - Wheeler Ave	C - Church Lane E
From	A - Church Lane W	0	0	3
	B - Wheeler Ave	0	0	0
	C - Church Lane E	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	6.48	0.0	A	23	34
B-A	0.04	8.81	0.0	A	14	21
C-AB	0.09	5.90	0.1	A	51	76
C-A					143	214
A-B					25	37
A-C					199	299

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	605	0.031	19	0.0	0.0	6.136	A
B-A	11	3	459	0.025	11	0.0	0.0	8.039	A
C-AB	39	10	657	0.060	39	0.0	0.1	5.850	A
C-A	120	30			120				
A-B	20	5			20				
A-C	164	41			164				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	596	0.038	22	0.0	0.0	6.277	A
B-A	13	3	445	0.030	13	0.0	0.0	8.349	A
C-AB	49	12	667	0.073	49	0.1	0.1	5.865	A
C-A	141	35			141				
A-B	24	6			24				
A-C	195	49			195				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	583	0.047	27	0.0	0.0	6.480	A
B-A	17	4	425	0.039	16	0.0	0.0	8.814	A
C-AB	64	16	679	0.094	64	0.1	0.1	5.893	A
C-A	168	42			168				
A-B	30	7			30				
A-C	239	60			239				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	583	0.047	28	0.0	0.0	6.481	A
B-A	17	4	425	0.039	17	0.0	0.0	8.815	A
C-AB	64	16	679	0.094	64	0.1	0.1	5.899	A
C-A	168	42			168				
A-B	30	7			30				
A-C	239	60			239				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	596	0.038	23	0.0	0.0	6.281	A
B-A	13	3	445	0.030	14	0.0	0.0	8.352	A
C-AB	49	12	667	0.074	49	0.1	0.1	5.879	A
C-A	141	35			141				
A-B	24	6			24				
A-C	195	49			195				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	605	0.031	19	0.0	0.0	6.139	A
B-A	11	3	459	0.025	11	0.0	0.0	8.044	A
C-AB	39	10	658	0.060	39	0.1	0.1	5.864	A
C-A	120	30			120				
A-B	20	5			20				
A-C	164	41			164				

Junctions 9						
ARCADY 9 - Roundabout Module						
Version: 9.5.2.1013 © Copyright TRL Limited, 2019						
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Filename: Godstone Road_Tandridge Lane Rbt - AM.j9

Path: P:\1074--\107491 - Stoneyfield, Oxted\01 - WIP\Technical\Modelling

Report generation date: 21/11/2024 12:48:15

»2023, AM

»2030, AM

»2030 + Dev, AM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023					
1 - Godstone Road	D1	5.7	23.39	0.85	C	5 % [1 - Godstone Road]
2 - Tandridge Lane		0.6	10.19	0.37	B	
3 - A25 W		4.6	14.93	0.82	B	
4 - Barrow Green Road		1.0	14.29	0.50	B	
	2030					
1 - Godstone Road	D3	10.6	41.39	0.93	E	-2 % [1 - Godstone Road]
2 - Tandridge Lane		0.8	12.14	0.43	B	
3 - A25 W		7.0	21.80	0.88	C	
4 - Barrow Green Road		1.5	19.05	0.60	C	
	2030 + Dev					
1 - Godstone Road	D5	13.7	52.25	0.95	F	-4 % [1 - Godstone Road]
2 - Tandridge Lane		0.8	12.92	0.45	B	
3 - A25 W		7.8	23.85	0.89	C	
4 - Barrow Green Road		1.8	22.29	0.66	C	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\CSmith
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	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓
D3	2030	AM	ONE HOUR	07:45	09:15	15	✓
D5	2030 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	17.52	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	1 - Godstone Road

Arms

Arms

Arm	Name	Description
1	Godstone Road	
2	Tandridge Lane	
3	A25 W	
4	Barrow Green Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Godstone Road	2.70	3.70	5.6	11.8	34.5	27.5	
2 - Tandridge Lane	3.50	3.70	0.9	21.9	34.5	4.0	
3 - A25 W	3.70	4.50	6.4	14.5	34.5	22.5	
4 - Barrow Green Road	2.90	4.00	7.1	11.1	34.5	21.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Godstone Road	0.500	985
2 - Tandridge Lane	0.580	1199
3 - A25 W	0.574	1304
4 - Barrow Green Road	0.526	1091

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Godstone Road	Percentage		127.00
3 - A25 W	Percentage		116.00

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	07:45	09:15	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 (%)
1 - Godstone Road		ONE HOUR	✓	787	100.000
2 - Tandridge Lane		ONE HOUR	✓	192	100.000
3 - A25 W		ONE HOUR	✓	1013	100.000
4 - Barrow Green Road		ONE HOUR	✓	228	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Godstone Road	2 - Tandridge Lane	3 - A25 W	4 - Barrow Green Road
From	1 - Godstone Road	3	41	740	3
	2 - Tandridge Lane	86	0	53	53
	3 - A25 W	862	25	0	126
	4 - Barrow Green Road	3	47	178	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Godstone Road	2 - Tandridge Lane	3 - A25 W	4 - Barrow Green Road
From	1 - Godstone Road	67	0	6	33
	2 - Tandridge Lane	5	0	0	2
	3 - A25 W	4	0	0	0
	4 - Barrow Green Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Godstone Road	0.85	23.39	5.7	C	766	1148
2 - Tandridge Lane	0.37	10.19	0.6	B	181	272
3 - A25 W	0.82	14.93	4.6	B	961	1442
4 - Barrow Green Road	0.50	14.29	1.0	B	209	314

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	628	157	187	1133	0.555	623	744	0.0	1.3	7.414	A
2 - Tandridge Lane	149	37	725	779	0.191	148	84	0.0	0.2	5.854	A
3 - A25 W	789	197	115	1436	0.549	784	758	0.0	1.2	5.662	A
4 - Barrow Green Road	172	43	761	691	0.248	170	138	0.0	0.3	6.899	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	750	188	224	1109	0.676	747	892	1.3	2.1	10.429	B
2 - Tandridge Lane	177	44	870	695	0.255	177	101	0.2	0.3	7.133	A
3 - A25 W	942	235	138	1421	0.663	939	909	1.2	2.0	7.671	A
4 - Barrow Green Road	205	51	911	612	0.335	204	165	0.3	0.5	8.820	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	919	230	273	1078	0.852	906	1086	2.1	5.3	20.794	C
2 - Tandridge Lane	217	54	1056	587	0.370	216	123	0.3	0.6	9.952	A
3 - A25 W	1153	288	168	1401	0.823	1143	1104	2.0	4.4	13.961	B
4 - Barrow Green Road	251	63	1110	507	0.495	249	201	0.5	1.0	13.863	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	919	230	275	1077	0.853	917	1095	5.3	5.7	23.385	C
2 - Tandridge Lane	217	54	1068	580	0.375	217	124	0.6	0.6	10.192	B
3 - A25 W	1153	288	169	1400	0.824	1153	1116	4.4	4.6	14.927	B
4 - Barrow Green Road	251	63	1119	503	0.499	251	203	1.0	1.0	14.292	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	750	188	227	1107	0.677	764	904	5.7	2.3	11.502	B
2 - Tandridge Lane	177	44	888	685	0.259	178	103	0.6	0.4	7.322	A
3 - A25 W	942	235	139	1420	0.663	952	927	4.6	2.1	8.112	A
4 - Barrow Green Road	205	51	924	605	0.339	207	167	1.0	0.5	9.076	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	628	157	189	1131	0.555	632	752	2.3	1.3	7.700	A
2 - Tandridge Lane	149	37	736	773	0.192	149	85	0.4	0.2	5.937	A
3 - A25 W	789	197	116	1435	0.549	792	769	2.1	1.3	5.814	A
4 - Barrow Green Road	172	43	769	687	0.250	172	139	0.5	0.3	7.007	A

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	27.79	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	1 - Godstone Road

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
D3	2030	AM	ONE HOUR	07:45	09:15	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 (%)
1 - Godstone Road		ONE HOUR	✓	837	100.000
2 - Tandridge Lane		ONE HOUR	✓	203	100.000
3 - A25 W		ONE HOUR	✓	1075	100.000
4 - Barrow Green Road		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Godstone Road	2 - Tandridge Lane	3 - A25 W	4 - Barrow Green Road
From	1 - Godstone Road	3	43	779	12
	2 - Tandridge Lane	91	0	56	56
	3 - A25 W	907	26	0	142
	4 - Barrow Green Road	12	49	196	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Godstone Road	2 - Tandridge Lane	3 - A25 W	4 - Barrow Green Road
From	1 - Godstone Road	67	0	7	9
	2 - Tandridge Lane	5	0	0	2
	3 - A25 W	4	0	0	0
	4 - Barrow Green Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Godstone Road	0.93	41.39	10.6	E	821	1232
2 - Tandridge Lane	0.43	12.14	0.8	B	191	287
3 - A25 W	0.88	21.80	7.0	C	1020	1529
4 - Barrow Green Road	0.60	19.05	1.5	C	237	355

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	674	168	203	1122	0.600	667	790	0.0	1.6	8.347	A
2 - Tandridge Lane	157	39	782	746	0.210	156	89	0.0	0.3	6.257	A
3 - A25 W	837	209	128	1428	0.586	831	810	0.0	1.4	6.178	A
4 - Barrow Green Road	194	49	800	670	0.290	193	158	0.0	0.4	7.513	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	804	201	244	1097	0.733	800	946	1.6	2.8	12.731	B
2 - Tandridge Lane	187	47	937	656	0.285	187	106	0.3	0.4	7.873	A
3 - A25 W	999	250	153	1411	0.708	995	971	1.4	2.4	8.868	A
4 - Barrow Green Road	232	58	959	587	0.395	231	189	0.4	0.6	10.087	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	985	246	296	1063	0.927	960	1148	2.8	9.0	31.608	D
2 - Tandridge Lane	229	57	1128	545	0.420	228	129	0.4	0.7	11.612	B
3 - A25 W	1223	306	187	1388	0.881	1207	1169	2.4	6.5	19.012	C
4 - Barrow Green Road	284	71	1164	479	0.593	281	230	0.6	1.4	17.908	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	985	246	299	1062	0.928	979	1161	9.0	10.6	41.388	E
2 - Tandridge Lane	229	57	1148	534	0.429	229	130	0.7	0.8	12.138	B
3 - A25 W	1223	306	188	1387	0.882	1221	1189	6.5	7.0	21.797	C
4 - Barrow Green Road	284	71	1177	472	0.602	284	233	1.4	1.5	19.046	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	804	201	248	1094	0.735	834	965	10.6	3.1	16.310	C
2 - Tandridge Lane	187	47	973	635	0.295	188	109	0.8	0.4	8.306	A
3 - A25 W	999	250	155	1409	0.709	1017	1006	7.0	2.6	9.877	A
4 - Barrow Green Road	232	58	978	576	0.402	235	193	1.5	0.7	10.637	B

09:00 - 09:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	674	168	206	1121	0.601	680	799	3.1	1.6	8.840	A
2 - Tandridge Lane	157	39	796	738	0.212	157	90	0.4	0.3	6.380	A
3 - A25 W	837	209	129	1427	0.586	841	824	2.6	1.5	6.402	A
4 - Barrow Green Road	194	49	810	665	0.292	195	160	0.7	0.4	7.683	A

2030 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	32.98	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	1 - Godstone Road

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
D5	2030 + Dev	AM	ONE HOUR	07:45	09:15	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 (%)
1 - Godstone Road		ONE HOUR	✓	855	100.000
2 - Tandridge Lane		ONE HOUR	✓	203	100.000
3 - A25 W		ONE HOUR	✓	1089	100.000
4 - Barrow Green Road		ONE HOUR	✓	281	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Godstone Road	2 - Tandridge Lane	3 - A25 W	4 - Barrow Green Road
From	1 - Godstone Road	3	44	796	12
	2 - Tandridge Lane	91	0	56	56
	3 - A25 W	912	26	0	151
	4 - Barrow Green Road	12	50	218	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Godstone Road	2 - Tandridge Lane	3 - A25 W	4 - Barrow Green Road
From	1 - Godstone Road	67	0	6	9
	2 - Tandridge Lane	5	0	0	2
	3 - A25 W	4	0	0	0
	4 - Barrow Green Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Godstone Road	0.95	52.25	13.7	F	831	1247
2 - Tandridge Lane	0.45	12.92	0.8	B	191	287
3 - A25 W	0.89	23.85	7.8	C	1033	1550
4 - Barrow Green Road	0.66	22.29	1.8	C	258	387

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	682	171	220	1112	0.614	676	793	0.0	1.6	8.624	A
2 - Tandridge Lane	157	39	806	732	0.215	156	90	0.0	0.3	6.410	A
3 - A25 W	848	212	128	1427	0.594	842	834	0.0	1.5	6.291	A
4 - Barrow Green Road	211	53	804	668	0.317	210	165	0.0	0.5	7.822	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	815	204	264	1084	0.752	809	950	1.6	3.0	13.603	B
2 - Tandridge Lane	188	47	965	640	0.293	187	108	0.3	0.4	8.160	A
3 - A25 W	1012	253	153	1410	0.718	1008	999	1.5	2.5	9.144	A
4 - Barrow Green Road	253	63	963	585	0.432	251	198	0.5	0.7	10.768	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	998	249	321	1048	0.952	966	1152	3.0	11.0	36.869	E
2 - Tandridge Lane	230	57	1156	529	0.434	228	130	0.4	0.8	12.247	B
3 - A25 W	1240	310	187	1388	0.893	1221	1198	2.5	7.1	20.352	C
4 - Barrow Green Road	309	77	1168	477	0.648	305	240	0.7	1.7	20.514	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	998	249	324	1046	0.954	987	1166	11.0	13.7	52.254	F
2 - Tandridge Lane	230	57	1179	516	0.445	230	132	0.8	0.8	12.917	B
3 - A25 W	1240	310	188	1387	0.894	1237	1221	7.1	7.8	23.850	C
4 - Barrow Green Road	309	77	1182	469	0.659	309	243	1.7	1.8	22.287	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	815	204	270	1080	0.754	855	972	13.7	3.5	19.576	C
2 - Tandridge Lane	188	47	1013	612	0.307	189	112	0.8	0.5	8.779	A
3 - A25 W	1012	253	156	1409	0.718	1032	1047	7.8	2.7	10.368	B
4 - Barrow Green Road	253	63	985	573	0.441	257	203	1.8	0.8	11.530	B

09:00 - 09:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	682	171	224	1110	0.615	689	804	3.5	1.7	9.217	A
2 - Tandridge Lane	157	39	821	723	0.217	158	92	0.5	0.3	6.549	A
3 - A25 W	848	212	130	1426	0.594	852	849	2.7	1.5	6.537	A
4 - Barrow Green Road	211	53	814	663	0.319	213	168	0.8	0.5	8.025	A

Junctions 9						
ARCADY 9 - Roundabout Module						
Version: 9.5.2.1013						
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Filename: Godstone Road_Tandridge Lane Rbt - PM.j9
Path: P:\1074--\107491 - Stoneyfield, Oxted\01 - WIP\Technical\Modelling
Report generation date: 21/11/2024 12:50:08

»2023, PM
 »2030, PM
 »2030 + Dev, PM

Summary of junction performance

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023					
1 - Godstone Road	D2	3.7	14.73	0.79	B	14 % [1 - Godstone Road]
2 - Tandridge Lane		0.2	7.47	0.19	A	
3 - A25 W		3.3	11.80	0.77	B	
4 - Barrow Green Road		0.4	8.95	0.31	A	
	2030					
1 - Godstone Road	D4	5.4	20.65	0.85	C	7 % [1 - Godstone Road]
2 - Tandridge Lane		0.3	8.28	0.21	A	
3 - A25 W		4.5	15.31	0.82	C	
4 - Barrow Green Road		0.6	10.41	0.38	B	
	2030 + Dev					
1 - Godstone Road	D6	5.9	22.40	0.86	C	6 % [1 - Godstone Road]
2 - Tandridge Lane		0.3	8.50	0.22	A	
3 - A25 W		5.4	18.03	0.85	C	
4 - Barrow Green Road		0.7	11.07	0.40	B	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\CSmith
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	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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
D2	2023	PM	ONE HOUR	16:15	17:45	15	✓
D4	2030	PM	ONE HOUR	16:15	17:45	15	✓
D6	2030 + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.57	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	1 - Godstone Road

Arms

Arms

Arm	Name	Description
1	Godstone Road	
2	Tandridge Lane	
3	A25 W	
4	Barrow Green Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Godstone Road	2.70	3.70	5.6	11.8	34.5	27.5	
2 - Tandridge Lane	3.50	3.70	0.9	21.9	34.5	4.0	
3 - A25 W	3.70	4.50	6.4	14.5	34.5	22.5	
4 - Barrow Green Road	2.90	4.00	7.1	11.1	34.5	21.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Godstone Road	0.500	985
2 - Tandridge Lane	0.580	1199
3 - A25 W	0.574	1304
4 - Barrow Green Road	0.526	1091

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Godstone Road	Percentage		135.00
3 - A25 W	Percentage		107.00

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	16:15	17:45	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 (%)
1 - Godstone Road		ONE HOUR	✓	830	100.000
2 - Tandridge Lane		ONE HOUR	✓	101	100.000
3 - A25 W		ONE HOUR	✓	910	100.000
4 - Barrow Green Road		ONE HOUR	✓	162	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Godstone Road	2 - Tandridge Lane	3 - A25 W	4 - Barrow Green Road
From	1 - Godstone Road	4	52	773	1
	2 - Tandridge Lane	48	0	28	25
	3 - A25 W	764	40	1	105
	4 - Barrow Green Road	3	33	126	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Godstone Road	2 - Tandridge Lane	3 - A25 W	4 - Barrow Green Road
From	1 - Godstone Road	25	2	2	0
	2 - Tandridge Lane	0	0	4	8
	3 - A25 W	3	3	0	0
	4 - Barrow Green Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Godstone Road	0.79	14.73	3.7	B	778	1167
2 - Tandridge Lane	0.19	7.47	0.2	A	96	143
3 - A25 W	0.77	11.80	3.3	B	857	1286
4 - Barrow Green Road	0.31	8.95	0.4	A	149	223

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	638	160	151	1229	0.519	634	631	0.0	1.1	6.135	A
2 - Tandridge Lane	78	20	689	800	0.098	78	95	0.0	0.1	5.136	A
3 - A25 W	703	176	61	1358	0.518	699	706	0.0	1.1	5.571	A
4 - Barrow Green Road	122	30	660	744	0.164	121	100	0.0	0.2	5.774	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	762	190	180	1209	0.630	759	756	1.1	1.7	8.140	A
2 - Tandridge Lane	94	23	826	721	0.130	93	114	0.1	0.2	5.915	A
3 - A25 W	840	210	73	1351	0.622	837	847	1.1	1.7	7.171	A
4 - Barrow Green Road	146	36	791	675	0.216	145	119	0.2	0.3	6.791	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	933	233	221	1181	0.790	926	923	1.7	3.6	13.966	B
2 - Tandridge Lane	115	29	1007	616	0.186	114	139	0.2	0.2	7.398	A
3 - A25 W	1028	257	89	1341	0.767	1022	1032	1.7	3.2	11.387	B
4 - Barrow Green Road	178	45	966	583	0.306	178	146	0.3	0.4	8.863	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	933	233	221	1181	0.790	933	928	3.6	3.7	14.730	B
2 - Tandridge Lane	115	29	1014	611	0.187	115	140	0.2	0.2	7.468	A
3 - A25 W	1028	257	89	1340	0.767	1028	1040	3.2	3.3	11.800	B
4 - Barrow Green Road	178	45	971	580	0.307	178	146	0.4	0.4	8.954	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	762	190	182	1208	0.631	770	763	3.7	1.8	8.533	A
2 - Tandridge Lane	94	23	836	715	0.131	94	115	0.2	0.2	5.983	A
3 - A25 W	840	210	73	1350	0.622	846	857	3.3	1.7	7.416	A
4 - Barrow Green Road	146	36	799	671	0.217	146	120	0.4	0.3	6.872	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	638	160	152	1228	0.520	641	637	1.8	1.1	6.289	A
2 - Tandridge Lane	78	20	696	796	0.099	79	96	0.2	0.1	5.178	A
3 - A25 W	703	176	61	1358	0.518	706	714	1.7	1.1	5.688	A
4 - Barrow Green Road	122	30	666	740	0.165	122	100	0.3	0.2	5.825	A

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.73	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	1 - Godstone Road

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
D4	2030	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Godstone Road		ONE HOUR	✓	883	100.000
2 - Tandridge Lane		ONE HOUR	✓	107	100.000
3 - A25 W		ONE HOUR	✓	967	100.000
4 - Barrow Green Road		ONE HOUR	✓	189	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Godstone Road	2 - Tandridge Lane	3 - A25 W	4 - Barrow Green Road
From	1 - Godstone Road	4	55	814	10
	2 - Tandridge Lane	51	0	29	26
	3 - A25 W	804	42	1	120
	4 - Barrow Green Road	12	35	142	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Godstone Road	2 - Tandridge Lane	3 - A25 W	4 - Barrow Green Road
From	1 - Godstone Road	25	2	2	0
	2 - Tandridge Lane	0	0	4	8
	3 - A25 W	3	3	0	0
	4 - Barrow Green Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Godstone Road	0.85	20.65	5.4	C	827	1241
2 - Tandridge Lane	0.21	8.28	0.3	A	101	152
3 - A25 W	0.82	15.31	4.5	C	910	1366
4 - Barrow Green Road	0.38	10.41	0.6	B	173	260

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	679	170	165	1219	0.557	674	670	0.0	1.3	6.682	A
2 - Tandridge Lane	83	21	739	771	0.107	82	100	0.0	0.1	5.384	A
3 - A25 W	747	187	71	1352	0.553	742	750	0.0	1.2	6.010	A
4 - Barrow Green Road	142	35	695	726	0.196	141	118	0.0	0.2	6.147	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	811	203	198	1197	0.677	807	803	1.3	2.1	9.358	A
2 - Tandridge Lane	99	25	885	686	0.144	99	120	0.1	0.2	6.314	A
3 - A25 W	892	223	85	1343	0.664	889	899	1.2	2.0	8.083	A
4 - Barrow Green Road	170	42	832	653	0.260	169	142	0.2	0.3	7.429	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	993	248	242	1167	0.851	981	979	2.1	5.1	18.584	C
2 - Tandridge Lane	121	30	1076	576	0.211	121	146	0.2	0.3	8.152	A
3 - A25 W	1092	273	104	1331	0.820	1083	1093	2.0	4.3	14.346	B
4 - Barrow Green Road	208	52	1014	558	0.372	207	173	0.3	0.6	10.230	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	993	248	243	1166	0.851	991	987	5.1	5.4	20.654	C
2 - Tandridge Lane	121	30	1087	569	0.213	121	148	0.3	0.3	8.281	A
3 - A25 W	1092	273	104	1331	0.821	1092	1104	4.3	4.5	15.307	C
4 - Barrow Green Road	208	52	1022	554	0.375	208	174	0.6	0.6	10.406	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	811	203	200	1195	0.678	823	814	5.4	2.2	10.201	B
2 - Tandridge Lane	99	25	901	677	0.146	99	122	0.3	0.2	6.428	A
3 - A25 W	892	223	86	1343	0.664	902	915	4.5	2.1	8.550	A
4 - Barrow Green Road	170	42	844	647	0.262	170	143	0.6	0.4	7.567	A

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	679	170	167	1218	0.557	682	678	2.2	1.3	6.911	A
2 - Tandridge Lane	83	21	748	766	0.108	83	102	0.2	0.1	5.435	A
3 - A25 W	747	187	72	1351	0.553	750	759	2.1	1.3	6.177	A
4 - Barrow Green Road	142	35	702	722	0.197	142	119	0.4	0.2	6.219	A

2030 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	18.71	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	1 - Godstone Road

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
D6	2030 + Dev	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Godstone Road		ONE HOUR	✓	889	100.000
2 - Tandridge Lane		ONE HOUR	✓	108	100.000
3 - A25 W		ONE HOUR	✓	1000	100.000
4 - Barrow Green Road		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Godstone Road	2 - Tandridge Lane	3 - A25 W	4 - Barrow Green Road
From	1 - Godstone Road	4	55	820	10
	2 - Tandridge Lane	51	0	29	27
	3 - A25 W	819	42	1	138
	4 - Barrow Green Road	12	35	152	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Godstone Road	2 - Tandridge Lane	3 - A25 W	4 - Barrow Green Road
From	1 - Godstone Road	25	2	2	0
	2 - Tandridge Lane	0	0	4	8
	3 - A25 W	3	3	0	0
	4 - Barrow Green Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Godstone Road	0.86	22.40	5.9	C	833	1249
2 - Tandridge Lane	0.22	8.50	0.3	A	102	153
3 - A25 W	0.85	18.03	5.4	C	942	1412
4 - Barrow Green Road	0.40	11.07	0.7	B	183	274

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	683	171	173	1213	0.563	678	682	0.0	1.3	6.803	A
2 - Tandridge Lane	84	21	751	764	0.109	83	101	0.0	0.1	5.446	A
3 - A25 W	772	193	71	1351	0.572	767	762	0.0	1.3	6.264	A
4 - Barrow Green Road	150	38	706	720	0.209	149	133	0.0	0.3	6.298	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	816	204	208	1190	0.686	813	817	1.3	2.2	9.645	A
2 - Tandridge Lane	100	25	900	678	0.147	100	121	0.1	0.2	6.418	A
3 - A25 W	922	231	86	1343	0.687	919	914	1.3	2.2	8.649	A
4 - Barrow Green Road	179	45	846	646	0.277	179	159	0.3	0.4	7.695	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	999	250	254	1159	0.862	986	994	2.2	5.5	19.825	C
2 - Tandridge Lane	122	31	1093	566	0.216	122	147	0.2	0.3	8.351	A
3 - A25 W	1130	282	105	1331	0.849	1118	1110	2.2	5.2	16.471	C
4 - Barrow Green Road	220	55	1029	550	0.399	218	193	0.4	0.7	10.831	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	999	250	255	1158	0.863	998	1003	5.5	5.9	22.397	C
2 - Tandridge Lane	122	31	1105	559	0.219	122	148	0.3	0.3	8.498	A
3 - A25 W	1130	282	105	1331	0.849	1129	1122	5.2	5.4	18.030	C
4 - Barrow Green Road	220	55	1039	545	0.403	220	195	0.7	0.7	11.066	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	816	204	210	1189	0.687	830	830	5.9	2.3	10.645	B
2 - Tandridge Lane	100	25	918	667	0.149	100	123	0.3	0.2	6.550	A
3 - A25 W	922	231	86	1342	0.687	935	931	5.4	2.3	9.328	A
4 - Barrow Green Road	179	45	860	639	0.281	180	161	0.7	0.4	7.873	A

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Godstone Road	683	171	175	1212	0.564	687	690	2.3	1.3	7.055	A
2 - Tandridge Lane	84	21	761	759	0.110	84	102	0.2	0.1	5.502	A
3 - A25 W	772	193	72	1351	0.572	776	772	2.3	1.4	6.466	A
4 - Barrow Green Road	150	38	714	715	0.210	151	134	0.4	0.3	6.380	A