Woking Football Club

Egley Road, Woking

Transport Assessment

November 2019

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1 INTRODUCTION

1.1 Vectos is appointed by Woking Football Club to provide transport and highways advice with respect to a proposed development on Egley Road, Woking.

1.2 Redevelopment of the site, following the demolition of the existing building, to provide a health club building (Class D2) incorporating an external swimming pool and tennis/sports courts, the provision of 36 dwelling houses (Class C3) up to a maximum of 3 storeys in height, associated landscaping and car parking and new vehicular access from an existing road serving Hoe Valley School.

1.3 At present, the site currently comprises of open field, with one building located in the north-east of the site. There is a large area of trees in the southern portion of the site and access to the site is via a small road off of Egley Road (A320), located to the east of the site.

1.4 This site has been earmarked within the Woking 2027 Local Plan Site Allocations Development Plan (Policy GB7) as a development and infrastructure site within the existing Green Belt. Woking Borough Council (WBC) have identified that 550 new dwellings will be needed in the Green Belt by 2027 and this development has the opportunity to contribute approximately 5% of this designation as well as providing leisure opportunities to nearby residents. The area is currently made up of a mixture of woodland and brownfield land. The aforementioned development plan has scheduled delivery of this scheme for between 2022-2027.This Transport Assessment assesses the potential impact of the proposed Egley Road development on the surrounding transport network.

1.5 There is also a concurrent application, known as 'Woking Football Club', for circa 1,048 dwellings and circa 10,000m^2 of commercial (D2 Stadium) floorspace to the northwest of the development site, for a which a separate Transport Assessment has been prepared. Whilst the two Transport Assessments are independent documents, each document does provide context to the other, and together they provide an overall assessment of the wider strategic masterplanning for the area. Furthermore, the fitness centre to be built at Egley Road will relocate from the existing premises on the Woking Football Club site (the David Lloyd).

1.6 The remainder of this Transport Assessment is structured as follows:

- Accessibility Audit – This section outlines the current accessibility of the site by all modes of transport. It also includes a summary of the current traffic flows on the

highway network in the vicinity of the site, together with an analysis of the most recent collision data for the highway network.

- Policy Review – A review of the relevant national and local transport policy documents.
- Description of Development – A description of the proposals, including a breakdown of the proposed land uses and the approach to car parking and cycle parking. The overarching approach to sustainable travel is also set out in this section.
- Trip Forecast – This section provides a multi-modal trip forecast of the proposed development, including the forecast distribution of trips on each network.
- Highway Network Assessment – An assessment of the impact of the proposed development on the local highway network.
- Non-Car Mode Assessment - An assessment of the impact of the proposed development on the local walking / cycling and public transport network.
- Summary and Conclusion.

2 ACCESSIBILITY AUDIT

2.1 This section of the report describes the baseline conditions at the site, including the accessibility of the site by sustainable travel modes and the connectivity of the site to the local highway network.

2.2 The development site is situated north of the village of Mayford and south of Hoe Valley Secondary School. In an eastern direction the site is bounded by Egley Road (A320) and the Portsmouth Direct Railway Line borders the site to the west. Woking town centre is located approximately 3.5km to the north of the development. The site is located within the Borough of Woking whose authority is responsible for planning. Surrey County Council (SCC) is the responsible authority for highways.

2.3 The strategic site location is presented in **Figure 2.1** and the site location in its local context is presented in **Figure 2.2**.

Figure 2.1 – Strategic Site Location

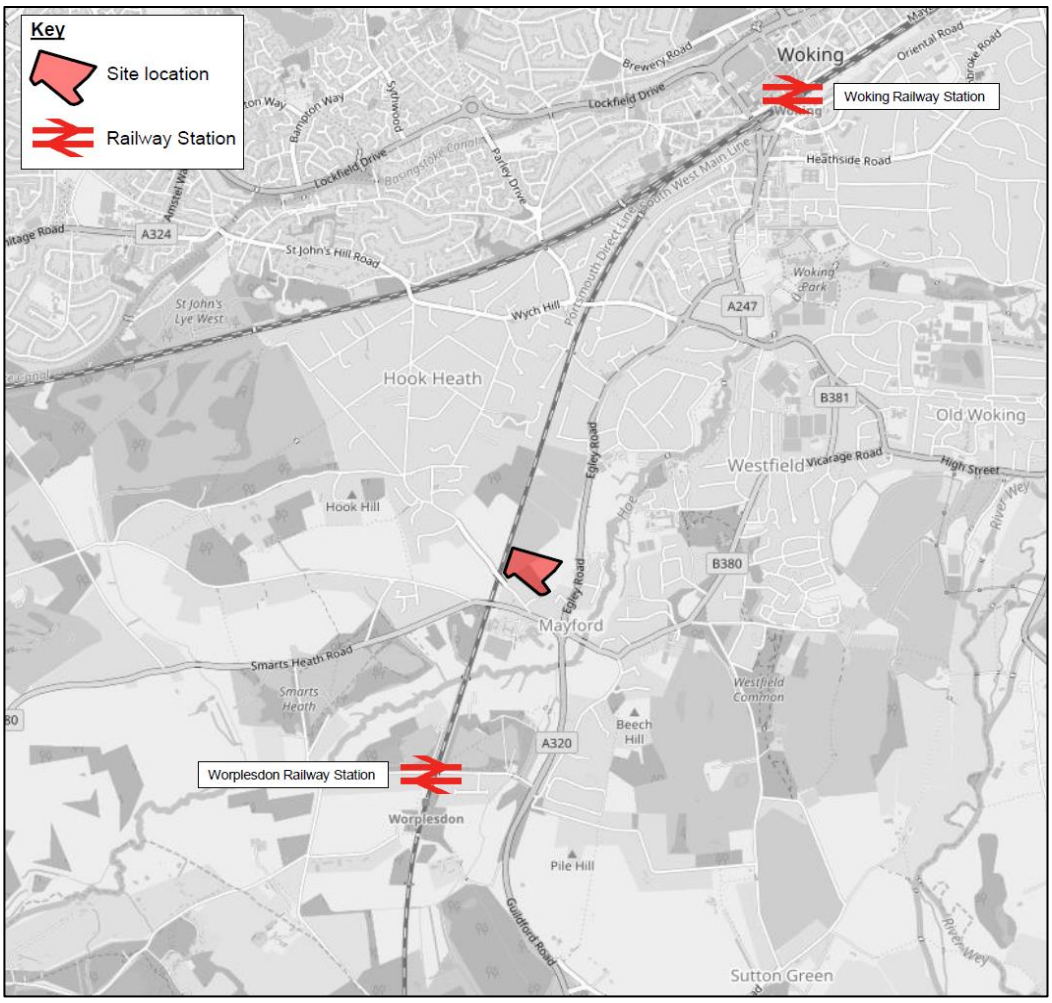
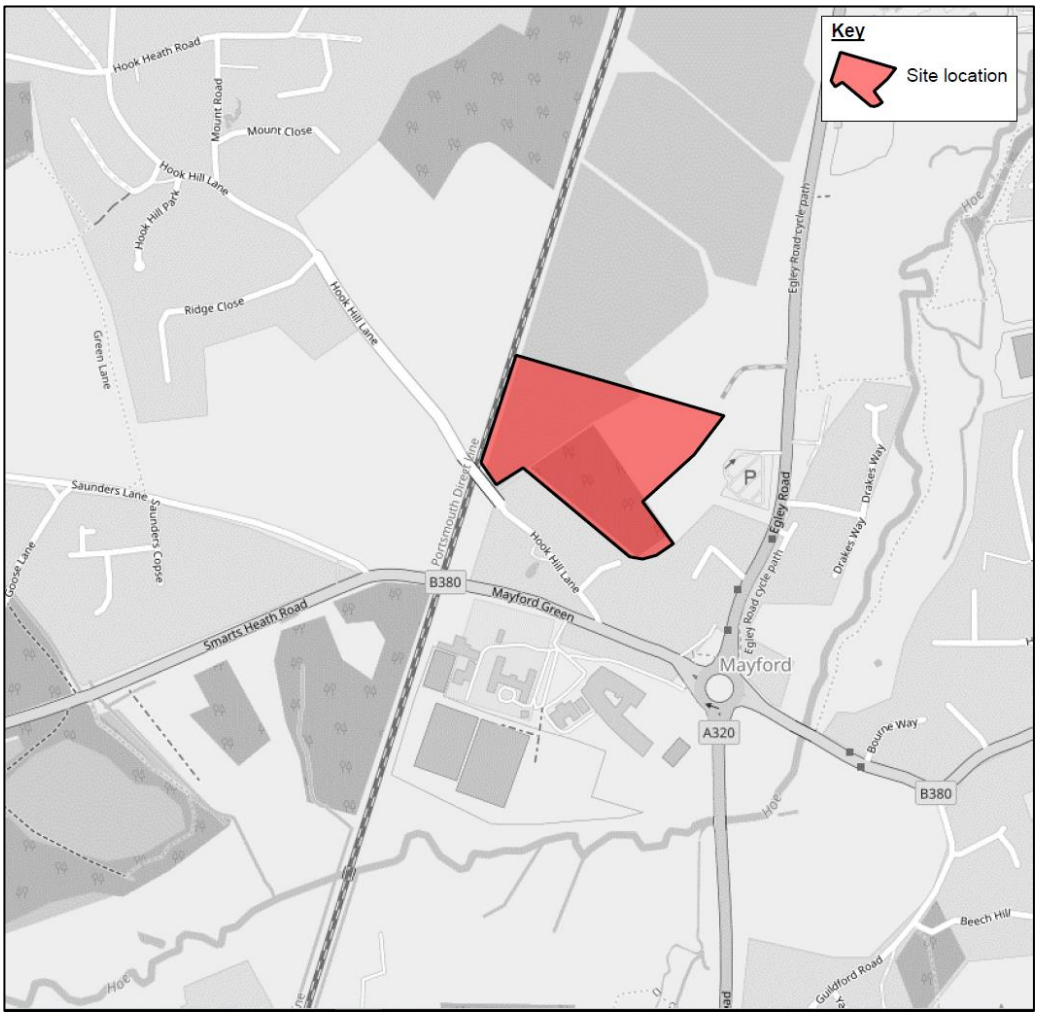


Figure 2.2 – Local Site Location



Accessibility by Non-Car Modes

Pedestrian Accessibility

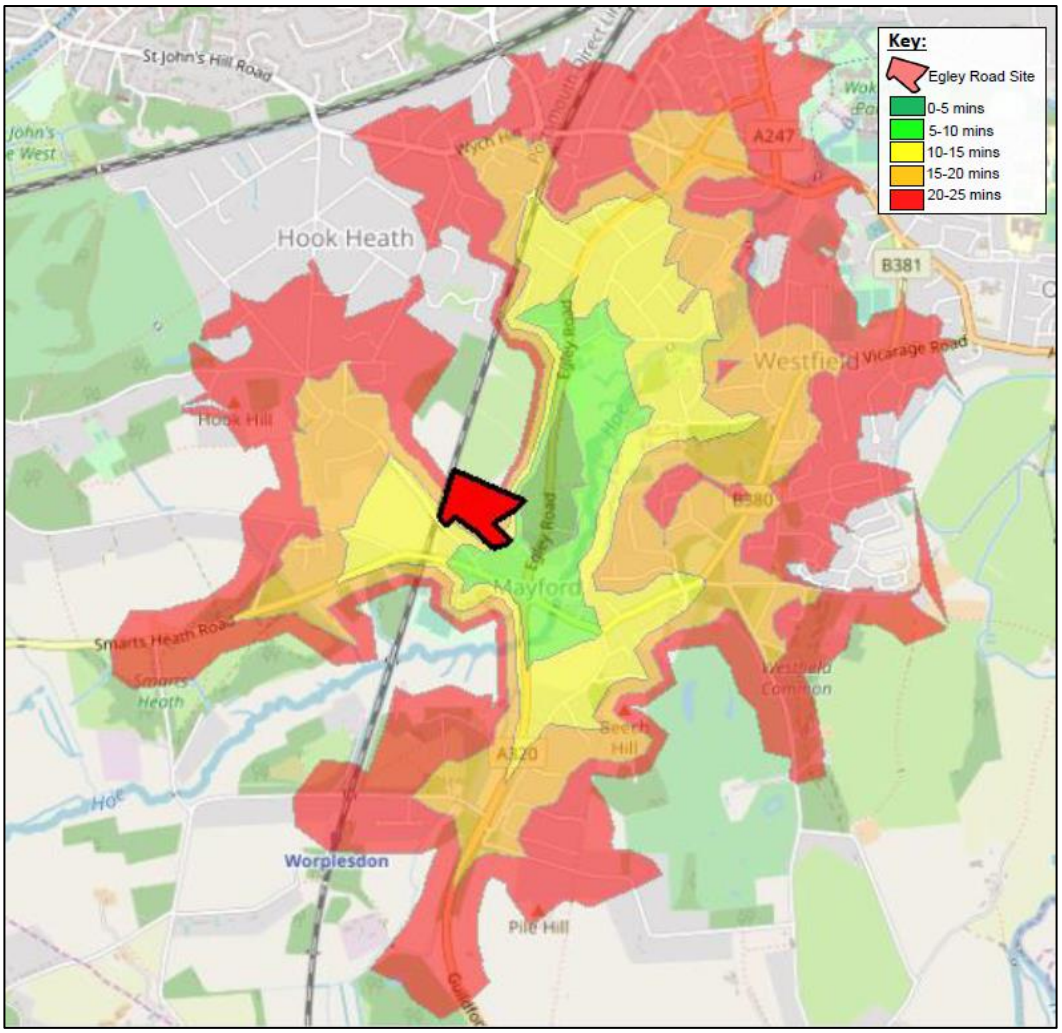
2.4 There is a network of pedestrian footways located within Mayford and on the periphery of the site. The roads within the village include pedestrian footpaths on both sides of the carriageway and there are pedestrian crossing islands at all of the key junctions located within the village.

2.5 Pedestrian routes surrounding the site are extensive, with a number of public footpaths around the site in a variety of directions, and although no public footpaths directly border the site, they can be easily accessed through the use of footways adjacent to the road. The majority of the route from the Egley Road site to Woking railway station can be accessed almost entirely through public footpaths. Where public footpaths are not available, there are sufficient footways adjacent to the highway.

2.6 Additionally, there is a convenient public footpath located on Egley Road which links directly to Worplesdon railway station and bypasses Prey Heath Road, which is unlit. Whilst mostly off-road, when on-road this route does not have a footway on either side of the carriageway.

2.7 The distance people are prepared to walk will vary depending on journey type, journey purpose, and personal preference. Central government indicates 2km as being a reasonable guide for an acceptable distance for journeys on foots. Furthermore, the Institution of Highways and Transportation (IHT) guidelines suggests an acceptable walking distance for pedestrians without mobility impairment of 2 km, this is equivalent to a 25-minute walk. A walking isochrone is included in **Figure 2.3**.

Figure 2.3 –Walking Isochrones



2.8 The walking isochrones indicate that the surrounding area of the Egley Road site including Worplesdon railway station, recreational parks and local services and facilities, are within reasonable walking distance of the site.

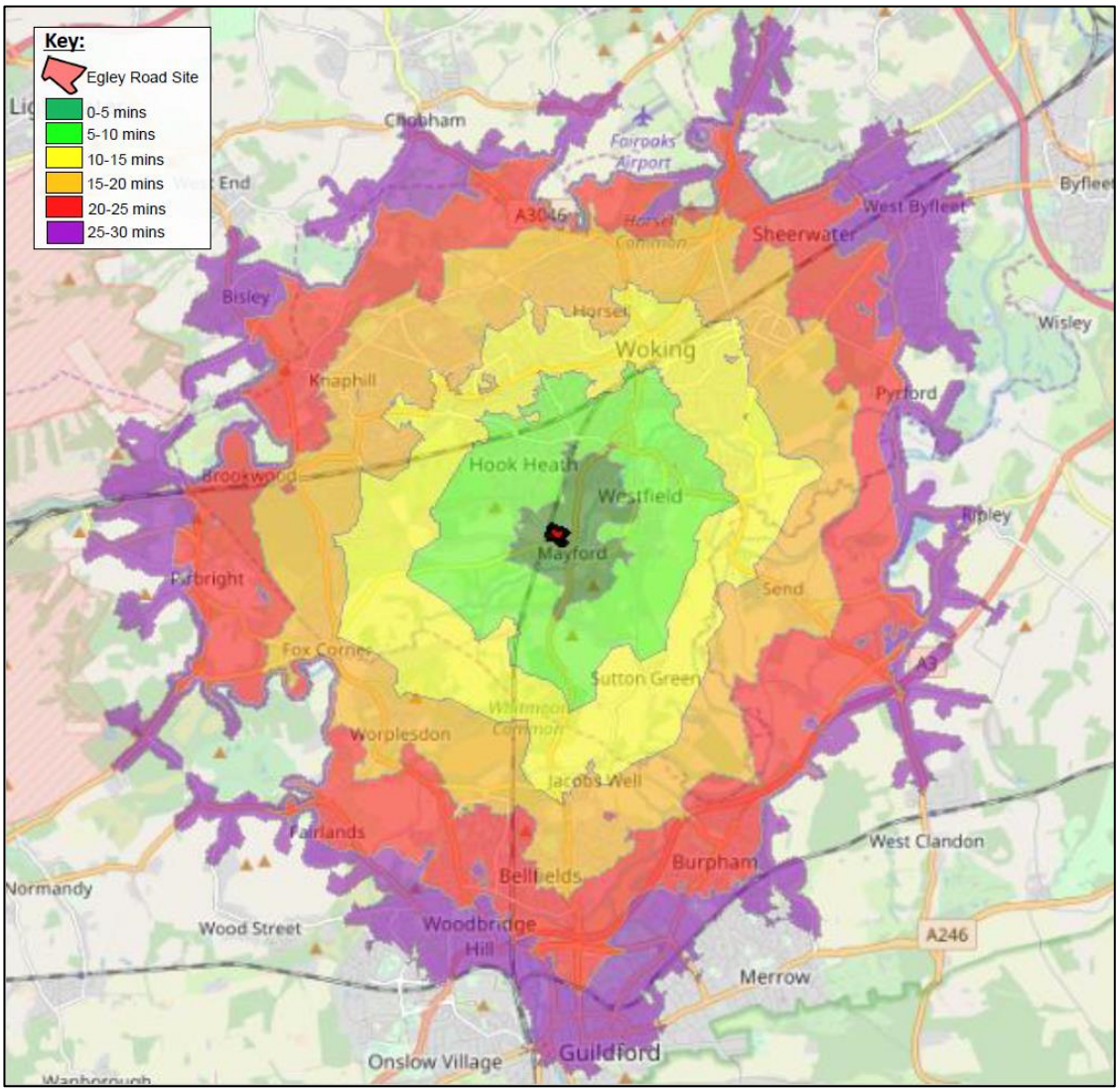
Cyclists

2.9 There is a shared pedestrian and cyclist path on Egley Road which passes the site. This path continues north on Egley Road until it meets with Turnoak Roundabout. Following the shared path along Wych Hill Lane cyclists will be able to join National Cycle Network (NCN) Route 223 which can be used to link to Woking town centre and Chertsey to the north. Guildford can be reached to the south on this cycle route.

2.10 NCN Route 223 provides further access to a number of designated cycle routes such as NCN Route 22 to the south which links with South London and Portsmouth, and NCN Route 223 which continues to the south and links with Brighton.

2.11 Central government research states that for journeys less than between 5km and 8km cycling has the potential to replace car trips. An 8km cycle is equivalent to a 30-minute journey. A cycling isochrone plan is included at **Figure 2.4.** In reality, particularly with the introduction and increased uptake of electric bikes, the distance people are prepared to cycle is increasing and journeys to work by bike often exceed 8km, and much will depend on personal preference and the type of facilities available to cyclists at the end of their journey such as shower and laundry facilities and bike storage.

Figure 2.4 –Cycling Isochrones

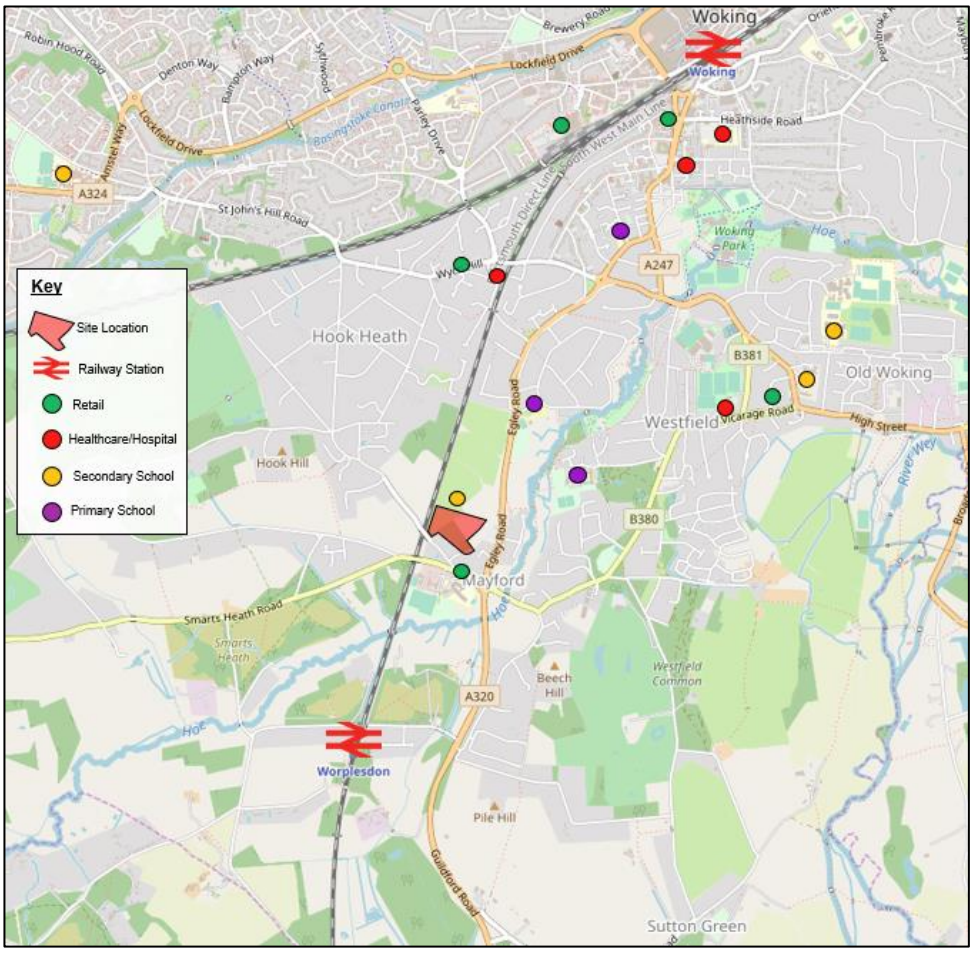


2.12 The cycling isochrones indicate that the entirety of the town of Woking and its local services and facilities are accessible by bike from the site. The centre of Guildford can also be reached within the 8 km cycling isochrone. Within a 30-minute cycle, a total of six different railway stations can be reached, including Worplesdon, Woking, Brookwood, West Byfleet, London Road, and Guildford.

Local Amenities

2.13 **Figure 2.5** displays that the majority of local amenities surrounding the site are located within Woking to the north and Westfield to the east, with some local amenities also located north-west in Hook Heath and in the village of Mayford.

Figure 2.5 – Local Amenities Plan



Bus Services

2.14 The closest bus stops to the Site are located approximately 300m south east of the Site. The northbound stop, located outside the Bird in Hand public house benefits from a bus shelter with seating, timetable information and a bus lay-by. The southbound stop, located adjacent to the Wyevale Garden Centre, benefits from a bus shelter with seating and timetable information. Both bus stops have a raised curb to allow for easier bus access.

2.15 There are currently three bus services that serve the Bird in Hand stops to the south-east within a short 300m walk of the site. The MAX 35 service operates hourly Monday-Saturday and links the site with Guildford and Camberley. The 520 service operates once-daily Monday-Friday and links the site with Guildford and Aldershot. The 33 service operates four-times-daily Monday-Saturday and links the site with Woking Town Centre and Guildford.

2.16 **Table 2.1** summarises all of the bus services available from the bus stop at Bird In Hand located 300m away from the access to the site.

Table 2.1 Summary of Local Bus Services

Service	Route	Average Frequency (mins)		
		Weekday	Saturday	Sunday
MAX 35	Guildford – Woking – Camberley	60	60	-
520	Guildford – Woking – Aldershot	1 per day	-	-
33	Guildford - Woking	3 per day	4 per day	-

2.17 Whilst the services are infrequent the MAX 35 service takes circa 20 minutes to connect with Guildford bus station, a transport node that links with a variety of locations within the surrounding area. In the opposite direction, Woking railway station can be reached on the MAX 35 service within 10 minutes.

Rail Services

Woking Railway Station

2.18 Woking railway station is located within cycling distance approximately 3km to the north of the site at Egley Road. This equates to an approximate 12-minute cycle.

2.19 Woking railway station, operated by South Western Railway, provides connections to London Waterloo to the East, Basingstoke to the West, and Portsmouth to the south. Services during a weekday run on average every five minutes to London, on average every 15 minutes to Portsmouth, and on average every ten minutes to Basingstoke. London Waterloo can be used as a node for travel further afield and can be reached from Woking railway station within 30 minutes.

2.20 **Table 2.2** sets out the current peak hour services and frequencies from this station.

Table 2.2: Train Services at Woking Station

Destination	Trains per Peak Hour Weekday	Trains per Peak Hour Saturday	Trains per Peak Hour Sunday
London Waterloo	17	14	6
Basingstoke	6	6	5
Portsmouth	5	5	3

2.21 Planned improvements to the South Western Main Line, which runs from London Waterloo to Weymouth, are scheduled to be undertaken between 2019 and 2024. The improvements which include a flyover at Woking railway station, will enable more trains to operate on this line with safer journeys and reduced disruption.

Worplesdon Railway Station

2.22 Worplesdon railway station is located within walking distance of the site to the south of the site, approximately 2,000m to the south of the site at Egley Road. This equates to an approximate 23-minute walk.

2.23 Worplesdon railway station, operated by South Western Railway, provides connections to London Waterloo to the East and Portsmouth to the south. Services run from Worplesdon to Woking every 20 minutes which can be used to travel further afield. Services during the weekday run on average every 20 minutes to London, and on average every half hour to Portsmouth. Access to London Waterloo can be used a node for travel further afield.

2.24 **Table 2.3** sets out the current peak hour services and frequencies from Worplesdon railway station.

Table 2.3: Train Services at Worplesdon Station

Destination	Trains per Peak Hour Weekday	Trains per Peak Hour Saturday	Trains per Peak Hour Sunday
London Waterloo	3	2	-
Woking	3	2	-
Portsmouth	2	1	-

Highway Network

Existing Site Access

2.25 The existing site access is from Egley Road. It currently serves Hoe Valley School and Woking Athletic Club. It is envisaged that the new development will utilise this access in conjunction with the existing uses. The access road will be extended in a southern direction through the form of a priority junction.

A320 Egley Road

2.26 The access to the site will enter onto Egley Road from the eastern boundary. Egley Road links with Turnoak Roundabout to the north and Guildford Road to the south. Egley Road dissects a residential area with a single carriageway 40mph route. Pedestrians are able to use shared cycle/pedestrian paths on at least one side of the road for the entirety of the road. There are numerous pedestrian crossing islands located on Egley Road including a signal-controlled crossing at the junction between Egley Road and Hoe Valley School.

B380 Mayford Green

2.27 Mayford Green borders the southern side of the site boundary. The road links to Smart's Heath Road to the west and continues towards Worplesdon. To the east of Mayford Green to the south east of the site there is a roundabout which gives access to Egley Road on the north and south arms and Guildford Road on the eastern arm. The B380 begins in a residential setting heading west with a single carriageway 30mph route and quickly turns rural with a 40mph speed restriction. In the 30mph zone in Mayford there are a number of speed bumps. Pedestrians are able to use footpaths on at least on side of the road until the road changes to a 40mph speed restriction.

Hook Hill Lane

2.28 Hook Hill Lane runs in a north westerly direction from Mayford Green, the road borders the south western corner of the Egley Road site. Hook Hill Lane links to Hook Heath to the north and Brookwood to the west. Hook Hill Lane is in a rural area with a single carriageway 30mph route. The road narrows over the bridge across the railway line to one-way working with signal control.

Traffic Flows

2.29 A total of 9 Manual Classified Counts (MCC) and 6 Automated Traffic Counts (ATC) surveys were undertaken on the highway network surrounding the site to provide the baseline traffic data. The MCCs were undertaken on two dates to provide an assessment of a weekday and weekend scenario. The weekday MCC survey was undertaken on 4th April 2019 between the times of 06:00-10:00 and 15:00-22:30 whilst the weekend survey was undertaken on 18th May 2019 between the times of 13:00-19:00. The weekend survey was undertaken without the presence of a Woking FC match. The ATC surveys were generally undertaken between 13th May and 19th May 2019 with the exception of one count which was assessed between 21st and 27th May 2019 due to an unanticipated error with recording equipment.

2.30 A plan of the traffic surveys that has been undertaken is shown in **Figure 2.6**. Further details of the of the survey data is presented in **Table 2.4**. This data has informed the traffic modelling work undertaken as part of the assessment work.

Figure 2.6 – Traffic Survey Plan

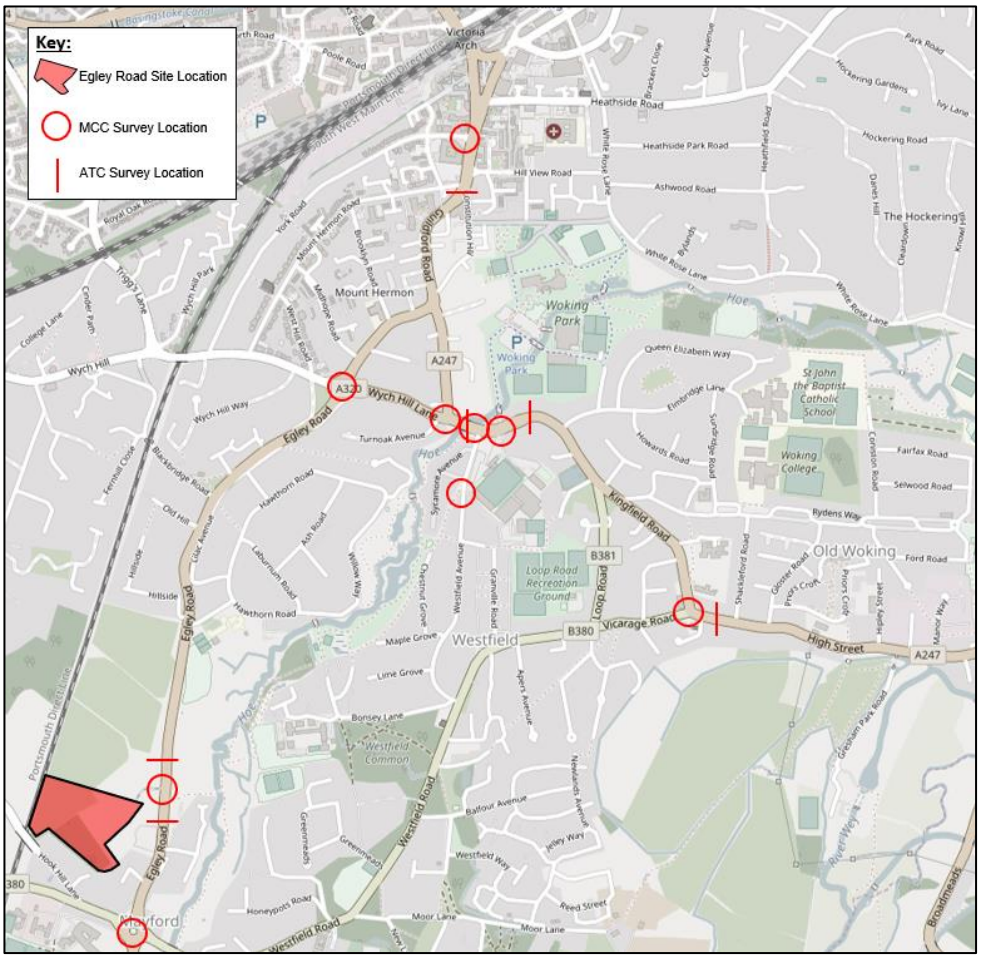


Table 2.4: Modelling Survey Data

Junction	Description	Source	Dates
1	Turnoak Roundabout	MCC	4th April 2019 – 18th May 2019
2	Kingfield Road/Woking Park/Woking FC Access	MCC	
3	Vicarage Road/High Street Roundabout	MCC	
4	Westfield Avenue David Lloyd Access	MCC	
4a	Westfield Avenue/Kingfield Road	MCC	
5	Egley Road/Guildford Road/Mayford Green (Mayford Roundabout)	MCC	
6	Egley Road Site Access	MCC	
7	Claremont Avenue/Wych Hill Lane	MCC	
8	York Road/Guildford Road	MCC	
9	Wych Hill Lane (East of Westfield Avenue)	ATC	21st May 2019 – 27th May 2019
10	Kingfield Road (West of Westfield Avenue)	ATC	13th May 2019 – 19th May 2019
11	High Street (West of Shackleford Road)	ATC	
12	Egley Road (North of Hoe Valley School)	ATC	
13	Egley Road (South of Hoe Valley School)	ATC	
14	Guildford Road (North of Constitution Hill)	ATC	

Collision Statistics

2.31 Personal Injury Collision (PIC) data in the area surrounding the site have been obtained from Surrey County Council for the six-year period from 1st January 2013 up to 30st November 2018. The PIC data for the surrounding roads is provided within **Appendix A**.

2.32 The review demonstrates that that there have been no fatal collisions within the study area.

Egley Road/Mayford Green Roundabout

2.33 A summary of the collisions recorded during the six-year period at the Egley Road/Mayford Green roundabout is provided in **Table 2.5**.

Table 2.5: Summary of Incidents

Year	Slight	Serious	Fatal	Total
2013	2	1	0	3
2014	1	0	0	1
2015	5	0	0	5
2016	3	0	0	3
2017	1	1	0	2
2018	1	0	0	1
Total	13	2	0	15

2.34 **Table 2.5** shows that over the most recent 6-year period there have been 13 slight and 2 serious collisions. This is not considered unusual and does not highlight any particular highway safety issue.

Egley Road

2.35 A summary of the collisions recorded during the six-year period on Egley Road from the Egley Road/Mayford Road Roundabout to Turnoak Roundabout is provided in **Table 2.6**.

Table 2.6: Summary of Incidents

Year	Slight	Serious	Fatal	Total
2013	3	1	0	4
2014	6	0	0	6
2015	5	2	0	7
2016	7	1	0	8
2017	3	0	0	3
2018	1	1	0	2
Total	25	5	0	30

2.36 **Table 2.6** shows that over the most recent 6-year period there have been 25 slight and 5 serious collisions on Egley Road. This is not considered unusual and does not highlight any particular highway safety issue.

Turnoak Roundabout

2.37 A summary of the collisions recorded during the six-year period at Turnoak Roundabout is provided in **Table 2.7**.

Table 2.7: Summary of Incidents

	Slight	Serious	Fatal	Total
2013	2	0	0	2
2014	4	0	0	4
2015	2	0	0	2
2016	2	0	0	2
2017	1	0	0	1
2018	0	0	0	0
Total	11	0	0	11

2.38 **Table 2.7** shows that over the most recent 6-year period there have been 11 slight and 0 serious collisions at this junction. This is not considered unusual and does not highlight any particular highway safety issue.

Summary

2.39 The site is located in close proximity to Woking and other smaller local villages. This will enable future residents and visitors of the site to undertake many day-to-day journeys on foot or by cycle. The site is also accessible to Guildford, which provides a range of key facilities.

2.40 There is a wide selection of existing walking and cycling facilities within the vicinity of the site, NCN 223 runs nearby the site and can be utilised for active travel to Woking and Guildford and further afield. The site also has a plethora of footpaths with a variety of destinations. All the roads in the vicinity of the site with residential surroundings have pedestrian footpaths on either site, when moving towards more rural areas the frequency of pedestrian footpaths on the sides of road is reduced.

2.41 The bus stop 300m of the eastern boundary of the site provides access to three services, which connect to key destinations such as Guildford, Woking town centre/railway station and Aldershot.

2.42 Rail services are provided very frequently from Woking railway station 7 days a week which link with London Waterloo, Portsmouth and Basingstoke. Rail services are also provided frequently from Worplesdon railway station Monday-Saturday which links with Woking, London Waterloo and Portsmouth.

2.43 A total of 9 MCC and 6 ATC surveys were undertaken on the highway network surrounding the site to provide the baseline traffic data.

2.44 There has been a total of 7 serious and 49 slight collisions on roads surrounding the site for the most recent six-year period, with not fatal collisions. The data does not identify any particular highway safety issue.

3 POLICY REVIEW

3.1 This section summarises the key transport policies at a national and local level, in the context of the development proposals. The documents included within this review are:

- The National Planning Policy Framework (NPPF);
- Planning Practice Guidance (PPG);
- Woking Core Strategy (2012);
- Surrey Transport Plan: Woking Borough Local Transport Strategy (2014);
- Woking Borough Council Parking Standards Supplementary Planning Document (2018); and

National Planning Policy Framework

3.2 The revised National Planning Policy Framework (NPPF) was published in February 2019 and identifies the Government's core principles behind the planning for and delivery of sustainable development.

3.3 The key overarching policies are set out in paragraphs 7 to 10 in terms of defining sustainable development, and paragraphs 11 to 14 in respect of the delivery of sustainable development.

3.4 The use of the NPPF within the plan-making and decision-taking process is clearly set out in paragraph 11. Paragraph 12 then sets out the status of the NPPF within these processes and paragraph 13 sets out implications on neighbourhood planning. The five main considerations in terms of transport are given in paragraph 102.

3.5 Section 9 of the NPPF covers sustainable transport and how the impact of development should be considered from the transport perspective.

3.6 The approach of NPPF is that sites should be considered on their relative sustainability - locally and across the district – and their economic, social and environmental impacts should be fully considered and how development will impact positively and negatively in these respects on surrounding communities.

3.7 Paragraph 110 states 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".*

3.8 The NPPF 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 would be severe.

3.9 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans should ensure that:

- "appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; 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."

Planning Practice Guidance

3.10 In March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-making' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.11 The guidance explains the role of Transport Assessments and Statements as: *"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".* The guidance also states that Travel Plans are *"long term management strategies for integrating proposals for sustainable travel into the planning process*" to promote and encourage sustainable travel. They should be brought forward in parallel with development proposals and should be integrated in to the design of developments.

3.12 The guidance explains that when preparing Transport Assessments and Travel Plans the following key principles should be taken into account:

- *"proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*

3.13 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"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."*

Woking Borough Council's Core Strategy

3.14 The Core Strategy was adopted in 2012 and was developed to replace the Woking Borough Local Plan (1999).

3.15 The Core Strategy outlines transport policies which set the vision for the borough moving forward throughout the timescale of the Core Strategy. The strategy acknowledges that new

development needs to be provided in the most sustainable locations and accessible by a choice of travel modes.

3.16 The Core Strategy policies prioritise sustainable travel modes with a focus of active travel (walking and cycling) modes. This will be achieved through the protection and enhancement and provision of pedestrian and cycle infrastructure.

3.17 Public transport will help to deliver efficient and sustainable growth in the borough and new and future public transport facilities will enable residents to access key services, facilities and jobs by all relevant modes of travel.

3.18 The proposals at Egley Road incorporate the policies of the Core Strategy through the provision of accessibility to active travel corridors that will connecting the site to the wider walking and cycling networks nearby, reducing the need to travel by car.

Surrey Transport Plan: Woking Borough Local Transport Strategy

3.19 The Woking Borough Local Transport Strategy (2014) forms part of the third Surrey Transport Plan (LTP3) which will run until 2026. The document sets out the transport aims and ambitions for the Borough and identifies key strategies, infrastructure schemes and initiatives that could help to achieve these.

3.20 The vision for the LTP3 is as follows:

To help people meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.

3.21 The Local Transport Plan (LTP3) vision will be met through four key objectives, as follows:

- **Effective Transport** – to facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements;
- **Reliable Transport** – to improve the journey time reliability of travel in Surrey;
- **Safe Transport** – to improve road safety and the security of the travelling public in Surrey;
- **Sustainable Transport** – to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

3.22 These strategies are set to be monitored through an annual review of the Forward Programme to ensure that short, medium and long-term targets are met.

Woking Borough Council Parking Standards Supplementary Planning Document

3.23 The Parking Standards Supplementary Planning Document (SPD) was adopted in April 2018 and outlines the Council's minimum car parking standards and cycle parking requirements for new developments. Regarding parking for residential dwellings **Table 3.1** indicates the minimum number of car parking spaces per dwelling dependant on number of bedrooms and type of dwelling.

Table 3.1: SPD Residential Car Parking Standards

Number of Bedrooms	Flat/Apartment/Maisonette	House/Bungalow
1	0.5	1
2	1	1
3	1	2
4	1.5	3
5+	2	3

3.24 The SPD also recommends that 2 cycle spaces should be incorporated per residential dwelling. The required cycle spaces can be incorporated into a garage where viable.

3.25 For D2 Health Clubs/Leisure Centres the SPD recommends an individual assessment/justification for both car and cycle parking provision.

3.26 For the Egley Road development, all residencies have been classified as houses in terms of required parking provisions.

Surrey County Council Vehicular and Cycle Parking Guidance

3.27 The Surrey County Council Parking Guidance Document (SPD) was published in January 2018 and outlines the County Council's maximum car parking standards and minimum cycle parking requirements for new developments. **Table 3.2** indicates the maximum parking standards for new residential dwellings.

Table 3.2: SCC – Maximum Residential Parking Standards

Locational Characteristics	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	1.5 + spaces per unit
3 bed houses	1 space per unit	1 + space per unit	2 + spaces per unit	2 + spaces per unit
4 + bed houses	1 space per unit	2 + spaces per unit	2 + spaces per unit	2 + spaces per unit

3.28 The guidance document states that each 1 and 2-bedroom unit should also include a minimum of 1 cycle parking space, dwellings with 3 or more bedrooms should include a minimum of 2 cycle parking spaces.

3.29 The Surrey County Council Parking Guidance document also sets out the requirement for electric vehicle charging points. The document states that for new residential developments of flats/apartments, 20% of the available parking spaces should be fitted with a fast charge socket.

4 DESCRIPTION OF DEVELOPMENT

Overview

4.1 Redevelopment of the site, following the demolition of the existing building, to provide a health club building (Class D2) incorporating an external swimming pool and tennis/sports courts, the provision of 36 dwelling houses (Class C3) up to a maximum of 3 storeys in height, associated landscaping and car parking and new vehicular access from an existing road serving Hoe Valley School.

4.2 Further detail in relation to the proposed development is provided in **Table 4.1**.

Table 4.1 – Proposed Development by Land Use

Use class	Units (no.) / Area (GEA) m^2
Leisure Centre (B1)	5,836 m^2
Residential (C3)	6,432m^2

4.3 All residential units will be offered to the Council as affordable housing. An indicative masterplan is included at **Appendix B**.

Site Access

4.4 The site will be accessed via the recently built signalised priority junction off Egley Road which was implemented to provide direct access to Hoe Valley School, located to the north of the site. The road from the junction towards the site extends south, and a priority junction will be provided for access to the site. Continuing on this road will provide access to the proposed David Lloyd site. The general arrangement drawing of the new junction is included in **Appendix C** which details how the arrangement will work. A general arrangement of the site access is shown at **Figure 4.1**.

Figure 4.1 – Egley Road Site Access General Arrangement

4.5 The internal site road is designed to incorporate traffic calming measures. It is planned that traffic cushions will be implemented approximately half-way between the access junction and the turning head to restrict speed throughout the internal site road. The speed cushions are added in line with guidance set out in Manual for Streets. Speed cushions have been determined to be more appropriate than road narrowing as it will allow continuous travel in both directions. The turning head will allow for easy movement of larger goods vehicles servicing the site.

4.6 The internal residential road is designed to be 5m wide with 2m footways either side of the carriageway. This is considered appropriate for the type of development.

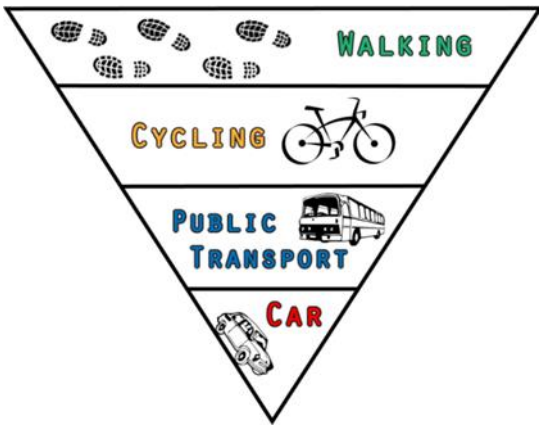
Design

4.7 The overarching objectives of the masterplan reflect current transport and planning policy which aims to:

- Design for community. Putting people, and their quality of life now and in the future, at the centre of decision making.
- Minimise the need to travel, and where travel occurs providing choice in transport and encouraging greater use of more sustainable and healthy forms of travel.
- Establish priorities so that development and day to day facilities are accessible in the first instance by walking and cycling, then by public transport, then by motor vehicles.

4.8 The masterplan is based on the following;

- **Design** is in terms of creating communities, where public interaction, outdoor and indoor, is the norm. Where friends and day to day activities are nearby and easy to get to, and where it is not an automatic reaction when leaving home to get into a car. Walking and cycling links are provided throughout the site, and there are public transport connections to key destinations.
- **Choice** is in terms of providing the infrastructure and facilities to minimise reliance on any single option. This widens social inclusion, and for instance, on average, makes contributing to commuter car congestion more of a choice and less of a necessity.
- **Behaviour** is in terms of educating people in the options and consequences. It brings together awareness, health, environment and personal convenience.



4.9 There will be pedestrian footways providing safe and convenient routes through all areas of the site and a path through the retained woodland area. Pedestrian connections to the fitness centre entrance will allow for access on foot. Continuous pedestrian footways from the site onto Egley Road provide access to bus stops within 300m of the site access.

Car Parking / Cycle Parking

4.10 Woking Borough Council's and Surrey County Council's parking guidelines are set out in **Section 3** of this report.

4.11 The proposed level of car parking and cycle parking for the residential element of the development will accord with these standards. Residential parking will primarily be provided on private driveways to provide car parking spaces for each dwelling. It is anticipated that there will be 90 residential car parking spaces.

4.12 For the fitness centre, the appropriate level of parking provision is subject to an individual assessment of each development. As a starting point, 20 cycle parking spaces will be provided for the David Lloyd fitness centre, with the potential to add additional parking should the need arise.

4.13 The proposals are for a car park comprising 280 car spaces. Based on a parking accumulation assessment, shown in **Table 4.2** and calculated using the proposed fitness centre trip generation, this is deemed an appropriate number of parking spaces for the fitness centre. A suitable provision of cycle parking spaces close to the centre's entrance will also be included.

4.14 The parking accumulation was calculated based on the observed movements into the existing David Lloyd fitness centre on Westfield Avenue. These values were then uplifted by a factor equivalent to the difference in floorspace between the existing David Lloyd fitness centre on Westfield Avenue and the proposed fitness centre at Egley Road. It was assumed that at the start of each day there would be 20 vehicles parked in the car park prior to 6am, this is likely to be staff who are working at the site prior to opening hours. **Table 4.2** shows the expected parking accumulation at the proposed David Lloyd car park with provisions for 280 parking spaces.

Table 4.2 – Proposed Fitness Centre Parking Accumulation

	Weekday		Saturday	
	Parked Cars	**Saturation**	**Parked Cars**	**Saturation**
Before Survey	20	7%	20	7%
06:00-07:00	101	36%	77	28%
07:00-08:00	72	26%	176	63%
08:00-09:00	124	44%	245	88%
09:00-10:00	206	74%	214	76%
10:00-11:00	177	63%	164	59%
11:00-12:00	154	55%	104	37%
12:00-13:00	146	52%	90	32%
13:00-14:00	132	47%	86	31%
14:00-15:00	106	38%	107	38%
15:00-16:00	127	45%	98	35%
16:00-17:00	150	54%	73	26%
17:00-18:00	168	60%	46	16%
18:00-19:00	189	68%	43	15%
19:00-20:00	137	49%	34	12%
20:00-21:00	71	25%	28	10%
21:00-22:00	34	12%	28	10%
22:00-22:30	15	5%	28	10%

4.15 As shown in **Table 4.2**, it is likely that the provision of 280 fitness centre car parking spaces is a suitable amount as there will be no overspill of parked cars during any period of the day. There is also sufficient residual supply to reduce the possibility of visitors having to circulate the car park looking for a space and enough tolerance in the provision to accommodate any peaks in demand.

Refuse and Servicing

4.16 All refuse and servicing will take place on site. Swept path drawings of the movement of a refuse vehicle and a fire tender on site is provided in **Appendix D**.

Travel Plan

4.17 A Travel Plan will support the proposed fitness centre development by setting out a number of measures to facilitate and encourage sustainable travel to and from the fitness centre. The Travel Plan will be managed by a Travel Plan Co-ordinator (TPC) who will be appointed prior to the opening of the site.

4.18 The role of the TPC will be clearly defined within the Travel Plan. This will include (but not be limited to) the following:

- Monitoring the performance of the Travel Plan;
- Engaging with the local community and stakeholders;
- Introducing additional sustainable travel measures where appropriate; and
- Addressing any unforeseen impacts of the development.

4.19 The Travel Plan will also include:

- Targets for reduction in car trips, which will initially be based on Census Journey to Work data and subsequently (following occupation) on site surveys;
- A number of measures that will be implemented to meet the target reductions in single occupancy car use;
- Details of how the Travel Plan will be funded and for how long;
- Surveys to monitor whether the Travel Plan is achieving its targeted reduction in car use; and
- Details of remedial measures that may be implemented should targets not be met.

4.20 As per the Surrey County Council Travel Plan Good Practice Guide for Developers 2018, the residential aspect of the development does not meet the threshold for a Travel Plan Statement. A Travel Plan Statement is required for residential developments of between 50 and 80 units.

5 TRIP FORECAST

5.1 This section of the Transport Assessment sets out the forecast trip generation associated with the proposed development, by all travel modes.

Residential Trip Generation

Trip Rate Assessment

5.2 The starting point for understanding the potential demand from the proposed residential development is to derive a total people trip rate. In order to do this, the TRICS database has been used to derive average weekday and weekend trip rates for similar sites which fall within the following parameters:

- Residential – Housing Privately Owned;
- All regions excluding Greater London and Ireland;
- Location – Suburban Area, Edge of Town and Neighbourhood Centre – All Zones;
- Monday – Friday / Saturday;
- Surveys undertaken since 01/01/11; and
- 30 - 60 units (applied to weekday only).

5.3 Whilst the proposals are expected to provide affordable housing the TRICS sites for privately owned houses have been selected. This is the most trip intensive category, and therefore presents a robust assessment of the maximum potential impact of the proposed development.

5.4 In total, 15 weekday surveys over 12 sites fell within these parameters, and for Saturday one site fell within the parameters. The resultant average total person trip rates are set out in **Table 5.1** for the weekday AM and PM peak hours and the Saturday assessment hour. Full TRICS data is contained in **Appendix E.**

Table 5.1: Total Person Residential Trip Rates, per dwelling

	Arrivals	Departures	Two-Way
Weekday (0800-0900)	0.156	0.660	0.816
Weekday (1700-1800)	0.531	0.271	0.802
Saturday (1300-1400)	0.265	0.196	0.461

5.5 Applying the trip rates in **Table 5.1** to the proposed residential development of 36 dwellings results in a total person trip generation as summarised in **Table 5.2.**

Table 5.2: Total Person Trip Generation (36 Dwellings)

Time Period	Arrivals	Departures	Two-Way
Weekday (0800-0900)	6	24	29
Weekday (1700-1800)	19	10	29
Saturday (1300-1400)	10	7	17

Journey Purpose

5.6 To forecast the manner in which trips are made in the peak periods, the National Travel Survey (NTS) has been considered to first obtain a breakdown of the proportion of trips per journey purpose in each weekday assessment hour. The NTS consists of face-to-face interviews and a seven-day self-completed written travel diary, and allows trips to be broken-down by journey purpose. In turn, this will allow the mode split of trips to be applied for each purpose.

5.7 A summary of trips by journey purpose in the weekday AM and PM peak periods is provided in **Table 5.3**.

Table 5.3: NTS Trips by Journey Purpose

Journey Purpose	AM Peak Hour	PM Peak Hour
Commuting	21%	33%
Business	3%	4%
Education	29%	3%
Escort education	22%	2%
Shopping	4%	12%
Other work, other escort and personal business	14%	20%
Visiting friends / entertainment / sport	3%	19%
Holiday / Day trip / Other	3%	7%
Total	100%	100%

5.8 **Table 5.3** demonstrates that trips can be classified into three general journey purposes, commuting, education, and leisure / recreation, with the proportion of trips for each purpose as summarised in **Table 5.4.**

Table 5.4: Trips by Journey Purpose – Commuting, Education, Leisure / Recreation

Start Time	Commuting	Education	Leisure / Recreation
(0800-0900)	24%	51%	25%
(1700-1800)	37%	5%	58%

5.9 The NTS data only covers weekday trips. For the purposes of this assessment, it will be assumed that 100% of Saturday trips are for leisure purposes.

5.10 Distributing the total person residential trips summarised in **Table 5.2** by the journey purpose summarised in **Table 5.4** results in a breakdown of trips by journey purposes as summarised in **Table 5.5**

Table 5.5: Total Person Residential Trips by Journey Purpose

	Weekday (0800-0900)			Weekday (1700-1800)			Saturday (1300-1400)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Commuting	1	6	7	7	4	11	0	0	0
Education	3	12	15	1	0	1	0	0	0
Leisure/Recreation	1	6	7	11	6	17	10	7	17
Total	6	24	29	19	10	29	10	7	17

Modal Split

Commuting

5.11 Firstly, the trips for commuting purposes will be considered. Using the data available from the NTS, a judgement has been made that in the weekday AM peak period 24% of trips are for the purpose of commuting, increasing to 37% of trips in the weekday PM peak period.

5.12 In order to estimate an appropriate mode split for commuting trips from the residential element of the site, Census data for 'Method of Travel to Work' has been used. Census Table QS701EW has been interrogated to obtain the mode split of existing residents of Middle Super Output Area (MSOA) Woking 012, which contains the site. The mode split is presented in **Table 5.8**.

Table 5.8 – Woking 012 Mode Split for Method of Travel to Work

	Mode Split
Train	20%
Bus	2%
Taxi	0%
Motorcycle	0%
Car Driver	68%
Car Passenger	3%
Bicycle	2%
Walk	4%
Other	1%
Total	100%

5.13 In order to present a robust assessment of the potential traffic generation of the site, no discounts to the car driver mode share have been applied to account for the implementation of a Travel Plan. The census mode split has therefore been applied directly to the residential trips for employment, with the resultant multi-modal trip generation set out in **Table 5.9**.

Table 5.9: Multi-Modal Trip Generation – Residential, Commuting

Mode	Weekday (0800-0900)			Weekday (1700-1800)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Train	0	1	1	1	1	2
Bus	0	0	0	0	0	0
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	1	4	5	5	2	7
Car Passenger	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0
Walk	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total	1	6	7	7	4	11

Education

5.14 The NTS data demonstrates that in the AM peak hour 51% of journeys are undertaken for the purpose of education, reducing to 5% in the PM peak hour. Of these journeys, it is judged that approximately 50% relate to primary education, and 50% to secondary education.

5.15 To maintain a sound assessment, for car trips to school it is assumed that all children are driven to school individually, ignoring the potential of car sharing for journeys to and from school.

5.16 NTS provides mode splits for primary and secondary education, which will be used to forecast the mode split for education-related trips at Egley Road. The mode splits for children aged 5-10, and 11-16, are set out in **Table 5.10**.

Table 5.10 – Mode Split for Internal Trips to Education

Mode	Primary	Secondary
Walking	51%	35%
Car/Van	41%	26%
Bus	4%	31%
Train	0%	2%
Cycle	2%	4%
Other	2%	2%
TOTAL	100%	100%

5.17 Based on the location of the nearby schools that are likely to encompass the residents of the Egley Road development it has been determined that the mode splits presented in **Table 5.10** are appropriate and will reflect reality at the site.

5.18 Again, no discount to car driver mode share will be applied to account for the Travel Plan or the proximity of Hoe Valley school, in order to ensure a robust assessment. Applying the mode splits as set out in **Table 5.10** to the education trips as given in **Table 5.5** gives a multi-modal trip generation for primary school trips as set out in **Table 5.11** and for secondary school trips as set out in **Table 5.12**.

Table 5.11: Multi-Modal Trip Generation – Residential, Primary Education

Mode	Weekday (0800-0900)			Weekday (1700-1800)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Train	0	0	0	0	0	0
Bus	0	0	0	0	0	0
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	1	3	3	0	0	0
Car Passenger	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0
Walk	1	3	4	0	0	0
Other	0	0	0	0	0	0
Total	1	6	8	0	0	1

Table 5.12: Multi-Modal Trip Generation – Residential, Secondary Education

Mode	Weekday (0800-0900)			Weekday (1700-1800)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Train	0	0	0	0	0	0
Bus	0	2	2	0	0	0
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	0	2	2	0	0	0
Car Passenger	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0
Walk	1	2	3	0	0	0
Other	0	0	0	0	0	0
Total	1	6	8	0	0	1

Leisure / Recreation

5.19 The NTS data demonstrates that in the weekday AM peak hour, 25% of journeys are undertaken for the purpose of leisure/recreation (shopping, personal business, visiting friends, holiday/day trips etc), increasing to 58% in the PM peak hour. It is also assumed that 100% of trips in the Saturday assessment hour are for leisure / recreation purposes.

5.20 There is no available data for the typical mode split of trips for leisure purposes, therefore the local census data for travel to work is used as a proxy. Applying the mode split set out in **Table 5.8** to the total person leisure trips as provided at **Table 5.5** results in the multi-modal trip generation for leisure/recreation purposes given in **Table 5.13**.

Table 5.13: Multi-Modal Trip Generation – Residential, Leisure / Recreation

Mode	Weekday (0800-0900)			Weekday (1700-1800)			Saturday (1300-1400)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Train	0	1	1	2	1	3	2	1	3
Bus	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	0	0
Car Driver	1	4	5	8	4	11	6	5	11
Car Passenger	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0
Walk	0	0	0	1	0	1	0	0	1
Other	0	0	0	0	0	0	0	0	0
Total	1	6	7	11	6	17	10	7	17

5.21 The total multi-modal trip generation of the residential element of the site, for all journey purposes, is set out in **Table 5.14**.

Table 5.14: Multi-Modal Trip Generation – Residential, All Journey Purposes

Mode	Weekday (0800-0900)			Weekday (1700-1800)			Saturday (1300-1400)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Train	1	2	3	4	2	6	2	1	3
Bus	1	2	3	0	0	1	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	0	0
Car Driver	3	12	15	13	6	19	6	5	11
Car Passenger	0	0	0	1	0	1	0	0	0
Bicycle	0	1	1	0	0	1	0	0	0
Walk	1	6	7	1	1	2	0	0	1
Other	0	0	0	0	0	0	0	0	0
Total	6	24	29	19	10	29	10	7	17

Fitness Centre Trip Generation

5.22 The trip generation associated with the D2 leisure centre floorspace has been estimated based on the trip profile of the existing David Lloyd fitness centre in Woking at Westfield Avenue, which intends to relocate to the proposed fitness facility at the Egley Road site. Existing trips associated the David Lloyd centre , a snooker club and gymnastics club at the Woking Football Club Westfield Avenue site have been removed from the network in the development scenarios as the units are to be demolished as part of the site proposals for that site.

5.23 Surveys of the existing David Lloyd site access were undertaken in April 2019 to record the numbers of vehicles entering and leaving the existing site. The results of this is shown at **Table 5.15**. The numbers of pedestrian and cyclist movements was counted with a similar methodology using the data derived from a survey of the site access. The results of the survey provided a mode split that to be used for the basis of assessment for the new David Lloyd.

Table 5.15 – Existing David Lloyd Observed Vehicle Movements

	Weekday			Saturday		
	In	**Out**	**Total**	**In**	**Out**	**Total**
06:00-07:00	70	8	78	0	0	0
07:00-08:00	56	78	134	54	10	64
08:00-09:00	75	35	110	108	32	140
09:00-10:00	109	46	155	102	49	151
10:00-11:00	52	74	126	65	89	154
11:00-12:00	46	64	110	73	111	184
12:00-13:00	54	60	114	49	95	144
13:00-14:00	43	54	97	37	48	85
14:00-15:00	32	52	84	32	35	67
15:00-16:00	54	38	92	48	32	80
16:00-17:00	77	59	136	35	42	77
17:00-18:00	92	78	170	20	39	59
18:00-19:00	103	87	190	15	36	51
19:00-20:00	50	90	140	18	20	38
20:00-21:00	22	73	95	7	14	21
21:00-22:00	18	46	64	0	5	5
22:00-22:30	2	17	19	0	0	0

5.24 The current David Lloyd centre has a floorspace of circa 3,914sqm, and on this basis the observed in/out movements have been used to calculate a trip rate per 100sqm of floorspace. The resulting trip rates that were used to calculate the trip generation is shown in **Table 5.16**.

Table 5.16 – David Lloyd Vehicular Trip Rate per 100m²

	Weekday			Saturday		
	In	Out	Total	In	Out	Total
06:00-07:00	1.788	0.204	1.993	0.000	0.000	0.000
07:00-08:00	1.431	1.993	3.424	1.380	0.255	1.635
08:00-09:00	1.916	0.894	2.810	2.759	0.818	3.577
09:00-10:00	2.785	1.175	3.960	2.606	1.252	3.858
10:00-11:00	1.329	1.891	3.219	1.661	2.274	3.935
11:00-12:00	1.175	1.635	2.810	1.865	2.836	4.701
12:00-13:00	1.380	1.533	2.913	1.252	2.427	3.679
13:00-14:00	1.099	1.380	2.478	0.945	1.226	2.172
14:00-15:00	0.818	1.329	2.146	0.818	0.894	1.712
15:00-16:00	1.380	0.971	2.351	1.226	0.818	2.044
16:00-17:00	1.967	1.507	3.475	0.894	1.073	1.967
17:00-18:00	2.351	1.993	4.343	0.511	0.996	1.507
18:00-19:00	2.632	2.223	4.854	0.383	0.920	1.303
19:00-20:00	1.277	2.299	3.577	0.460	0.511	0.971
20:00-21:00	0.562	1.865	2.427	0.179	0.358	0.537
21:00-22:00	0.460	1.175	1.635	0.000	0.128	0.128
22:00-22:30	0.051	0.434	0.485	0.000	0.000	0.000

5.25 A predicted mode split derived from data obtained from pedestrian and traffic surveys at the existing David Lloyd on Westfield Avenue is shown at **Table 5.17**.

Table 5.17: David Lloyd Mode Split

	Weekday	Saturday
Car	91%	92%
Walking	9%	7%
Cycling	0%	1%

5.26 The proposed new fitness centre will have a floorspace of 5,084sqm. The trip rates shown in **Table 5.16** have been applied to this area to give an anticipated trip generation as set out in **Table 5.18**. The pedestrian and cyclist trips have been calculated by applying the pedestrian and cyclist percentage mode split from **Table 5.17** to the car driver trips generated by the site.

Table 5.18: Multi-Modal Trip Generation – Fitness Centre

Mode	Weekday (0800-0900)			Weekday (1700-1800)			Saturday (1300-1400)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Vehicle	97	45	143	120	101	221	57	65	122
Pedestrian	10	4	14	12	10	22	4	5	9
Cyclist	0	0	0	0	0	0	1	1	1

5.27 The total trips associated with the proposed development at Egley Road is the combination of the residential and fitness centre trips, which is set out in **Table 5.19** for all modes of travel.

Table 5.19: Multi-Modal Trip Generation – Egley Road Site Total

Mode	Weekday (0800-0900)			Weekday (1700-1800)			Saturday (1300-1400)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Train	1	2	3	4	2	6	2	1	3
Bus	1	2	3	0	0	1	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	0	0
Car Driver	100	57	158	133	107	240	63	70	133
Car Passenger	0	0	0	1	0	1	0	0	0
Bicycle	0	1	1	0	0	1	1	1	1
Walk	11	10	21	13	11	24	4	5	10
Other	0	0	0	0	0	0	0	0	0
Total	113	72	186	151	120	273	70	77	147

Trip Distribution

5.28 This section of the report describes the methodology used to distribute external vehicle trips associated with the proposed development across the local highway network. The respective distributions for each land use and all relevant traffic flow diagrams are contained within **Appendix F**.

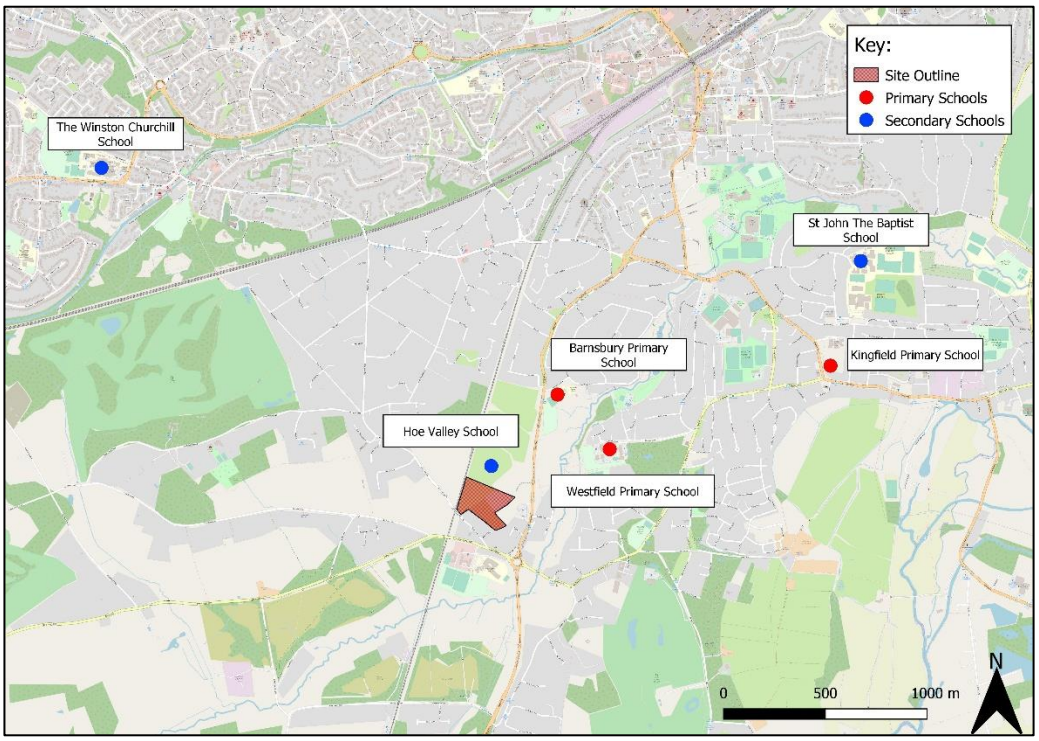
Residential – Commuting

5.29 The residential vehicular trips for commuting purposes have been distributed based on 2011 census data for 'Location of Usual Residence and Place of Work by Method of Travel to Work' (Table WU03EW). The routes to each output area representing at least 0.5% of the data has been calculated and applied proportionally to the proposed trip generation.

Residential – Education

5.30 The residential vehicular trips for education have been distributed on the basis of the locations of the three closest primary schools (for primary education trips) and the three closest secondary schools (for secondary education trips). The primary schools are Westfield Primary, Barnsbury Primary and Kingfield Primary and the secondary schools are Hoe Valley School, St John the Baptist and Winston Churchill School. The locations of the schools are shown in **Figure 5.1**.

Figure 5.1 – School Distribution Plan



5.31 For each of primary and secondary education trips, the trips have been split equally between the three closest schools.

5.32 As it is determined that 33% of the residents at Egley Road will study at Hoe Valley School, which is located on the same site as the residential development, only 67% of the secondary educational trips have been distributed outside of the site. In reality due to the location of Hoe Valley School to the site it is likely that more than 33% will study there. Therefore, this can be seen as a robust assessment.

Residential – Leisure / Recreation

5.33 There is no definitive data to inform the distribution of vehicular trips for leisure / recreation purposes from the proposed Egley Road site. Therefore, it was judged to be most appropriate to use the commuting distribution as a suitable proxy.

Fitness Centre

5.34 The vehicular trips associated with the proposed fitness centre have been distributed based upon membership postcode data held by the existing David Lloyd centre at Westfield Avenue. Existing trips associated the David Lloyd centre , a snooker club and gymnastics club at the Woking Football Club site have been removed in the development scenarios as they are to be demolished as part of the site proposals for this location.

5.35 Anonymous data which provided the postcodes of David Lloyd members at the existing facility on Westfield Avenue was analysed and categorised by census middle super output areas. For each MSOA which represented at least 0.5% of the data, the route from the proposed Egley Road site was calculated. The vehicular trips associated with the proposed development have been distributed across the highway network proportionally in accordance with this data.

Additional Local Development - Hoe Valley School Trips

5.36 Hoe Valley School currently has 507 students, but has capacity for up to 840 students. It is expected that the increase in student numbers will occur over the upcoming few years, and therefore it is prudent to assume for the future year assessment that a proportionally higher number of trips will be in place across the network.

5.37 The current number of trips entering and leaving the Hoe Valley School access have been established through traffic surveys undertaken in April and May 2019. To forecast the traffic generation associated with the increase in pupil numbers, the traffic flows at the school site access have been increased by 60% (a proportional increase from 507 to 840), and the additional trips have been distributed in accordance with the census data for travel to work that was used for distributing residential trips for commuting.

6 HIGHWAY NETWORK ASSESSMENT

6.1 This section provides an assessment of the potential impact of the proposed development on the highway network.

Highway Network

6.2 The potential impact of the proposed development has been assessed at the following locations:

- Site Access / Egley Road Junction;
- Claremont Avenue / Kingfield Road Junction;
- Guildford Road / York Road Junction;
- Westfield Avenue / Kingfield Road Junction;
- Mayford Green / Egley Road / Kingfield Road Roundabout;
- High Street / Kingfield Road / Vicarage Road Roundabout; and
- A247 / Egley Road / Wych Hill Lane Roundabout.

Assessment Scenarios

6.3 The highway network has been assessed in the following scenarios:

- Base 2019;
- Base 2022; and
- Base 2022 + Development.

6.4 All three scenarios have been assessed in the AM peak period (0800-0900), the PM peak period (1700-1800) and the Saturday peak period (1300-1400). The period 1300-1400 on a Saturday has been determined as the busiest time of the day as this was the peak period observed during the undertaken traffic surveys.

6.5 The Base 2019 is informed by the traffic survey data collected on the 4th April and 18th May 2019.

6.6 The Base 2022 scenario assesses the future growth on the highway network if the development did not come forward.

6.7 The Base 2022 is informed by the Base 2019 figures which has been multiplied by a TEMPro growth factor to replicate natural growth expected in the area.

6.8 The Base 2022 + Development assesses the impact of the residential development and David Lloyd the local highway network. The trip generation forecast for 36 dwellings and the David Lloyd has been distributed onto the network appropriately. The trips associated with the existing David Lloyd on Westfield Avenue have been removed from the network, and as a result, in some instances there are less vehicles on the network in the 2022+Dev scenario than in the Base 2022 scenario.

Committed Development

6.9 It was agreed by WBC and SCC that there are no committed developments to be included within the modelling of the assessed junctions.

Traffic Growth

6.10 As the assessment scenarios do not include any committed developments, a TEMPro growth factor for the year 2022 has been applied to simulate natural traffic growth. The development is anticipated to be inhabited by residents by 2022. The TEMPro growth factors used within this assessment are shown in **Table 6.1**.

Table 6.1 – TEMPro Growth Factor

Time Period	Growth Factor
AM	1.0355
PM	1.0362
Saturday	1.0377

6.11 In terms of overall travel patterns, we make 16% fewer trips than in 1996, we use motorise transport for 14% fewer trips per year than in 2002, we travel 10% fewer miles than in 2002, and spend 22 hours less travelling than we did a decade ago[1]. If trip rates were to continue to decline then by 2040 travel would be 70 billion vehicle miles per year less than current forecasts. These trends are not a blip in the data. They pre-date the recession and the advancement of broadband and mobile internet.

[1] All Change? The future of travel demand and the implications for policy and planning, May 2018, page 5

6.12 Since the mid 1990s there have been some notable changes in how much, where and how people travel. Workers are now commuting to work on fewer days per week, and there has been growth in the number of workers who do not have a fixed usual workplace. Working from home is growing both on an occasional and usual basis, and part-time and self-employment has grown, which generally have fewer commute trips. Overall, there has been a 20% reduction in commute trips per week.

6.13 In addition, 18-30 year old males travel 50% fewer miles than they did in 1995. In the 1990s by the age of 30, 80% of people were driving. This marker is now only reached by the time people reach 45. In 1993 55% of 17 to 20 year old males held a license. This figure is now 33% with the corresponding figures for women being 42% and 29%. The later age at which licenses were taken up has always been associated with lower car use across the life course.

6.14 Overall, the trend is far less travel, and less reliance on the private car to achieve mobility. The application of TEMPro growth therefore represents a conservative assessment.

Site Access / Egley Road Junction

6.15 The Site Access / Egley Road Junction has been assessed in the Linsig software programme. The development impact at the junction is shown at **Table 6.2**. A summary of the results is provided in **Table 6.3**. Full details of the Linsig assessment are included at **Appendix G**.

Table 6.2 – Site Access / Egley Road Development Impact

	2019	2022	2022+Dev	Development Impact
AM Flow	1685	1971	2127	7.91%
PM Flow	1633	1688	1928	14.22%
Saturday Flow	1218	1262	1395	10.54%

Table 6.3 – Summary of Linsig Results – Site Access / Egley Road Junction

	Base 2019		Base 2022		Base 2022 + Dev	
	Degree of Saturation (%)	Queue Length (pcu)	Degree of Saturation (%)	Queue Length (pcu)	Degree of Saturation (%)	Queue Length (pcu)
AM Peak						
Egley Road (North)	57.3	7.1	59.1	7.7	81.6	9.5
Hoe Valley School Access	32.4	1.7	62.1	3.9	75.4	5.3
Egley Road (South)	89.2	16.6	88.1	19.5	88.1	21.0
PM Peak						
Egley Road (North)	68.0	10.0	69.3	10.7	71.7	11.7
Hoe Valley School Access	7.2	0.4	7.4	0.4	31.8	1.6
Egley Road (South)	88.4	14.7	87.3	15.0	87.4	16.6
Saturday Peak						
Egley Road (North)	51.1	5.6	52.4	5.8	53.4	5.9
Hoe Valley School Access	5.3	0.2	5.4	0.2	19.2	0.9
Egley Road (South)	86.6	11.0	86.7	11.5	85.3	11.7

6.16 The results demonstrate that the junction operates satisfactorily in all three scenarios. In the AM peak period the junction is busier than in the PM peak period, but the model demonstrates the overall performance of the junction during the busiest peak periods is acceptable, with limited levels of queuing and delay.

Claremont Avenue / Kingfield Road Junction

6.17 Claremont Avenue / Kingfield Road Junction been assessed in the Junctions 9 software programme as two separate priority junctions due to the complexity of the junction. The first junction has been modelled with Claremont Avenue as the minor arm and Kingfield Road (E) as the right turn major lane (Version A). Flows from the Kingfield Road (W) arm were not included within this model. The second junction Kingfield Road (W) has been modelled as the minor arm and Claremont Avenue as the right major turn arm (Version B). Flows for Kingfield Avenue (E) were not included within this model.

6.18 The development impact at the junction is shown at **Table 6.4**. A summary of the modelling results is provided in **Table 6.5** and **6.6**. Full details of the Junctions 9 assessment are included at **Appendix H**.

Table 6.4 – Claremont Avenue/Kingfield Road Development Impact

	2019	2022	2022+Dev	Development Impact
AM Flow	1962	2032	1930	-5.02%
PM Flow	1754	1817	1603	-11.78%
Saturday Flow	1506	1563	1434	-8.25%

Table 6.5 – Summary of Junctions 9 Results – Claremont Avenue / Kingfield Road Version A

	Base 2019		Base 2022		Base 2022 + Dev	
AM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Claremont Avenue	1.5	0.60	1.7	0.63	1.5	0.60
Kingfield Road (E)	0.0	0.00	0.0	0.00	0.0	0.00
PM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Claremont Avenue	1.5	0.61	1.7	0.63	1.4	0.58
Kingfield Road (E)	0.0	0.00	0.0	0.00	0.0	0.00
Saturday Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Claremont Avenue	0.8	0.44	0.8	0.45	0.7	0.42
Kingfield Road (E)	0.0	0.00	0.0	0.00	0.0	0.00

6.19 The results demonstrate that the Claremont Avenue / Kingfield Road Version A junction operates satisfactorily in all scenarios with a maximum RFC of 0.63 recorded on the Claremont Avenue arm in the AM and PM Peak in the Base 2022 scenario. The removal of the existing David Lloyd trips from the network results in a net benefit for the junction in the 2022 + development scenario.

Table 6.6 – Summary of Junctions 9 Results – Claremont Avenue / Kingfield Road Version B

	Base 2019		Base 2022		Base 2022 + Dev	
AM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Kingfield Road (W)	4.7	0.83	6.0	0.86	3.8	0.80
Claremont Avenue	0.1	0.12	0.1	0.12	0.1	0.12
PM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Kingfield Road (W)	4.7	0.83	6.0	0.86	2.9	0.74
Claremont Avenue	0.1	0.10	0.1	0.10	0.1	0.10
Saturday Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Kingfield Road (W)	5.3	0.85	7.0	0.88	3.9	0.80
Claremont Avenue	0.1	0.05	0.1	0.05	0.1	0.05

6.20 The results demonstrate that the Claremont Avenue / Kingfield Road Version B junction operates satisfactorily in all scenarios with a maximum RFC of 0.88 recorded on the Claremont Avenue arm in the Saturday Peak in the Base 2022 scenario. The removal of the existing David Lloyd trips from the network results in a net benefit for the junction in the 2022 + development scenario.

Guildford Road / York Road Junction

6.21 Guildford Road / York Road Junction has been assessed in the Junctions 9 software programme. The development impact at the junction is shown at **Table 6.8**. A summary of the results is provided in **Table 6.9**. Full details of the Junctions 9 assessment are included at **Appendix I**.

Table 6.8 – Guildford Road / York Road Development Impact

	2019	2022	2022+Dev	Development Impact
AM Flow	1833	1959	1955	-0.20%
PM Flow	1859	1926	1899	-1.40%
Saturday Flow	1583	1643	1625	-1.10%

Table 6.9 – Summary of Junctions 9 Results – Guildford Road / York Road Junction

	Base 2019		Base 2022		Base 2022 + Dev	
AM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Guildford Road (S)	0.8	0.45	0.9	0.48	0.9	0.48
York Road	0.4	0.27	0.4	0.31	0.4	0.31
Guildford Road (N)	0.3	0.24	0.3	0.25	0.3	0.25
PM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Guildford Road (S)	0.4	0.28	0.4	0.30	0.4	0.29
York Road	0.2	0.18	0.2	0.19	0.2	0.19
Guildford Road (N)	0.3	0.23	0.3	0.24	0.3	0.24
Saturday Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Guildford Road (S)	0.3	0.23	0.3	0.24	0.3	0.24
York Road	0.1	0.08	0.1	0.09	0.1	0.09
Guildford Road (N)	0.2	0.15	0.2	0.16	0.2	0.16

6.22 The results demonstrate that the Guilford Road / York Road junction operates satisfactorily in all scenarios with a maximum RFC of 0.48 recorded on Guildford Road (S) in the AM Peak in the Base 2022 + Development scenario.

Westfield Avenue / Kingfield Road Junction

6.23 Westfield Avenue / Kingfield Road Junction has been assessed in the Junctions 9 software programme. The development impact at the junction is shown at **Table 6.10** A summary of the results is provided in **Table 6.11**. Full details of the Junctions 9 assessment are included at **Appendix J**.

Table 6.10 – Westfield Avenue/Kingfield Road Development Impact

	2019	2022	2022+Dev	Development Impact
AM Flow	1962	2001	1894	-5.35%
PM Flow	1754	1861	1597	-14.19%
Saturday Flow	1506	1569	1419	-9.56%

Table 6.11– Summary of Junctions 9 Results – Westfield Avenue / Kingfield Road Junction

	Base 2019		Base 2022		Base 2022 + Dev	
AM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Kingfield Road (E)	1.7	0.64	2.0	0.68	1.3	0.58
Westfield Avenue	0.6	0.38	0.7	0.44	0.5	0.33
Kingfield Road (W)	0.7	0.43	0.8	0.45	0.5	0.32
PM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Kingfield Road (E)	0.6	0.36	0.6	0.38	0.3	0.24
Westfield Avenue	0.3	0.26	0.4	0.29	0.1	0.09
Kingfield Road (W)	0.9	0.48	1.0	0.50	0.5	0.34
Saturday Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Kingfield Road (E)	0.5	0.32	0.5	0.34	0.3	0.23
Westfield Avenue	0.2	0.14	0.2	0.15	0.0	0.05
Kingfield Road (W)	0.5	0.32	0.5	0.33	0.3	0.25

6.24 The results demonstrate that the junction operates satisfactorily in all three scenarios with a maximum RFC of 0.68 recorded on Kingfield Road in the AM Peak in the Base 2022 scenario.

Mayford Green / Egley Road / Kingfield Road Roundabout

6.25 Mayford Green / Egley Road / Kingfield Road Roundabout has been assessed in the Junctions 9 software programme. The development traffic impact at the junction is shown at **Table 6.12.** A summary of the results if provided in **Table 6.13**. Full details of the Junctions 9 assessment are included at **Appendix K**.

Table 6.12 – Mayford Green/Egley Road/Kingfield Road Development Impact

	2019	2022	2022+Dev	Development Impact
AM Flow	2627	2864	2905	1.43%
PM Flow	2479	2569	2592	0.90%
Saturday Flow	1955	2029	2056	1.33%

Table 6.13 – Summary of Junctions 9 Results – Mayford Green / Egley Road / Kingfield Road Roundabout

	Base 2019		Base 2022		Base 2022 + Dev	
AM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Guildford Road	0.7	0.41	0.8	0.45	0.8	0.46
Egley Road (S)	1.8	0.64	2.6	0.73	2.7	0.73
Mayford Green Road	1.0	0.50	1.2	0.55	1.3	0.56
Egley Road (N)	1.0	0.50	1.3	0.57	1.4	0.58
PM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Guildford Road	0.5	0.35	0.6	0.37	0.6	0.36
Egley Road (S)	2.0	0.67	2.2	0.70	2.2	0.70
Mayford Green Road	0.4	0.30	0.5	0.32	0.5	0.32
Egley Road (N)	1.0	0.50	1.1	0.52	1.1	0.53
Sat Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Guildford Road	0.3	0.22	0.3	0.23	0.3	0.24
Egley Road (S)	1.1	0.52	1.2	0.54	1.2	0.54
Mayford Green Road	0.3	0.25	0.4	0.26	0.4	0.27
Egley Road (N)	0.6	0.37	0.6	0.38	0.7	0.40

6.26 The results demonstrate that the junction operates satisfactorily in all three scenarios with a maximum RFC of 0.73 recorded on Egley Road (S) in the AM Peak in the Base 2022 + Development scenario.

High Street / Kingfield Road / Vicarage Road Roundabout

6.27 High Street / Kingfield Road / Vicarage Road Roundabout has been assessed in the Junctions 9 software programme. The development traffic impact at the junction is shown at **Table 6.14.** A summary of the results if provided in **Table 6.15**. Full details of the Junctions 9 assessment are included at **Appendix L**.

Table 6.14 – High Street / Kingfield Road / Vicarage Road Development Impact

	2019	2022	2022+Dev	Development Impact
AM Flow	1424	1484	1448	-2.43%
PM Flow	1700	1762	1745	-0.96%
Saturday Flow	1474	1530	1481	-3.20%

Table 6.15 – Summary of Junctions 9 Results – High Street / Kingfield Road / Vicarage Road Roundabout

	Base 2019		Base 2022		Base 2022 + Dev	
AM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Kingfield Road	0.8	0.44	0.9	0.46	0.9	0.46
High Street	2.8	0.74	3.3	0.77	3.3	0.77
Vicarage Road	1.2	0.54	1.3	0.57	1.3	0.57
PM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Kingfield Road	1.9	0.66	2.2	0.69	2.0	0.67
High Street	6.5	0.87	8.8	0.90	8.4	0.90
Vicarage Road	1.0	0.50	1.1	0.52	1.1	0.53
Saturday Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Kingfield Road	1.6	0.62	1.8	0.65	1.5	0.61
High Street	2.0	0.67	2.2	0.69	2.0	0.67
Vicarage Road	0.8	0.45	0.9	0.47	0.9	0.47

6.28 The results demonstrate that the High Street / Kingfield Road / Vicarage Road Roundabout operates within capacity for all of the AM, PM and Saturday peak scenarios with a maximum RFC of 0.90 recorded on High Street in the PM peak in the 2022 Base + Development scenario.

A247 / Egley Road / Wych Hill Lane Roundabout

6.29 A247 / Egley Road / Wych Hill Lane Roundabout has been assessed in the Junctions 9 software programme. The development traffic impact at the junction is shown at **Table 6.17.** A summary of the results is provided in **Table 6.18**. Full details of the Junctions 9 assessment are included at **Appendix M**.

Table 6.17 – A247/Egley Road/Wych Hill Lane Development Impact

	2019	2022	2022+Dev	Development Impact
AM Flow	3115	3321	3333	0.36%
PM Flow	3056	3167	3133	-1.07%
Saturday Flow	2531	2626	2603	-0.88%

Table 6.18 – Summary of Junctions 9 Results – A247 / Egley Road / Wych Hill Lane Roundabout

	Base 2019		Base 2022		Base 2022 + Dev	
AM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Guildford Road	0.9	0.47	1.2	0.54	1.3	0.56
Wych Hill Lane (E)	6.5	0.87	14.7	0.95	13.2	0.94
Egley Road	2.4	0.71	3.6	0.78	3.7	0.79
Wych Hill Lane (W)	1.8	0.65	2.3	0.70	2.3	0.69
PM Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Guildford Road	1.7	0.62	1.9	0.66	2.1	0.68
Wych Hill Lane (E)	3.6	0.79	4.9	0.83	3.3	0.77
Egley Road	1.2	0.56	1.4	0.59	1.5	0.60
Wych Hill Lane (W)	1.5	0.60	1.7	0.63	1.5	0.60
Sat Peak	**Queue**	**RFC**	**Queue**	**RFC**	**Queue**	**RFC**
Guildford Road	0.6	0.37	0.6	0.39	0.7	0.40
Wych Hill Lane (E)	1.4	0.58	1.6	0.61	1.3	0.57
Egley Road	0.9	0.46	0.9	0.48	1.0	0.50
Wych Hill Lane (W)	1.1	0.52	1.2	0.55	1.1	0.53

6.30 The results demonstrate that the A247 / Egley Road / Wych Hill Lane Roundabout operates within capacity for all of the weekday AM, PM and Saturday peak scenarios with a maximum RFC of 0.95 recorded on Wych Hill Lane in the AM peak in the 2022 Base scenario.

Summary

6.31 The assessment demonstrates that the proposed site access junction can accommodate the forecast demand of the proposed development.

6.32 An assessment of the critical junctions surrounding the site has been undertaken as part of this Transport Assessment. The actual impact of the development does not result in a materially adverse or severe impact on the operation of any junction.

6.33 In addition, in urban areas, the demand on the highway network is primarily a function of road space, and in recognition of this, the proposal does not include for any off-site highway works, and the overall strategy for the development is to limit the number of private vehicle trips on the highway network.

7 NON-CAR MODE ASSESSMENT

7.1 This section assesses the potential impact of the proposed development on the walking and cycling networks.

Residential Walking Assessment

7.2 The forecast demand for walking for the residential purpose is summarised in **Table 7.1**.

Table 7.1 – Residential Forecast Walking Demand

Mode	AM Peak Hour			PM Peak Hour			Saturday 1300-1400		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Walk	1	6	7	1	1	2	0	0	1

7.3 The residential development proposal is forecast to generate 7 trips on foot during the busiest peak periods. However, there may be some trips on foot which are linked as part of a multi modal journey.

7.4 The TfL publication *Pedestrian comfort guidance technical guide* states the pedestrian flow of less than 8 pedestrians per meter of clear footway width per minute (PPMM) is considered a very comfortable pedestrian environment.

7.5 All pedestrian routes surrounding the site will have a clear width of 2.0m. The capacity of these routes is 960 pedestrians per hour. The forecast for each route is well below this level of demand, as summarised in **Table 7.1**.

Residential Cycling Assessment

7.6 The forecast demand for cycling is summarised in **Table 7.2**.

Table 7.2 – Forecast Cycling Demand

Mode	AM Peak Hour			PM Peak Hour			Saturday 1300-1400		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Cycling	0	1	1	0	0	1	0	0	0

7.7 The development proposal is forecast to generate 1 trip by bicycle during the busiest peak periods. However, there may be some trips by bicycle which are linked as part of a multi modal journey. This will not have a material impact on the local cycle network.

Residential Bus Assessment

7.8 The forecast bus demand is summarised in **Table 7.3.** It is worth noting that a 2 of the 3 journeys made by bus in the AM peak arises from demand from secondary school pupils.

Table 7.3 – Forecast Bus Demand

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Bus	1	2	3	0	0	1	0	0	0

7.9 It is not anticipated that the forecast demand from the proposed residential development will have a material impact on bus capacity or bus level of service, and the existing level of service provided on the bus network will be able to accommodate the additional forecast demand.

Residential Rail Assessment

7.10 The forecast rail demand is summarised in **Table 7.4**.

Table 7.4 – Forecast Rail Demand

Mode	AM Peak Hour			PM Peak Hour			Saturday 1300-1400		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Rail	1	2	3	4	2	6	2	1	3

7.11 The impact of the rail demand is not likely to be perceivable, and the existing level of service provided on the rail station will be able to accommodate the additional forecast demand.

David Lloyd Assessment

7.12 As detailed in **Section 5** a predicted mode split was derived from the data obtained in the pedestrian and traffic surveys at the existing David Lloyd on Westfield Avenue is shown at **Table 7.5**. Seeing as this mode split was calculated from traffic survey data it was not possible to distinguish which trips arrived and departed the site via bus or rail. Notwithstanding this, it is considered that the level of trips that will arrive via bus or rail will be minimal and will not have a material impact on the local services.

Table 7.5: David Lloyd Mode Split

	Weekday	Saturday
Car	91%	92%
Walking	9%	7%
Cycling	0%	1%

7.13 The pedestrian and cyclist trips have been calculated by applying the pedestrian and cyclist percentage mode split from **Table 7.5** to the car driver trips generated by the site. The total number of pedestrian and cyclist trips the David Lloyd fitness centre is predicted to generate is presented in **Table 7.6**.

Table 7.6: Multi-Modal Trip Generation – Fitness Centre

Mode	Weekday 0800-0900			Weekday 1700-1800			Saturday 1300-1400		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Pedestrian	10	4	14	12	10	22	4	5	9
Cyclist	0	0	0	0	0	0	1	1	1

7.14 The total number of pedestrian and cyclist trips predicted to be generated by the David Lloyd fitness centre as presented in **Table 7.6** is considered nominal and will not have a material impact on the pedestrian and cycle network.

8 SUMMARY AND CONCLUSION

Summary

8.1 Vectos is appointed by Woking Football Club to provide transport and highways advice with respect to a proposed development on Egley Road, Woking.

8.2 Redevelopment of the site, following the demolition of the existing building, to provide a health club building (Class D2) incorporating an external swimming pool and tennis/sports courts, the provision of 36 dwelling houses (Class C3) up to a maximum of 3 storeys in height, associated landscaping and car parking and new vehicular access from an existing road serving Hoe Valley School.

8.3 This site has been earmarked within the Woking 2027 Local Plan Site Allocations Development Plan (Policy GB7) as a development and infrastructure site within the existing Green Belt. Woking Borough Council (WBC) have identified that 550 new dwellings will be needed in the Green Belt by 2027 and this development has the opportunity to contribute approximately 5% of this designation as well as providing leisure opportunities to nearby residents. The area is currently made up of a mixture of woodland and brownfield land. The aforementioned development plan has scheduled delivery of this scheme for between 2022-2027. This Transport Assessment assesses the potential impact of the proposed Egley Road development on the surrounding transport network.

8.4 There is also a concurrent application, known as 'Woking Football Club', for circa 1,048 dwellings and circa 10,000m^2 of commercial (D2 Stadium) floorspace to the northwest of the development site, for a which a separate Transport Assessment has been prepared. Whilst the two Transport Assessments are independent documents, each document does provide context to the other, and together they provide an overall assessment of the wider strategic masterplanning for the area. Furthermore, the fitness centre to be built at Egley Road will relocate from the existing premises on the Woking Football Club site (the David Lloyd).

8.5 The proposed development is in a sustainable location, and accessible by active travel modes and public transport. There are a number of local services and facilities within close proximity.

8.6 An assessment of the critical junctions surrounding the site has been undertaken as part of this Transport Assessment. The results show that all junctions operate within capacity within the future year and with the new development trips on the traffic network.

8.7 The actual impact of the development does not result in a materially adverse or severe impact on the operation of any junction.

Conclusion

8.8 The proposed development, Egley Road, accords with the aims and objectives of transport policy and should be supported.

APPENDIX A

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

Selected Polygon:DJB/VECTOS/WOKMAY

WO04119/13 Thursday 21/02/2013 1830hrs — WESTFIELD AVENUE AT JUNCTION WITH MAPLE GROVE WOKING

Veh 1	Car	Starting	W	to	S				
Veh 2	Pedal cycle	Going ahead	S	to	N	Dri	M	33	Serious

R1: U 3699
R2: U
E 500,407
N 156,917
Darkness: street lights present a
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Fatigue	Vehicle 001	Very Likely
2nd:	Cyclist wearing dark clothing at night	Vehicle 001	Very Likely
3rd:	Not displaying lights at night or in poor visibility	Vehicle 001	

V1 HAS STOPPED AT MOUTH OF JUNCTION AND LOOKED BOTH WAYS BUT NOT SEEN ANYTHING COMING. V1 HAS PULLED INTO ROAD AND SUDDENLY SEEN ON COMING CYCLE COLLIDING WITH HIM.

WO04326/13 Monday 04/03/2013 1755hrs — WYCH HILL LANE AT JUNCTION WITH A320 GUILDFORD ROAD WOKING

Veh 1	Car	Going ahead	E	to	W	Dri	F	32	Slight
Veh 1	Car	Going ahead	E	to	W	FSP	M	99	Slight
Veh 2	Car	Going ahead	E	to	W				

R1: U 3693
R2: A 320
E 500,096
N 157,603
Darkness: street lighting unkno
Dry
Unknown
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 002	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 002	Very Likely

V2 HAD FAILED TO SLOW DOWN AND COLLIDED WITH V1 REAR. V1 STOPPED AND THEN MOVED CAR TO ROADSIDE V2 CONTINUED TO DRIVE FTS.

WO04341/13 Monday 04/03/2013 1415hrs — B380 WESTFIELD ROAD AT JUNCTION WITH B380 GUILDFORD ROAD WOKING

Veh 1	Pedal cycle	Going ahead LH bend	E	to	S	Dri	M	57	Serious

R1: B 380
R2: B 380
E 499,838
N 155,974
Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor or defective road surface	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 001	Possible
3rd:	Loss of control	Vehicle 001	

V1 PEDAL CYCLE ON MAIN CARRIAGEWAY ADJACENT TO THE FOOTPATH TRAVELLED DOWN WESTFIELD ROAD AND AS APPROACHING ROUNDABOUT. AS EXITING ROUNDABOUT HAS CAUGHT EITHER THE KERB OR A POTHOLE AND LOST CONTROL.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO04778/13 Wednesday 13/03/2013 0705hrs — A247 KINGFIELD ROAD AT JUNCTION WITH HIGH STREET OLD WOKING

Veh 1	Car	Starting	E	to	W			
Veh 2	Car	Going ahead	N	to	E	Dri	F 39	Serious

R1: A 247
R2: B 380
E 501,084
N 156,994

Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Dazzling sun	Vehicle 001	Very Likely

V1 AND V2 COLLIDE ON MINI R/A

WO05197/13 Wednesday 10/04/2013 1725hrs — B380 WESTFIELD ROAD 30 METRES NORTH OF BALFOUR AVENUE WOKING

Veh 1	Car	Wait go ahead held	NE	to	SW	Dri	M 28	Slight
Veh 2	Car	Going ahead	NE	to	SW	Dri	F 35	Slight

R1: B 380
E 500,351
N 156,451

Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 002	Very Likely

V1 STATIONARY WITH LEFT INDICATOR ON WHILST TRAFFIC OVERTAKING HIM. V2 SEEN V1 BUT DROVE INTO REAR OF V1.

WO06582/13 Sunday 26/05/2013 1535hrs — B380 B380 WESTFIELD ROAD AT JUNCTION WITH GREENMEADS WOKING

Veh 1	M/C > 500 cc	Going ahead	SW	to	NE	Dri	M 22	Slight
Veh 2	Pedal cycle	Starting	NW	to	SW	Dri	M 85	Slight

R1: B 380
R2: U
E 500,259
N 156,282

Daylight:street lights present
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 002	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Possible
3rd:	Poor turn or manoevre	Vehicle 002	Possible
4th:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 001	Possible

V2 PULLED OUT OF JUNCTION CAUSING V1 TO COLLIDE WITH V2.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO07468/13	Tuesday	A320 EGLEY ROAD AT JUNCTION WITH WOKING GARDEN CENTRE WOKING	Veh 1	Car	Going ahead	N	to S				
	02/07/2013		Veh 2	Car	Wait to turn right	N	to W	Dri	M	38	Slight
R1: A 320	1450hrs										
R2: U	Daylight:street lights present										
E 499,647	Wet/Damp										
N 156,378	Fine without high winds										
	40 mph										

V1 AND V2 IN SAME DIRECTION. V2 SLOWED TO TURN RIGHT. V1 HIT V2

WO07464/13	Thursday	A320 EGLEY ROAD AT JUNCTION WITH ALMOND AVENUE WOKING	Veh 1	Car	Turning right	E	to N				
	04/07/2013		Veh 2	Car	Going ahead	N	to S	Dri	F	37	Slight
R1: A 320	0856hrs										
R2: U	Daylight:street lights present										
E 499,705	Dry										
N 156,942	Fine without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

V2 DRIVING DOWN EGLEY ROAD. V1 PULLED OUT ONTO EGLEY ROAD FROM ALMOND AVENUE. V2 ATTEMPTED TO BRAKE BUT VEHICLES COLLIDED.

WO08006/13	Friday	MAYFORD ROUNDABOUT AT JUNCTION WITH EGLEY ROAD WOKING	Veh 1	M/C > 500 cc	Going ahead	E	to W	Dri	M	49	Serious
	26/07/2013										
R1: B 380	1514hrs										
R2: A 320	Daylight:street lights present										
E 499,590	Dry										
N 156,081	Raining without high winds										
	30 mph										

NO COLLISION RIDER ON TEST BIKE NOT USED TO POWER BRAKED AND FELL OFF

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO08100/13 Saturday 27/07/2013 2345hrs — A320 EGLEY ROAD AT JUNCTION WITH DRAKES WAY MAYFORD

Veh 1	Car	Going ahead	S	to	N				
Veh 2	Car	Going ahead	N	to	S	Dri	M	27	Slight

R1: A 320
R2: U
E 499,643
N 156,322

Darkness: street lighting unkno
Wet/Damp
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Driver using mobile phone	Vehicle 001	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 001	Possible

V1 TRAVELLING FROM GUILDFORD TOWARDS WOKING. V2 IN OTHER DIRECTION AND V1 HAS DRIFTED ACROSS PATH OF V2 CAUSING COLLISION.

WO08963/13 Monday 09/09/2013 1612hrs — A320 EGLEY ROAD AT JUNCTION WITH B380 GUILDFORD ROAD WOKING

Veh 1	Car	Going ahead	S	to	N	Dri	F	33	Slight

R1: A 320
R2: B 380
E 499,562
N 156,120

Darkness: street lights present b
Wet/Damp
Raining without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Slippery road (due to weather)	Vehicle 001	Very Likely
2nd:	Swerved	Vehicle 001	Possible
3rd:	Loss of control	Vehicle 001	

V1 LOST CONTROL AND HIT THE LAMP POST.

WO09194/13 Monday 16/09/2013 1445hrs — ASHCOMBE PARADE WOKING

Veh 1	Car	Reversing	N	to	S	Dri	M	89	Slight
Veh 1	Car	Reversing	N	to	S	FSP	F	99	Slight
Veh 2	Car	Stopping	0	to	0	FSP	F	89	Slight

R1: U 0
E 501,059
N 157,043

Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 001	Very Likely

V1 STATIONARY IN SERVICE ROAD. FRONT PASSENGER GOT OUT AND V1 DRIVER HAS GONE FORWARDS INTO A BRICK WALL. V2 ALSO STATIONARY BEHIND V1 AND V1 THEN REVERSED AWAY FROM WALL AT SPEED AND COLLIDED WITH V2.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO09561/13 Friday 04/10/2013 1250hrs — A320 EGLEY ROAD AT JUNCTION WITH ALMOND AVENUE WOKING

R1: A 320
R2: U
E 499,706
N 156,942

Daylight:street lights present
Wet/Damp
Fine without high winds
40 mph

Veh 1	Goods < 3.5t	Wait to turn right	S	to	E					
Veh 2	Goods < 3.5t	Wait go ahead held	S	to	N	Dri	M	24	Slight	
Veh 3	Car	Going ahead	S	to	N	Dri	F	47	Slight	

Causation Factor:		**Participant:**	**Confidence:**
1st:	Slippery road (due to weather)	Vehicle 003	Very Likely
2nd:	Sudden braking	Vehicle 003	Very Likely
3rd:	Loss of control	Vehicle 003	Possible
4th:	Dazzling sun	Vehicle 003	Possible

V1 WAITING TO TURN RIGHT. V3 COLLIDES WITH REAR OF V2 WHO WAS WAITING BEHIND V1. V2 IS PUSHED INTO REAR OF V1.

WO09718/13 Monday 07/10/2013 0750hrs — B380 WESTFIELD ROAD WOKING

R1: B 380
E 500,401
N 156,599

Daylight:street lights present
Dry
Unknown
30 mph

Veh 1	Pedal cycle	Going ahead	S	to	N	Ped	M	11	Serious	

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 001	Very Likely

CYCLIST CAME OFF BIKE. BIKE FLIPPED INTO AIR AND HIT CHILD. CYCLIST RODE AWAY

WO09738/13 Monday 07/10/2013 1901hrs — B380 VICARAGE ROAD AT JUNCTION WITH LOOP ROAD WOKING

R1: B 380
R2: U
E 500,818
N 156,953

Darkness: street lights present a
Dry
Fine without high winds
30 mph

Veh 1	M/C > 500 cc	Stopping	E	to	W	Dri	M	39	Slight	

Causation Factor:		**Participant:**	**Confidence:**
1st:	Sudden braking	Vehicle 001	Very Likely

V1 DRIVING ALONG VICARAGE RD WHEN A DOG RAN INTO RD. V1 BRAKED CLIPPED DOG & FELL OFF V1. DOG RAN AWAY.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO10504/13 Monday 04/11/2013 0640hrs — A320 GUILDFORD ROAD AT JUNCTION WITH WYCH HILL LANE WOKING
R1: A 320
R2: A 247
E 500,131
N 157,583
Darkness: street lights present a
Dry
Unknown
30 mph

Veh 1	Pedal cycle	Going ahead	N	to	S	Dri	M	18	Slight
Veh 2	Car	Starting	E	to	W				

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 002	Possible

V1 CROSSING R/A TOWARDS EGLEY RD WHEN V2 PULLED OUT OF WYCH HILL & HIT V1.

WO10745/13 Monday 11/11/2013 1530hrs — A320 EGLEY ROAD AT JUNCTION WITH ACICAI AVENUE WOKING
R1: A 320
R2: U
E 499,849
N 157,366
Daylight:street lights present
Wet/Damp
Raining without high winds
40 mph

Veh 1	M/C < 125 cc	Going ahead	NE	to	SW	Dri	M	26	Serious
Veh 2	Car	Turning right	SE	to	NE				

Causation Factor:		Participant:	Confidence:
1st:	Sudden braking	Vehicle 001	Very Likely

V1 TRAV PAST EGLEY RD WHEN V2 EXITED. V1 FELL FROM BIKE.

WO11504/13 Tuesday 17/12/2013 1715hrs — A320 GUILDFORD ROAD AT JUNCTION WITH A320 EGLEY ROAD MAYFORD
R1: A 320
R2: A 320
E 499,567
N 156,062
Darkness: street lights present a
Wet/Damp
Raining without high winds
30 mph

Veh 1	Car	Wait go ahead held	S	to	N	Dri	F	19	Slight
Veh 2	Car	Going ahead	S	to	N				

V1 STATIONARY AT R/A. V2 COLLIDES WITH REAR OF V1 V2 FTS.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO12286/14 Thursday 16/01/2014 0735hrs — A320 EGLEY ROAD AT JUNCTION WITH B380 MAYFORD

Veh 1	Car	Going ahead	W	to	E				
Veh 2	M/C < 125 cc	Going ahead	S	to	N	Dri	M	44	Slight

R1: A 320
R2: B 380
E 499,555
N 156,117
Darkness: street lighting unkno
Wet/Damp
Fine without high winds
40 mph

V1 TOWARDS ROUNDABOUT EAST. V2 ON ROUNDABOUT TRAVELLING NORTH. V1 HIT V2 ON ROUNDABOUT CAUSING V2 RIDER TO FALL INTO ROAD.

WO12560/14 Wednesday 29/01/2014 0744hrs — A320 EGLEY ROAD AT JUNCTION WITH ALMOND AVENUE MAYFORD

Veh 1	Car	Going ahead	N	to	S	Dri	M	22	Slight
Veh 2	Car	Wait go ahead held	N	to	S	Dri	M	41	Slight

R1: A 320
R2: U
E 499,705
N 156,942
Daylight:street lights present
Wet/Damp
Raining without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Slippery road (due to weather)	Vehicle 002	Possible
2nd:	Following too close	Vehicle 001	Very Likely
3rd:	Failed to look properly	Vehicle 001	

V2 BRAKED AND V1 DROVE INTO REAR OF V2.

WO12903/14 Wednesday 29/01/2014 1505hrs — A247 KINGFIELD ROAD AT JUNCTION WITH ACCESS PATH BEHIND ROADHOUSE ESTATE

Veh 1	Car	Starting	E	to	W				
Veh 2	Pedal cycle	Going ahead	N	to	S	Dri	F	7	Slight

R1: A 247
R2: U
E 501,071
N 157,043
Daylight:street lights present
Wet/Damp
Raining without high winds
20 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Swerved	Vehicle 002	Possible

CONFLICTING STORIES. V2 STATES V1 HAS COME OUT OF ACCESS ROAD TOO QUICK AND V1 STATES SHE EDGED OUT.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO13485/14 Sunday 23/02/2014 1430hrs A320 EGLEY ROAD OUTSIDE NO.33 WOKING
R1: A 320
Daylight:street lights present
E 499,787 Dry
N 157,305 Fine without high winds
40 mph

Veh	Type	Manv	Dir	Class				Sex	Age	Sev
Veh 1	Car	Going ahead	NE	to	SW	Dri		M	46	Slight

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Possible
2nd:	Swerved	Vehicle 001	Very Likely

V1 CLAIMS TO HAVE TAKEN EVASIVE ACTION TO AVOID V2 AND HIT A LAMPPOST

WO13490/14 Monday 24/02/2014 0855hrs A247 KINGFIELD ROAD OUTSIDE WOKING FOOTBAL CLUB WOKING
R1: A 247
Daylight:street lights present
E 500,542 Dry
N 157,483 Fine without high winds
30 mph

Veh	Type	Manv	Dir	Class				Sex	Age	Sev
Veh 1	Car	Going ahead	NE	to	SW	Dri		F	29	Slight
Veh 2	Car	Going ahead	NE	to	SW	Dri		M	61	Slight
Veh 3	Car	Going ahead	NE	to	SW					

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 002	Possible
2nd:	Failed to look properly	Vehicle 003	Very Likely

V1 HAS COME TO A STOP OUTSIDE WOKING FC CAUSING V2 AND V3 TO STOP SUDDENLY. V3 COLLIDED WITH V2 AND V2 WITH V1

WO13696/14 Tuesday 18/03/2014 1215hrs A320 EGLEY ROAD 60 METRES NORTH OF DRAKES WAY WOKING
R1: A 320
Daylight:street lights present
E 499,647 Dry
N 156,378 Fine without high winds
40 mph

Veh	Type	Manv	Dir	Class				Sex	Age	Sev
Veh 1	Car	Wait to turn right	N	to	W	Dri		M	60	Slight
Veh 2	Car	Going ahead	N	to	S					

V1 WAITING TO TURN R INTO WOKING GARDEN CENTRE V2 HAS BRAKED SHARPLY BUT IMPACTED AT LOW SPEED INTO R/O V1.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO14173/14 Monday 24/03/2014 0720hrs — B380 WESTFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE WOKING

Veh 1	Car	Turning right	W	to	S				
Veh 2	Car	Going ahead	S	to	N	Dri	M	62	Slight

R1: B 380
R2: U
E 500,451
N 156,739

Daylight:street lights present
Frost/Ice
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
3rd:	Aggressive driving	Vehicle 001	

V1 PULLED OUT OF ROAD AND COLLIDED WITH NSR OF V2. V2 TO SPIN AND HIT LAMPOST

WO14040/14 Tuesday 25/03/2014 1015hrs — B380 WESTFIELD ROAD AT JUNCTION WITH NEW LANE WOKING

Veh 1	Car	Turning right	S	to	NE				
Veh 2	Bus/coach	Going ahead RH bend	NE	to	SW	Seat	M	34	Serious

R1: B 380
R2: U
E 500,178
N 156,162

Daylight:street lights present
Wet/Damp
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
3rd:	Junction restart	Vehicle 001	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 001	Possible

V1 HAS EXITED THE JUNCTION INTO PATH OF V2 WHO HAD RIGHT OF WAY

WO14059/14 Wednesday 26/03/2014 1515hrs — A320 EGLEY ROAD AT JUNCTION WITH HILLSIDE WOKING

Veh 1	Goods < 3.5t	Going ahead	N	to	S				
Veh 2	Car	Wait to turn right	N	to	W	Dri	F	72	Slight

R1: A 320
R2: U
E 499,706
N 156,957

Daylight:street lights present
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 001	Very Likely

V1 TRAVELLING SOUTH ON A320 EGLEY ROAD. V2 STATIONARY TO TURN RIGHT. V1 COLLIDED WITH REAR OF V2

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO14046/14 Thursday 27/03/2014 2000hrs — A320 GUILDFORD ROAD AT JUNCTION WITH WYCH HILL LANE WOKING

Veh 1	Car	Starting	W	to	E				
Veh 2	Pedal cycle	Going ahead RH bend	SW	to	NE	Dri	M	24	Slight

R1: A 320
R2: U
E 500,102
N 157,602

Darkness: street lights present a
Wet/Damp
Fine without high winds
40 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Failed to look properly	Vehicle 001	Very Likely

V2 CYCLING ACROSS ROUNDABOUT AT JUNCTION WHEN V1 PULLED OUT ONTO ROUNDABOUT HITTING V2 CAUSING HIM TO FALL OFF BIKE AND DAMAGE TO BIKE

WO14411/14 Thursday 24/04/2014 1342hrs — A247 CLAREMONT AVENUE OUTSIDE 'BRIDGEWELL HOUSE' WOKING

Veh 1	Car	Going ahead	S	to	N	Dri	M	24	Slight
Veh 2	Car	Going ahead	S	to	N				

R1: A 247

Daylight:street lights present
E 500,400
Dry
N 157,600
Fine without high winds
30 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Following too close	Vehicle 002	Very Likely

V2 COLLIDED WITH REAR OF V1

WO15477/14 Saturday 17/05/2014 1310hrs — B380 GUILDFORD ROAD AT JUNCTION WITH WESTFIELD ROAD OLD WOKING

Veh 1	Pedal cycle	O/take m/veh o/side	NE	to	NW	Dri	M	32	Slight
Veh 2	Car	Going ahead	NE	to	NW	Dri	F	25	Slight

R1: B 380
R2: U
E 499,829
N 155,974

Daylight:street lights present
Dry
Fine without high winds
40 mph

AS V2 INDICATING TO GO ROUND R/A AND PASSING 2ND EXIT V1 HIT SIDE

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO15426/14 Friday 23/05/2014 0900hrs — A320 EGLEY AT JUNCTION WITH ALMOND AVENUE WOKING

Veh 1	Car	Going ahead	N	to	S	Dri	F	51	Slight
Veh 2	Car	Turning right	E	to	N				

R1: A 320
R2: U
E 499,709
N 156,941

Daylight:street lights present
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Exceeding speed limit	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 002	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 002	Possible
4th:	Junction overshoot	Vehicle 002	Possible
5th:	Vehicle blind spot	Vehicle 002	Possible

V2 HAS PULLED OUT OF JUNCTION AND COLLIDED WITH V1 ON MAIN ROAD.

WO16103/14 Wednesday 18/06/2014 1215hrs — A320 OUTSIDE MAYFORD MOTORS EGLEY ROAD WOKING

Veh 1	Goods < 3.5t	Going ahead	S	to	N				
Veh 2	Goods < 3.5t	Wait to turn right	S	to	E	Dri	F	43	Slight

R1: A 320
E 499,601
N 156,222

Daylight:street lights present
Dry
Fine without high winds
40 mph

V2 SLOWED TO TURN. V1 COLLIDED WITH R/O V2

WO16291/14 Monday 23/06/2014 1420hrs — A320 EGLEY ROAD OUTSIDE 'BIRD IN HAND PUBLIC HOUSE' WOKING

Veh 1	Car	Going ahead	N	to	S	Ped	M	62	Slight
Veh 2	Car	Going ahead	N	to	S				

R1: A 320
E 499,592
N 156,203

Daylight:street lights present
Dry
Fine without high winds
40 mph

V1 COLLIDES WITH FRONT OF V2 ON ROUNDABOUT COLLIDES WITH A BOAT PARKED ON A DRIVE IN DRAKES WAY DRAGS IP OWNER OF BOAT ALONG DECAMPS

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO16916/14 Thursday 10/07/2014 0810hrs — WYCH HILL LANE AT JUNCTION WITH A320 EGLEY ROAD WOKING

Veh 1	M/C < 125 cc	Wait go ahead held	W to E	Dri	M	32	Slight
Veh 2	Car	Wait go ahead held	W to E				

R1: U 3693
R2: A 320
E 500,100
N 157,603

Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 002	Very Likely
2nd:	Poor turn or manoevre	Vehicle 001	Possible

V1 HAS BEEN STATIONARY AT ROUNDABOUT V2 HAS HIT V1 IN THE REAR.

WO18703/14 Monday 29/09/2014 1322hrs — A247 KINGFIELD ROAD AT JUNCTION WITH ELMBRIDGE LANE OLD WOKING

Veh 1	Car	Turning left	NE to SE	Dri	M	77	Slight
Veh 2	Car	Going ahead	SE to NW	Dri	M	20	Slight

R1: A 247
R2: U
E 500,717
N 157,488

Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

V1 PULLED OUT FROM ELMBRIDGE LANE. V1 STRUCK V2 ON THE SIDE

WO19389/14 Friday 10/10/2014 2000hrs — A247 KINGFIELD ROAD AT JUNCTION WITH ROSEBERY CRESENT WOKING

Veh 1	M/C > 125 cc	Going ahead	N to S	Dri	M	22	Slight
Veh 2	Car	Turning right	W to S				

R1: A 247
R2: U
E 501,048
N 157,138

Darkness: street lighting unkno
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Stationary or parked vehicle	Vehicle 002	Very Likely

V2 COLLIDED WITH V1 WHEN ENTERING MAIN ROAD

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles							Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class							Sex / Age / Sev		
	Date											
Road No.	Time											
2nd Road No.												
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
WO19647/14	Friday	B380 WESTFIELD ROAD WOKING	Veh 1	Car	Reversing	NE	to	SW				
	24/10/2014		Veh 2	Car	Wait go ahead held	0	to	0	Dri	M	51	Slight
R1: B 380	2010hrs		Veh 2	Car	Wait go ahead held	0	to	0	FSP	F	47	Slight
	Darkness: street lights present a											
E 500,509	Wet/Damp											
N 156,867	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Distraction in vehicle	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 002	Possible

V2 REVERSING OUT OF PARKING SPACE WHILE V1 IS WAITING FOR THE SPACE. V2 HAS REVERSED INTO V1.

WO19374/14	Friday	A320 EGLEY ROAD AT WOKING	Veh 1	Car	Turning right	N	to	W				
	07/11/2014	GARDEN CENTRE AT JUNCTION	Veh 2	Car	Going ahead	S	to	N	Dri	F	23	Slight
R1: A 320	1315hrs	WITH WOKING GARDEN CENTRE										
R2: U	Daylight:street lights present											
E 499,647	Dry											
N 156,379	Fine without high winds											
	40 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

V1 HEADING SOUTH ALONG A320 TO GUILDFORD. V1 TURNED RIGHT ACROSS PATH OF V2

WO20115/14	Sunday	A320 EGLEY ROAD 20 METRES	Veh 1	Car	Going ahead	S	to	N	Dri	M	20	Slight
	23/11/2014	SOUTH OF ALMOND AVENUE	Veh 2	Car	Stopping	S	to	N				
R1: A 320	1615hrs	WOKING	Veh 3	Car	Stopping	S	to	N				
R2: U	Darkness: street lights present a		Veh 4	Car	Wait to turn right	S	to	E				
E 499,702	Wet/Damp											
N 156,922	Other											
	40 mph											

V1 HAS BEEN TRAVELLING BEHIND V2 V3 AND V4 WITH V4 AT THE FRONT. V4 HAS BEEN STATIONARY INDICATING TO TURN RIGHT ONTO ALMOND AVENUE. V1 HAS NOT SEEN THE QUEUE OF VEHICLES IN FRONT. AS A RESULT V1 HAS COLLIDED WITH THE REAR OF V2 SHUNTING V2 INTO V3 AND V

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO20706/14	Saturday	WESTFIELD AVENUE WOKING	Veh 1	Car	Going ahead	N	to	S	Dri	M	74	Slight
	29/11/2014		Veh 2	Goods < 3.5t	Parked	0	to	0				
R1: U 3699	1940hrs											
	Darkness: street lights present a											
E 500,449	Wet/Damp											
N 157,224	Fog or mist											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

V1 HAS HIT PARKED V2

WO20473/14	Thursday	A320 AT JUNCTION WITH WYCH HILL LANE WOKING	Veh 1	Car	Starting	W	to	N				
	11/12/2014		Veh 2	M/C > 500 cc	Turning right	W	to	N	Dri	M	31	Slight
R1: A 320	0657hrs											
R2: U	Darkness: street lights present a											
E 500,101	Dry											
N 157,603	Fine without high winds											
	40 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

V2 HAS BEEN EXITING ROUNDABOUT TOWARDS WOKING. AS V2 HAS BEEN EXITING V1 HAS ENTERED THE ROUNDABOUT AND COLLIDED WITH V2.

WO21015/14	Monday	A320 GUILDFORD ROAD AT JUNCTION WITH A247 WYCH HILL LANE WOKING	Veh 1	Car	Going ahead	NE	to	SW	Ped	F	17	Slight
	15/12/2014											
R1: A 320	1629hrs											
R2: A 247	Darkness: street lighting unkno											
E 500,130	Dry											
N 157,607	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Stationary or parked vehicle	Vehicle 001	Very Likely
2nd:	Failed to look properly	Casualty 001	Very Likely

VEHICLE IN LANE 1 HAS SIGN FOR PEDESTRIAN TO CROSS IN FRONT OF HIS VEHICLE IN LANE 2. V1 HIT PEDESTRIAN

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO20775/14	Tuesday	B380 WESTFIELD ROAD AT	Veh 1	Car	Going ahead	NE to SW	Dri	F	40	Slight
	30/12/2014	JUNCTION WITH WESTFIELD	Veh 2	Car	Turning right	NW to SW				
R1: B 380	1421 hrs	AVENUE WOKING								
R2: U	Daylight:street lights present									
E 500,452	Dry									
N 156,739	Fine without high winds									
	30 mph									

V1 TRAVELLING SOUTH ON SINGLE CARRIAGEWAY ROAD WHICH IS SUBJECT TO A 30MPH SPEED RESTRICTION. V2 TRAVELLING EAST TO SOUTH HAS ENTERED THE ROAD FROM AN OFFSIDE JUNCTION FAILING TO GIVE WAY. V2 HAS COLLIDED WITH THE REAR OFFSIDE OF V1 CAUSING THE DRIVER OF

WO21417/15	Thursday	A320 EGLEY ROAD AT JUNCTION	Veh 1	Car	Stopping	N to S	Dri	F	23	Slight
	15/01/2015	WITH B380 MAYFORD GREEN	Veh 1	Car	Stopping	N to S	FSP	M	23	Slight
R1: A 320	1830 hrs	WOKING	Veh 2	Car	Going ahead	N to S				
R2: B 380	Darkness: street lighting unkno									
E 499,587	Wet/Damp									
N 156,120	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Sudden braking	Vehicle 001	Possible
2nd:	Slippery road (due to weather)	Vehicle 002	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 002	

V1 HAS STOPPED TO GIVE WAY ON A ROUNDABOUT AND V2 HAS COLLIDED WITH V1 FROM BEHIND.

WO21870/15	Saturday	A320 EGLEY ROAD AT JUNCTION	Veh 1	Car	Starting	S to N				
	17/01/2015	WITH B380 MAYFORD GREEN	Veh 2	Car	Wait go ahead held	S to N	Dri	M	51	Slight
R1: A 320	1726 hrs	WOKING								
R2: B 380	Darkness: street lights present a									
E 499,560	Dry									
N 156,073	Fine without high winds									
	40 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

V2 SLOWED ON APPROACH TO ROUNDABOUT BECAUSE ANOTHER CAR WAS THERE ALREADY. V1 THOUGHT V2 WAS GOING BUT V2 STOPPED SO V1 COLLIDED WITH REAR OF V2.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO21388/15 Friday 23/01/2015 1945hrs — A320 EGLEY ROAD OUTSIDE GARDEN CENTRE WOKING

Veh 1	Car	Going ahead	S	to	N	RSP	M	22	Serious
Veh 2	Car	Going ahead	N	to	S				

R1: A 320
Darkness: street lighting unkno
E 499,652
Dry
N 156,520
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Distraction in vehicle	Vehicle 001	Very Likely
2nd:	Driver using mobile phone	Vehicle 001	Very Likely

V1 DISTRACTED BY SOMETHING IN VEHICLE AND DRIFTED INTO OTHER CARRIAGEWAY AND HIT V2 .

WO21385/15 Sunday 25/01/2015 1438hrs — KINGFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE WOKING

Veh 1	M/C > 500 cc	Stopping	E	to	S	Dri	M	56	Slight
Veh 1	M/C > 500 cc	Stopping	E	to	S		F	55	Slight
Veh 2	Pedal cycle	Starting	W	to	E				

R1: A 247
R2: U
Daylight:street lights present
E 500,494
Wet/Damp
N 157,480
Fine without high winds
30 mph

V1 MOTORCYCLE TURNING CORNER SEES BICYCLE AND PUTS MOTORCYCLE DOWN TO AVOID A COLLISION

WO22359/15 Tuesday 03/02/2015 1550hrs — WESTFIELD AVENUE WESTFIELD

Veh 1	Car	Going ahead	N	to	S	Ped	F	14	Serious

R1: U 3699
Daylight:street lights present
E 500,441
Wet/Damp
N 157,072
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Stationary or parked vehicle	Vehicle 001	Very Likely

PEDESRTRIAN WALK OUT FRONT OF THE BUS

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO22000/15 Wednesday 18/02/2015 1805hrs — BALFOUR AVENUE AT JUNCTION WITH B380 WESTFIELD ROAD WESTFIELD

Veh 1	Car	Turning right	E	to	NE			
Veh 2	Pedal cycle	Going ahead	NE	to	SW	Dri	F	37 Slight

R1: U 3703
R2: B 380
E 500,340
N 156,422
Darkness: street lighting unkno
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

V1 HAS PULLED OUT OF JUNCTION INTO PATH OF V2 (PEDAL CYCLIST).

WO22279/15 Monday 02/03/2015 0805hrs — A320 EGLEY ROAD WOKING

Veh 1	Car	Going ahead	N	to	S			
Veh 2	Car	Going ahead	S	to	N	Dri	M	68 Slight

R1: A 320
E 499,694
N 157,098
Daylight:street lights present
Wet/Damp
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Fatigue	Vehicle 001	Possible
2nd:	Disobeyed double white line	Vehicle 001	Possible
3rd:	Illness or disability, mental or physical	Vehicle 001	

V1 VEERED INTO ONCOMING V2 PATH AND COLLIDED.

WO22973/15 Friday 13/03/2015 0805hrs — A247 KINGFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE WESTFIELD

Veh 1	Car	Turning left	S	to	W			
Veh 2	Pedal cycle	Going ahead	E	to	W	Dri	M	36 Slight
Veh 3	Car	Wait to turn right	S	to	E			

R1: A 247
R2: U
E 500,492
N 157,480
Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 001	Very Likely
2nd:	Failed to look properly	Vehicle 001	Very Likely

V3 HAS STOPPED TO ALLOW V2 TO CROSS JUNCTION WHEN V1 CAME UP ON INSIDE AND HIT V2

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO22799/15 Saturday 14/03/2015 0939hrs — A320 EGLEY ROAD AT JUNCTION WITH B380 GUILDFORD ROAD WOKING

Veh 1	Car	Going ahead	N	to	S				
Veh 2	Pedal cycle	Going ahead	W	to	E	Dri	M	43	Slight

R1: A 320
R2: B 380
E 499,587
N 156,119
Daylight:street lights present
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Tyres illegal, defective or under inflated	Vehicle 001	Possible
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 001	Possible

V1 AND V2 (PEDAL CYCLE) AT A ROUNDABOUT. V2 WAS ON THE ROUNDABOUT WHEN V1 ENTERED AND HIT V2.

WO23198/15 Monday 06/04/2015 1441hrs — A320 GUILDFORD ROAD AT JUNCTION WITH A247 WYCH HILL LANE WOKING

Veh 1	Car	Stopping	N	to	S				
Veh 2	Pedal cycle	Turning right	S	to	E	Dri	M	63	Slight

R1: A 320
R2: A 247
E 500,129
N 157,607
Daylight:street lights present
Dry
Fine without high winds
30 mph

V1 APPROACHED THE ROUNDABOUT AND SLOWED FOR GIVE WAY. V1 ENTERED THE ROUNDABOUT AND COLLIDED WITH CYCLIST ALREADY ON THE ROUNDABOUT.

WO26120/15 Wednesday 17/06/2015 1830hrs — WESTFIELD AVENUE AT JUNCTION WITH A247 KINGSFIELD ROAD KINGFIELD

Veh 1	Car	Wait to turn left	S	to	E				
Veh 2	Car	Stopping	S	to	N	Dri	F	50	Slight

R1: U 3699
R2: A 247
E 500,492
N 157,481
Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 002	Possible

V2 STATIONARY WAITING TO TURN LEFT HAS BEEN HIT BY V1 FROM BEHIND

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
	Date										
Road No. **2nd Road No.**	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
WO25914/15	Monday	A247 KINGFIELD ROAD AT	Veh 1	Car	Turning right	NE	to	N	Dri	F	18 Slight
	22/06/2015	JUNCTION WITH ELMBRIDGE LANE	Veh 2	Car	Going ahead RH bend	NW	to	SE	Dri	F	65 Slight
R1: A 247	1400hrs	KINGFIELD									
R2: U	Daylight:street lights present										
E 500,716	Wet/Damp										
N 157,490	Raining without high winds										
	30 mph										

V1 PULLED OUT OF JUNCTION AND V2 COLLIDED WITH SIDE

WO27045/15	Monday	B380 MAYFORD GREEN WOKING	Veh 1	Car	Going ahead LH bend	S	to	NW			
	20/07/2015		Veh 2	Car	Stopping	NW	to	SE	Dri	M	81 Slight
R1: B 380	1921hrs										
	Daylight:street lights present										
E 499,512	Wet/Damp										
N 156,135	Fine without high winds										
	30 mph										

V1 HAS BEEN TRAVELLING SOUTH TO NORTH WEST AND V2 HAS BEEN TRAVELLING NORTHWEST TO SOUTHEAST ALONG A RESIDENTIAL ROAD CLOSE TO THE JUNCTION FO A BUSY 'A' ROAD. V1 HAS COME AROUND A BEND IN THE ROAD TOO QUICKLY HAVING EXITED THE 'A' ROAD AND CLIPPED THE K

WO28172/15	Wednesday	A247 HIGH STREET OLD WOKING	Veh 1	Pedal cycle	Wait go ahead held	N	to	S	Dri	M	54 Slight
	22/07/2015	KINGFIELD	Veh 2	Pedal cycle	Starting	N	to	S			
R1: A 247	1740hrs										
R2: A 247	Daylight:street lights present										
E 501,083	Dry										
N 156,993	Fine without high winds										
	30 mph										

2 CYCLISTS AT R/A. BIKES COLLIDE

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO28972/15 Tuesday 08/09/2015 1629hrs — B380 WESTFIELD ROAD OUTSIDE NO.78 WESTFIELD
R1: B 380
E 500,458
N 156,753
Daylight:street lights present
Dry
Fine without high winds
30 mph

Veh 1	M/C > 500 cc	Going ahead	N	to	S	Dri	M	50	Serious
Veh 2	Car	Turning left	N	to	S				

Causation Factor: **Participant:** **Confidence:**
1st: Poor turn or manoevre — Vehicle 002 — Very Likely
V1 MOTORCYCLE FILTERING ON N/S V2 INDICATING TO TURN LEFT. VEHICLES COLLIDE

WO29894/15 Monday 14/09/2015 0515hrs — WESTFIELD AVENUE AT ENTRAMCE TO DAVID LLOYD GYM WESTFIELD
R1: U 3699
E 500,454
N 157,318
Darkness: no street lighting
Dry
Fine without high winds
30 mph

Veh 1	Car	Going ahead	N	to	S	Ped	M	42	Serious

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly — Vehicle 001 — Possible
V1 COLLIDED WITH PEDESTRIAN AT THE JUNCTION TO DAVID LLOYD GYMS. V1 FAILED TO STOP AND LEFT SCENE.

WO30434/15 Thursday 24/09/2015 0810hrs — A320 EGLEY ROAD OUTSIDE NO.25 20 METRES SW OF ACACIA AVENUE WOKING
R1: A 320
R2: U
E 499,844
N 157,362
Daylight:street lights present
Wet/Damp
Raining without high winds
40 mph

Veh 1	Car	Turning right	SE	to	NE	Dri	F	33	Slight
Veh 1	Car	Turning right	SE	to	NE	RSP	F	4	Slight
Veh 2	Car	Going ahead	NE	to	SW				

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly — Vehicle 001 — Very Likely
V1 WAS WAITING TO TURN RIGHT ONTO MAIN ROAD BUT VIEW WAS OBSTRUCTED BY A LARGE VAN WHEN PULLED OUT COLLISION OCCURED WITH V2 WHO WAS TRAVELLING DOWN THE MAIN ROAD.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No. **2nd Road No.**	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
WO30568/15	Saturday	A320 EGLEY ROAD AT BUS STOP 50 METRES SOUTH OF ALMOND AVENUE WOKING	Veh 1	Car	Wait go ahead held	S	to N				
	10/10/2015		Veh 2	Car	Wait go ahead held	S	to N	FSP	F	25	Slight
R1: A 320	1355hrs		Veh 3	Car	Going ahead	S	to N	FSP	M	10	Slight
	Daylight:street lights present										
E 499,698	Dry										
N 156,895	Fine without high winds										
	40 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Failed to judge other persons path or speed — Vehicle 003 — Very Likely

V1 V2 AND V3 IN SAME LANE WHEN V1 AND V2 STARTED TO SLOW DOWN DUE TO TRAFFIC BEFORE COMING TO A STOP. V3 HAS NOT STOPPED IN TIME AND COLLIDED INTO THE BACK OF V2 FORCING IT FORWARD INTO BACK OF V1.

WO31030/15	Monday	OUTSIDE NO.57 WESTFIELD AVENUE WESTFIELD	Veh 1	Pedal cycle	Going ahead	N	to S	Dri	M	37	Slight
	19/10/2015		Veh 2	Car	Parked	0	to 0				
R1: U 3699	2005hrs										
	Darkness: street lights present a										
E 500,449	Dry										
N 157,230	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 001 — Very Likely

V1 PEDAL CYCLIST HAS COLLIDED WITH REAR OF PARKED V2 CAUSING REAR WINDSCREEN TO SMASH.

WO31734/15	Friday	A320 EGLEY ROAD 50 METRES NORTH OF DRAKES WAY WOKING	Veh 1	Car	Going ahead	N	to S				
	23/10/2015		Veh 2	Car	Wait go ahead held	N	to S	Dri	F	23	Slight
R1: A 320	1520hrs										
	Daylight:street lights present										
E 499,648	Dry										
N 156,369	Fine without high winds										
	40 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Failed to judge other persons path or speed — Vehicle 001 — Very Likely

V2 WAS STATIONARY IN TRAFFIC. V1 WAS TRAVELLING TOWARDS THE TRAFFIC BEHIND ANOTHER CAR WHEN IT SWERVES TO AVOID THE STATIONARY TRAFFIC WHICH CAUSES V1 TO REAR END V2.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO31069/15 Sunday 25/10/2015 — A320 EGLEY ROAD AT LAMP POST 20 WOKING — Veh 1 Car Going ahead N to S RSP F 19 Slight
R1: A 320 0333hrs
R2: U Darkness: street lights present a
E 499,734 Frost/Ice
N 157,201 Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 001	Very Likely

V1 COLLIDED WITH LAMP POST AND DRIVER DECAMPED

WO31511/15 Sunday 25/10/2015 — A320 EGLEY ROAD WOKING — Veh 1 Car Going ahead S to N Dri M 78 Serious
R1: A 320 0001hrs
Darkness: street lights present a
E 499,657 Wet/Damp
N 156,616 Fine without high winds
40 mph

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 001	Very Likely

V1 FOR UNKNOWN REASON HAS SWERVED ONTO THE WRONG SIDE OF THE ROAD AND THEN BACK TO THE NEARSIDE COLLIDING WITH THE GRASS VERGE CAUSING VEHICLE TO ROLL ONTO ITS SIDE.

WO32804/15 Sunday 15/11/2015 — A247 WYCH HILL LANE AT JUNCTION WITH A320 GUILDFORD ROAD WOKING — Veh 1 Pedal cycle Going ahead E to W Dri M 38 Slight
R1: A 247 0742hrs
R2: A 320 Daylight:street lights present
E 500,129 Dry
N 157,581 Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 001	Possible
2nd:	Loss of control	Vehicle 001	Possible
3rd:	Failed to look properly	Vehicle 001	

V1 CYCLING HOME BUT CANNOT RECALL WHAT HAPPENED.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO34329/15	Saturday	B380 MAYFORD GREEN AT	Veh 1	Car	Wait go ahead held	W	to E	FSP	F	41	Slight
	28/11/2015	JUNCTION WITH A320 EGLEY ROAD	Veh 2	Car	Going ahead	W	to E				
R1: B 380	1635hrs	WOKING									
R2: A 320	Darkness: street lights present a										
E 499,549	Wet/Damp										
N 156,114	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 002	Very Likely
2nd:	Failed to look properly	Vehicle 002	Very Likely

V1 STATIONARY WAITING TO JOIN ROUNDABOUT HIT FROM BEHIND BY V2

WO38338/16	Thursday	A320 EGLEY ROAD AT JUNCTION	Veh 1	Pedal cycle	Going ahead LH bend	W	to S	Dri	M	28	Slight
	07/01/2016	WITH B380 WESTFIELD ROAD	Veh 2	Car	Going ahead	E	to W				
R1: A 320	0740hrs	MAYFORD WOKING									
R2: B 380	Daylight:street lights present										
E 499,588	Wet/Damp										
N 156,079	Raining without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 002	Very Likely

CYCLIST TRAVELLING AROUND MAYFORD R/A AS CYCLIST TOOK THE 3RD EXIT V2 HAS PULLED ONTO THE R/A AND COLLIDED WITH CYCLIST.

WO42054/16	Wednesday	A320 EGLEY ROAD CLOSE TO LAMP	Veh 1	Goods < 3.5t	Going ahead	N	to S				
	27/01/2016	POST 32 WOKING	Veh 2	M/C > 500 cc	O/take s/veh o/side	E	to W	Dri	M	21	Slight
R1: A 320	1450hrs		Veh 2	M/C > 500 cc	O/take s/veh o/side	E	to W		M	22	Slight
	Daylight:street lights present										
E 499,687	Dry										
N 156,833	Fine without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 001	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 001	Very Likely
3rd:	Failed to look properly	Vehicle 001	

V2 MOTORCYCLE HAS BEEN PASSING V1 WHEN FOR UNKNOWN REASONS V1 HAS MOVED TOWARDS THE CENTRAL LINE CAUSING A COLLISION

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO42902/16 Tuesday 02/02/2016 1840hrs — A320 EGLEY ROAD JUNCTION WITH ALMOND AVENUE WOKING
R1: A 320 **R2: U** **E 499,705** **N 156,942**
Darkness: street lighting unkno; Dry; Fine without high winds; 40 mph

Veh 1	Goods < 3.5t	Going ahead	S	to	N				
Veh 2	Car	Turning right	S	to	E	Dri	F	27	Slight
Veh 3	Car	Wait go ahead held	N	to	S				

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

V1 HAS COLLIDED WITH REAR OF V2. V2 HAS BEEN PUSHED INTO PATH OF V3. V2 HAS COLLIDED WITH THE FRONT OF V3

WO43763/16 Friday 05/02/2016 1803hrs — A320 EGLEY ROAD AT JUNCTION WITH A320 GUILDFORD ROAD WOKING
R1: A 320 **R2: A 320** **E 499,589** **N 156,123**
Darkness: street lights present a; Wet/Damp; Raining without high winds; 40 mph

Veh 1	M/C < 125 cc	Wait go ahead held	N	to	S	Dri	M	35	Slight
Veh 2	Car	Starting	N	to	S				

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 002	Very Likely

V2 HAS COLLIDED WITH REAR OF V1 AT ENTRANCE TO R/A.

GU45471/16 Tuesday 09/02/2016 0920hrs — B380 VICARAGE ROAD AT JUNCTION WITH ROSEBERY CRESCENT KINGFIELD
R1: B 380 **R2: U** **E 500,951** **N 156,964**
Daylight:street lights present; Dry; Fine without high winds; 30 mph

Veh 1	Car	Going ahead	E	to	W				
Veh 2	Goods < 3.5t	Wait to turn right	E	to	N	Dri	M	56	Slight

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

V1 HAS HIT REAR OF V2.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO48942/16 Sunday 28/02/2016 1205hrs — OLD SCHOOL PLACE AT JUNCTION WITH B380 WESTFIELD ROAD WESTFIELD

Veh 1	Car	Going ahead	E	to	W	Ped	F	3	Slight

R1: U 7320
R2: B 380
E 500,414
N 156,641

Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Failed to look properly	Casualty 001	Very Likely

CHILD C1 HAS RAN INTO ROAD COLLIDING WITH V1.

WO52630/16 Wednesday 09/03/2016 1340hrs — A247 KINGFIELD ROAD AT JUNCTION WITH ELMBRIDGE LANE KINGFIELD

Veh 1	Car	Wait to turn right	SE	to	NE	Dri	F	17	Slight
Veh 2	Car	Going ahead	NW	to	SE				

R1: A 247
R2: U
E 500,719
N 157,488

Daylight:street lights present
Wet/Damp
Raining without high winds
30 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Failed to look properly	Vehicle 001	Possible

V1 TURNING RIGHT ON-COMING PASSING VEHICLES COLLIDED. FULL DETAILS EXCHANGED. V1 MINOR INJURIES

WO50975/16 Thursday 10/03/2016 1230hrs — B380 WESTFIELD ROAD AT JUNCTION WITH BALFOUR AVENUE WESTFIELD

Veh 1	Car	Turning left	N	to	E				
Veh 2	Pedal cycle	Going ahead	N	to	S	Dri	M	35	Serious

R1: B 380
R2: U
E 500,341
N 156,422

Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Failed to judge other persons path or speed	Vehicle 001	Very Likely

V1 DRIVING ALONG SINGLE CARRIAGE ROAD APPROACHING N/S MINOR ROAD WHEN V1 HAS OVERTAKEN V2 ONLY A SHORT DISTANCE FROM THE N/S JUNCTION V2 HAS HIT REAR OF V1 CAUSING INJURY.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles						Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev			
	Date											
Road No.	Time											
2nd Road No.	D/L											
Grid Ref.	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
WO53391/16	Friday	A320 EGLEY ROAD WOKING	Veh 1	Car	Going ahead	N	to S				
	11/03/2016		Veh 2	Car	Wait go ahead held	N	to S	Dri	M	38	Slight
R1: A 320	0842hrs										
	Daylight:street lights present										
E 499,585	Wet/Damp										
N 156,155	Fog or mist										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Slippery road (due to weather)	Vehicle 001	Very Likely
2nd:	Failed to look properly	Vehicle 001	Very Likely

V1 HAS COLLIDED WITH REAR OF V2 CAUSING MINOR INJURY TO DRIVER.

WO69972/16	Sunday	A320 EGLEY ROAD OUTSIDE NO.5 HAVELOCK COTTAGES WOKING	Veh 1	Car	Wait go ahead held	N	to S	Dri	F	38	Slight
	22/05/2016		Veh 2	Car	Wait go ahead held	N	to S	Dri	F	49	Slight
R1: A 320	1220hrs		Veh 2	Car	Wait go ahead held	N	to S	FSP	F	33	Slight
	Daylight:street lights present		Veh 3	Car	Stopping	N	to S				
E 499,647	Dry										
N 156,373	Fine without high winds										
	40 mph										

V1 AND V2 STOP IN STATIONARY TRAFFICE V3 FAILS TO STOP AND COLLIDES WITH R/O V2 > V1

WO88036/16	Tuesday	A320 GUILDFORD ROAD AT JUNCTION WITH A320 EGLEY ROAD A320 WOKING	Veh 1	Car	Going ahead LH bend	S	to N	Ped	F	39	Slight
	05/07/2016										
R1: A 320	1800hrs										
R2: A 320	Daylight:street lights present										
E 500,118	Dry										
N 157,610	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

CASUALTY HAS BEEN STOOD ON AN ISLAND CROSSING THE EGLEY ROAD AT WOKING WITH HER BICYCLE. SHE HAS BEEN CROSSING FROM THE MIDDLE OF THE ROAD OVER TO THE MIDHOPE ROAD SIDE OF THE ROAD. V1 HAS COME FROM THE EGLEY ROAD OVER THE ROUNDABOUT ONTO THE GUILDFORD R

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No. **2nd Road No.**	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO88953/16 Saturday 23/07/2016 0950hrs — A247 KINGFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE KINGFIELD

Veh 1	Pedal cycle	Going ahead	E	to	W	Dri	F	55	Slight
Veh 2	Car	Turning right	W	to	S				

R1: A 247
R2: U Daylight:street lights present
E 500,494 Dry
N 157,481 Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 002	Possible

V1 PEDALCYCLIST RIDING ALONG KINGSFIELD ROAD JUNCTION WITH WESTFIELD AVENUE AND PASSING WESTFIELD AVENUE O HER LEFT. FOR AN UNKNOWN REASON V2 HAS TURNED INTO WESTFIELD AVENUE FROM KINGSFIELD ROAD AND IN DOING SO HAS HIT V1 AND KNOCKED HER OFF HER BIKE.

WO94795/16 Wednesday 10/08/2016 1015hrs — A247 KINGFIELD ROAD AT JUNCTION WITH LOOP ROAD KINGFIELD

Veh 1	Car	Turning right	NW	to	S				
Veh 2	Pedal cycle	Going ahead	SE	to	NW	Dri	M	25	Serious

R1: A 247
R2: U Daylight:street lights present
E 500,814 Dry
N 157,349 Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Poor turn or manoevre	Vehicle 001	Very Likely

V1 HAS TURNED RIGHT AT JUNCTION COLLIDING WITH ONCOMING V2.

WO01776/16 Wednesday 31/08/2016 1715hrs — A320 EGLEY ROAD 20 METRES SOUTH OF ALMOND AVENUE WOKING

Veh 1	Car	Going ahead	S	to	N				
Veh 2	Goods > 7.5t	Wait go ahead held	S	to	N	Dri	M	30	Slight

R1: A 320
R2: U Daylight:street lights present
E 499,702 Dry
N 156,922 Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 001	Very Likely

V2 STATIONARY IN LINE OF TRAFFIC STRUCK IN REAR BY V1 CAUSING INJURY.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO20783/16 Monday B380 VICARAGE ROAD AT JUNCTION WITH A247 HIGH STREET WOKING KINGFIELD
17/10/2016 1715hrs
R1: B 380
R2: A 247
Daylight:street lights present
E 501,083
Dry
N 156,994
Fine without high winds
30 mph

Veh 1	Car	Turning left	W	to	NW						
Veh 2	Car	Turning right	W	to	E	Dri	F	66	Slight		

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

V2 PULLED OUT ONTO MINI ROUNDABOUT INTENDING TO TURN RIGHT. V1 WHO WAS TRAVELLING BEHIND V2 COLLIDED WITH V2'S REAR. V1 TURNED LEFT AT THE ROUNDABOUT AND V2 STOPPED BUT V1 DID NOT RETURN.

WO21387/16 Saturday A320 GUILDFORD ROAD AT ENTRANCE TO 'BRIGHT HORIZONS' NURSERY WOKING
29/10/2016 0850hrs
R1: A 320
Daylight:street lights present
E 499,651
Dry
N 156,482
Fine without high winds
40 mph

Veh 1	Car	Turning right	W	to	N						
Veh 2	Pedal cycle	Going ahead	S	to	N	Dri	M	33	Slight		

Causation Factor:		Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 002	Very Likely
2nd:	Failed to look properly	Vehicle 001	Very Likely

VEHICLE 1 WAS PULLING OUT OF CAR PARK OF BRIGHT HORIZONS ONTO GUILDFORD ROAD WITH A VIEW TO TURNING LEFT CYCLIST WAS ON PAVEMENT. VEHICLE 1 STARTED TO PULL AWAY WHEN SHE SAW CYCLIST TO HER LEFT SHE STOPPED BUT CYCLIST COLLIDED WITH THE FRONT OF VEHICLE 1

WO24831/16 Sunday A320- EGLEY ROAD 25 METRES SOUTH OF OLD HILL WOKING
06/11/2016 2107hrs
R1: A 320
Darkness: street lights present a
E 499,724
Wet/Damp
N 157,177
Raining without high winds
40 mph

Veh 1	Car	Going ahead	S	to	N						
Veh 2	Car	Going ahead	N	to	S	Dri	F	61	Serious		

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
2nd:	Exceeding speed limit	Vehicle 001	Very Likely

V1 TRAVELLING NORTH ON THE A320 EGLEY ROAD HAS LOST CONTROL AND COLLIDED WITH V2 TRAVELLING SOUTH ON THE A320 EGLEY ROAD.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO30569/16 Tuesday 15/11/2016 1230hrs — A247 KINGFEILD ROAD AT JUNCTION WITH B381 LOOP ROAD WESTFIELD

Veh 1	Car	Going ahead	NW to SE	Dri	M	18	Slight
Veh 2	Car	Going ahead	NW to SE	Dri	M	34	Slight

R1: A 247
R2: B 381
E 500,814
N 157,350
Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 001	Possible

VEHICLE 2 HAS SLOWED TO A STOP AS TRAFFIC IN FRONT HAS STOPPED TO ALLOW A VEHICLE TO PULL OVER. WHILST VEHICLE 2 HAS BEEN STATIONERY VEHICLE 1 HAS NOT LEFT ENOUGH SPACE FOR A STOPPING DISTANCE AND AS SUCH HAS HIT INTO THE REAR OF VEHICLE 2

WO35079/16 Friday 18/11/2016 0831hrs — A320 GUILDFORD ROAD AT JUNCTION WITH MIDHOPE ROAD WOKING

Veh 1	Car	Wait go ahead held	NE to SW				
Veh 2	M/C < 50 cc	Going ahead	NE to SW	Dri	F	27	Slight

R1: A 320
R2: U
E 500,158
N 157,671
Daylight:street lights present
Wet/Damp
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Slippery road (due to weather)	Vehicle 002	Possible
2nd:	Failed to look properly	Vehicle 002	Very Likely

V1 HAS BEEN TRAVELLING ALONG A320 TOWARDS GUILDFORD AND HAS COME TO A HALT DUE TO TEMPORARILY BEEN HELD BY TRAFFIC TURNING RIGHT INTO MIDHOPE ROAD. V1 HAS STARTED TO PULL OFF AS TRAFFIC AHEAD HAS CLEARED AND V2 HAS COLLIDED WITH REAR OF V1.

WO29037/16 Saturday 19/11/2016 1910hrs — A247 KINGFIELD ROAD AT JUNCTION WITH ELMBRIDGE LANE KINGFIELD

Veh 1	Car	Turning left	NE to SE				
Veh 2	Car	Going ahead	NW to SE	FSP	F	71	Slight

R1: A 247
R2: U
E 500,717
N 157,488
Darkness: street lights present a
Wet/Damp
Raining without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

V1 WAS WAITING TO EXIT ELMBRIDGE LANE AT THE JUNCTION WITH AND ONTO KINGFIELD ROAD. V1 HAS PULLED OUT WITHOUT LOOKING PROPERLY WHILST V2 WAS PASSING THE JUNCTION AND HAS COLLIDED WITH THE FRONT NEARSIDE OF THE BUMPER OF V2.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
	Date										
Road No.	Time										
2nd Road No.	D/L										
Grid Ref.	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

WO43697/16 Tuesday 29/11/2016 1230hrs — A320 EGLEY ROAD AT ENTRANCE TO GARDEN CENTRE WOKING

Veh 1	M/C > 500 cc	O/take m/veh o/side	N	to	S				
Veh 2	Car	Turning right	N	to	W	Dri	F	38	Slight

R1: A 320
R2: U
E 499,647
N 156,378

Daylight:street lights present
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Dazzling sun	Vehicle 001	Very Likely

MOTORCYCLE HAS OVERTAKEN STATIONARY AND SLOW MOVING VEHICLES HELD BY TEMPORARY TRAFFIC LIGHTS. INVOLVED CAR HAS BEGUN TO TURN RIGHT INTO JUNCTION OF THE GARDEN CENTRE CAUSING MOTORCYCLE TO VEER OFF AND CRASH THROUGH WORK RESTRICTED AREA IN TO DIRT AND SA

WO38760/16 Wednesday 14/12/2016 1830hrs — A320 EGLEY ROADAT JUNCTION WITH ACACIA AVENUE WOKING

Veh 1	Car	Turning right	NW	to	NE				
Veh 2	Pedal cycle	Going ahead	SE	to	NW	Dri	M	28	Slight

R1: A 320
R2: U
E 499,851
N 157,367

Darkness: street lights present a
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 002	Very Likely
2nd:	Cyclist wearing dark clothing at night	Vehicle 002	Possible
3rd:	Failed to look properly	Vehicle 001	

VEHICLE HAS TURNED RIGHT ACACIA AVENUE AND A CYCLIST HAS COLLIDED WITH HIS VEHICLE.

GU45953/16 Thursday 15/12/2016 1700hrs — A320 EGLEY ROAD WOKING

Veh 1	Bus/coach	Going ahead	N	to	S	Seat	F	20	Slight

R1: A 320
E 499,657
N 156,605

Darkness: street lighting unkno
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Other	Vehicle 001	Possible

BUS BRAKED HARDLY CAUSED THE PASSENGER TO FALL

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
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Notes:
Area in Woking

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

WO41419/16 Friday 16/12/2016 0744hrs — B380 WESTFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE WESTFIELD

Veh 1	Car	Turning right	W	to	S	Dri	F	52 Slight
Veh 2	Car	Going ahead	S	to	N	Dri	F	22 Slight

R1: B 380
R2: U Darkness: street lighting unkno
E 500,452 Dry
N 156,739 Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

VEH 1 HAS TURNED RIGHT OUT OF WESTFIELD AVENUE ONTO WESTFIELD ROAD. V2 WAS TRAVELLING ALONG WESTFIELD ROAD AND HAS COLLIDED INTO THE SIDE OF V1.

WO51119/17 Thursday 19/01/2017 1720hrs — B380 WESTFIELD ROAD AT JUNCTION WITH WESTFIELD AVENUE WESTFIELD

Veh 1	Car	Turning right	W	to	S	Dri	M	41 Slight
Veh 2	Car	Going ahead	S	to	N	Dri	M	22 Slight
Veh 2	Car	Going ahead	S	to	N	FSP	F	26 Slight
Veh 2	Car	Going ahead	S	to	N	RSP	F	7 Slight

R1: B 380
R2: U Darkness: street lights present a
E 500,451 Dry
N 156,738 Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 001	Possible

VEHICLE 1 APPROACHED T JUNCTION AND STOPPED. DRIVER OF VEHICLE 1 WAS FLASHED BY A VEHICLE APPROACHING FROM THE LEFT AND PERCEIVED THE WAY AHEAD TO BE CLEAR. DRIVER OF VEHICLE 1 MADE A RIGHT HAND TURN INTO THE PATH OF VEHICLE 2 THAT WAS APPROACHING FROM THE RIGHT. VEHICLE 2 STRUCK VEHICLE 1 ON THE OFFSIDE DRIVERS DOOR.

WO50648/17 Friday 20/01/2017 0022hrs — B380 WESTFIELD ROADAT JUNCTION WITH NEW LANE WESTFIELD

Veh 1	Car	Going ahead LH bend	SW	to	NE	Dri	M	36 Slight

R1: B 380
R2: U Darkness: street lights present a
E 500,167 Frost/Ice
N 156,153 Other
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 001	Very Likely
2nd:	Poor turn or manoevre	Vehicle 001	Very Likely
3rd:	Impaired by alcohol	Vehicle 001	

VEHICLE 1 WAS TRAVELLING ALONG WESTFIELD ROAD WOKING FROM THE GUILDFORD ROAD DIRECTION. VEHICLE 1 HAS APPROACHED A LEFT HAND BEND ON WESTFIELD ROAD NEAR TO THE JUNCTION OF NEW LANE. VEHICLE 1 WAS TRAVELLING TOO FAST AND HAS FAILED TO NEGOTIATE THE BEND. VEHICLE 1 HAS THEN COME OFF THE ROAD ON THE OFFSIDE HITTING THE KERB AND COLLIDED WITH A TREE

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
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Notes:
Area in Woking

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

WO62808/17 Friday 10/02/2017 2100hrs — A247 WYCH HILL LANE AT JUNCTION WITH A247 CLAREMONT AVENUE WOKING

Veh 1	Car	Wait go ahead held	W to E						
Veh 2	Car	Going ahead	N to E	FSP	F	24	Slight		

R1: A 247
R2: A 247
E 500,406
N 157,521

Darkness: street lights present a
Wet/Damp
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Junction overshoot	Vehicle 001	Possible
2nd:	Poor turn or manoevre	Vehicle 002	Possible

V1 HAS BEEN STATIONARY WAITING TO GO AHEAD ON WYCH HILL LANE JUNCTION WITH CLAREMONT AVE. V2 WAS TRAVELINC ON CLAREMONT AVE TRAVELLING TOWARDS WYCH HILL LANE. V2 AND V1 HAVE THEN COLLIDED AT THE JUNCTION. V1 HAS COLLIDED INTO THE SIDE OF V2.

WO58565/17 Wednesday 22/02/2017 1650hrs — A247 KINGFIELD ROAD AT JUNCTION WITH ELMBRIDGE LANE KINGFIELD

Veh 1	Car	Going ahead	NW to SE	Dri	M	39	Slight		
Veh 1	Car	Going ahead	NW to SE	Ped	M	9	Slight		
Veh 1	Car	Going ahead	NW to SE	FSP	F	13	Slight		
Veh 2	Car	Turning right	NE to NW						

R1: A 247
R2: U
E 500,717
N 157,490

Daylight:street lights present
Wet/Damp
Raining without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Road layout (eg bend, hill etc.)	Vehicle 002	Very Likely
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 002	Very Likely
3rd:	Following too close	Vehicle 002	Very Likely
4th:	Junction overshoot	Vehicle 002	Very Likely
5th:	Failed to look properly	Vehicle 002	Very Likely

VEHICLE 1 HAS BEEN TRAVELLING ALONG KINGFIELD ROAD TOWARDS OLD WOKING WHEN VEHICLE 2 HAS PULLED OUT OF ELMBRIDGE LANE AND HIT THE NEARSIDE OF VEHICLE 1 CAUSING DAMAGE TO BOTH DOORS AND FRONT LEFT BUMPER OF VEHICLE 2

WO65059/17 Friday 24/02/2017 0815hrs — A320 EGLEY ROAD AT JUNCTION WITH ALMOND AVENUE WOKING

Veh 1	Car	Stopping	S to N						
Veh 2	Car	Stopping	S to N	Dri	F	55	Slight		
Veh 3	Car	Starting	S to N	RSP	M	4	Slight		

R1: A 320
R2: U
E 499,705
N 156,942

Daylight:street lights present
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 003	Possible

V3 WAS DRIVING TOWARDS WOKING TOWN CENTRE ALONG EGLEY ROAD AND A BUS PULLED INTO THE BUS STOP STATIONARY. V3 PULLED AROUND THE BUS AND SHUNTED THE BACK OF V2 CAUSING IT TO SHUNT FORWARDS AND HIT THE BACK OF V1.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO64226/17 Monday 13/03/2017 1444hrs — A320 GUILDFORD ROAD 80 METRES SOUTH OF MAYFORD ROAD WOKING
R1: A 320
E 500,058
N 157,514
Daylight:street lights present
Dry
Fine without high winds
50 mph

Veh 1	Car	Stopping	S	to	N	Dri	F	60	Slight
Veh 2	Car	Stopping	S	to	N	Dri	M	18	Slight
Veh 3	Car	Going ahead	N	to	S				

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Possible

VEHICLE 3 (POLICE VEHICLE) WAS TRAVELLING SOUTH. VEHICLES 1 AND 2 WERE BOTH TRAVELLING NORTH. VEHICLE 2 THEN SLOWS AMD COMES TO A STOP AND VEHICLE 1 COLLIDES WITH THE REAR OF VEHICLE 2.

WO76575/17 Tuesday 18/04/2017 1530hrs — B380 WESTFIELD ROAD AT JUNCTION WITH NEW LANE WOKING
R1: B 380
R2: U
E 500,177
N 156,162
Daylight:street lights present
Dry
Fine without high winds
30 mph

Veh 1	Car	Turning right	S	to	E	Dri	F	37	Slight
Veh 2	Car	Going ahead	S	to	N				

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 002	Possible

V1 STATIONARY AT JUNCTION OF WESTFIELD ROAD AND NEW LANE WOKING WHEN V2 DROVE INTO THE REAR OF V1

WO78362/17 Wednesday 26/04/2017 1230hrs — B380 GUILDFORD ROAD AT ENTRANCE TO CAR WASH MAYFORD
R1: B 380
E 499,768
N 156,000
Daylight:street lights present
Wet/Damp
Fine without high winds
40 mph

Veh 1	Car	Stopping	NW	to	SE	Dri	F	29	Slight
Veh 1	Car	Stopping	NW	to	SE	FSP	F	34	Slight
Veh 2	Car	Wait to turn right	NW	to	S				

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 002	Very Likely

IT APPEARS THAT VEHICLE 1 WAS STATIONARY WAITING TO TURN RIGHT INTO CAR WASH AND VEHICLE 2 HAS DRIVEN INTO TH BACK OF VEHICLE ONE.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO78332/17	Saturday	B380 VICARAGE RD AT JUNCTION	Veh 1	Car	Turning right	E	to N	Dri	F	35	Slight
	29/04/2017	WITH ASHCOMBE PARADE	Veh 2	Car	Going ahead	E	to W				
R1: B 380	2130hrs	KINGFIELD									
R2: U	Darkness: street lights present a										
E 501,053	Dry										
N 156,992	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 002	Possible

V1 HAS JUST LEFT MINI ROUNDABOUT AND WAS SLOWING TO TURN TO GO INTO SAINBURY'S. V2 HIT REAR IN TRYING TO PASS V1 AND FRONT OF V1 IN LEAVING. V2 LEFT SCENE MAKING NO ATTEMPT TO STOP

WO81018/17	Saturday	A247 KINGFIELD ROAD AT	Veh 1	Car	Going ahead RH bend	E	to N	Dri	M	39	Slight
	29/04/2017	JUNCTION WITH A247 CLAREMONT									
R1: A 247	2235hrs	AVENUE WOKING									
R2: A 247	Darkness: street lights present a										
E 500,419	Dry										
N 157,509	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Vehicle 001	Very Likely

DRIVER HAS MOUNTED PAVEMENT AND HIT GIVEWAY SIGN CAUSING THE VEHICLE TO ROLL ONTO ITS SIDE.

WO89316/17	Tuesday	A320 EGLEY ROAD AT ENTRANCE	Veh 1	Car	Turning right	W	to S				
	16/05/2017	TO WYEVALE GARDEN CENTRE	Veh 2	Car	Going ahead	S	to N	Dri	F	81	Slight
R1: A 320	1115hrs	WOKING									
R2: U	Daylight:street lights present										
E 499,647	Dry										
N 156,377	Fine without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to signal/Misleading signal	Vehicle 002	Very Likely
2nd:	Failed to look properly	Vehicle 001	Very Likely

V1 HAS BEEN EXITING GARDEN CENTRE ONTO A320 EGLEY ROAD WITH INTENTION OF TURNING RIGHT TOWARDS GUILDFORD. MEANWHILE V2 WAS TRAVELLING ALONG THE A320 IN A NORTHERLY DIRECTION. V1 HAS PULLED OUT INTO THE PATH OF V2 AND BOTH VEHICLES HAVE SUSTAINED FRONT EN

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
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Notes:
Area in Woking

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No	Type	Manv	Dir	Class		Sex	Age	Sev
	Date										
Road No.	Time										
2nd Road No.	D/L										
Grid Ref.	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

WO93334/17	Saturday	A320 EGLEY ROAD AT JUNCTION	Veh 1	M/C > 500 cc	Going ahead	N	to S	Dri	M	38	Slight
	27/05/2017	WITH A320 GUILDFORD ROAD									
R1: A 320	2040hrs	MAYFORD WOKING									
R2: A 320	Darkness: street lighting unkno										
E 499,586	Dry										
N 156,119	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 001	Very Likely

VEHICLE 1 HAS ENTERED THE ROUNDABOUT SOUTHBOUND AND LOST CONTROL CAUSING RIDER AND MOTORCYCLE TO LEAVE CARRIAGEWAY OFFSIDE.

WO95579/17	Saturday	A247 KINGFIELD ROAD AT	Veh 1	Car	Going ahead	E	to W	Dri	M	36	Slight
	17/06/2017	JUNCTION WITH WESTFIELD	Veh 1	Car	Going ahead	E	to W	RSP	F	2	Slight
R1: A 247	1008hrs	AVENUE WESTFIELD KINGFIELD	Veh 2	Car	Turning right	W	to S	Dri	F	87	Serious
R2: U	Daylight:street lights present										
E 500,492	Dry										
N 157,483	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Dazzling sun	Vehicle 001	Possible

V1 TRAVELLING WEST ALONG THE A247 KINGFIELD ROAD. V2 TRAVELLING OPPOSITE WAY ON SAME ROAD. AS V1 HAS REACHED THE JUNCTION OF WESTFIELD AVENUE V2 HAS PULLED ACROSS THE JUNCTION STRIKING V1.

WO00521/17	Monday	B380 WESTFIELD AVENUE AT	Veh 1	Car	Wait to turn right	S	to E				
	03/07/2017	ENTRANCE TO OLD WOKING	Veh 2	Car	Stopping	S	to N				
R1: B 380	1853hrs	RECREATION CLUB WESTFIELD	Veh 3	M/C > 125 cc	Going ahead	S	to N	Dri	M	20	Slight
	Daylight:street lights present										
E 500,468	Dry										
N 156,783	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 003	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 003	Very Likely

V1 & V2 HAVE STOPPED NORTHBOUND ON WESTFIELD AVENUE WHERE V1 WAS WAITING TO TURN RIGHT. V3 HAS FAILED TO SEE THE VEHICLES WERE STATIONARY AND HAS RIDEN INTO THE REAR OF V2.

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Selection:
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Notes:
Area in Woking

			Vehicles				Casualties				
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev				
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

WO09514/17	Sunday	WESTFIELD AVENUE AT JUNCTION WITH BONSEY LANE WESTFIELD	Veh 1	Car	Turning right	SW	to	E			
	30/07/2017		Veh 2	Pedal cycle	Going ahead	E	to	W	Dri	M 52	Slight
R1: U 3699	0755hrs										
R2: U	Daylight:street lights present										
E 500,432	Wet/Damp										
N 156,745	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

V2 HAS BEEN CYCLING APPROACHING THE JUNCTION OF BONSEY LANE. V1 HAS EMERGED FROM BONSEY LANE WITHOUT GIVING WAY AND INTO THE PATH OF V2 CAUSING A COLLISION

WO14499/17	Sunday	A320 EGLEY ROAD JUNCTION WITH A320 EGLEY ROAD WOKING	Veh 1	Car	Starting	E	to	W			
	20/08/2017		Veh 2	Pedal cycle	Going ahead	E	to	W	Dri	M 44	Serious
R1: A 320	0746hrs										
R2: A 320	Daylight:street lights present										
E 499,573	Dry										
N 156,075	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

V2 TRAVELLING WEST AROUND THE ROUNDABOUT WHEN V1 WHICH WAS ALSO TRAVELLING WEST AROUND THE ROUNDABOUT HAS COLLIDED WITH THE V2 CAUSING SIGNIFICANT INJURIES TO THE RIDER

WO21553/17	Thursday	A320 EGLEY ROAD JUNCTION WITH A247 WYCH HILL LANE WOKING	Veh 1	Car	Turning left	E	to	S			
	14/09/2017		Veh 2	Pedal cycle	Going ahead	N	to	S	Dri	M 62	Slight
R1: A 320	1215hrs										
R2: A 247	Daylight:street lights present										
E 500,114	Dry										
N 157,571	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

V1 HAS BEEN TRAVELLING ALONG WYCH HILL LANE HEADING FROM THE DIRECTION OF OLD WOKING HEADING TOWARDS THE ROUND ABOUT ON EGLEY ROAD. V2 (THE PEDAL CYCLE) HAS BEEN ON THE ROUNDABOUT. V1 HAS INTENDED TO TAKE THE LEFT HAND EXIT ONTO EGLEY ROAD HEADING IN THE

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

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Notes:
Area in Woking

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No. **2nd Road No.**	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

WO27541/17	Saturday	B380 WESTFIELD ROAD OUTSIDE	Veh 1	Car	Stopping	S	to N				
	30/09/2017	'EASTERN ORIENTAL RESTAURANT'	Veh 2	Car	Going ahead	S	to N	Dri	F	28	Slight
R1: B 380	1035hrs	WESTFIELD	Veh 3	Car	Going ahead	S	to N				
	Daylight:street lights present										
E 500,398	Dry										
N 156,590	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Sudden braking	Vehicle 002	Possible

V2 STOPPED BEHIND V1. V3 HIT V2 TO THE REAR.

WO48584/17	Tuesday	A247 KINGSFIELD ROAD OUTSIDE	Veh 1	Car	Parked	0	to 0	Dri	F	38	Slight
	05/12/2017	KINGSFIELD ARMS PUBLIC HOUSE	Veh 2	Car	Going ahead	N	to S				
R1: A 247	1610hrs	KINGFIELD									
	Darkness: street lighting unkno										
E 501,061	Dry										
N 157,092	Fine without high winds										
	30 mph										

C1 WAITING OUTSIDE KINGFIELD ARMS PUB TO COLLECT CHILDREN IN PARKED VEHICLE 1. V2 HIT V1 FOR UNKNOWN REASON AND FAILED TO STOP.

WO57201/18	Wednesday	B380 GUILDFORD ROAD AT	Veh 1	Goods > 7.5t	Going ahead	NW	to SE				
	03/01/2018	JUNCTION WITH BOURNE WAY	Veh 2	Car	Going ahead	SE	to NW	Dri	M	73	Slight
R1: B 380	1628hrs	MAYFORD									
	Darkness: no street lighting										
E 499,749	Dry										
N 156,008	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Defective steering or suspension	Vehicle 001	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 001	Very Likely

V1 HAS BEEN TRAVELLING ALONG GUILDFORD ROAD FROM EGLEY ROAD TOWARDS WESTFIELD AND V2 HAS BEEN TRAVELLINC IN THE OPPOSITE DIRECTION. V1 HAS SWERVED IN TO THE PATH OF V2 HITTING THE OFFSIDE. V2 HAS SPUN AROUND CAUSING IT TO FACE THE OPPOSITE DIRECTION AND

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO57402/18 Wednesday 10/01/2018 0558hrs — B380 VICARAGE ROAD AT JUNCTION WITH A247 KINGFIELD ROAD KINGFIELD

Veh 1	Bus/coach	Turning left	W	to	N	Ped	M	30	Slight

R1: B 380
R2: A 247
E 501,081
N 156,993

Darkness: street lights present a
Wet/Damp
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Casualty 001	Very Likely

V1 (PUBLIC BUS) VICARAGE ROAD TOWARDS R/B INTENDING TO TURN LEFT INTO KINGFIELD ROAD JOGGER RUNNING ALONG PATH ON NEARSIDE OF BUS IN SAME DIRECTION. JOGGER STOPPED AT KERB WHEN BUS APPROACHING JUNCTION. V1 HAD TO GC TO THE RIGHT OF THE ROAD TO MANOEVRE

WO61981/18 Thursday 25/01/2018 1605hrs — A247 KINGFEILD ROAD AT ENTRANCE TO WOKING SPORTS CENTRE KINGFIELD

Veh 1	Car	Going ahead	S	to	N				
Veh 2	Pedal cycle	Going ahead	NW	to	SE	Dri	M	12	Slight
Veh 3	Car	Going ahead	N	to	S				

R1: A 247
E 500,541
N 157,483

Daylight:street lights present
Wet/Damp
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 002	Very Likely
2nd:	Disobeyed double white line	Vehicle 002	Very Likely

V HAS BEEN TRAVELLING ON THE CYCLE LANE/ FOOTPATH FROM HOE VALLEY SCHOOL. ON THE APPROACH TO KINGFIELD ROAD V2 HAS CROSSED THE ROAD BETWEEN PARKED CARS AND HAS COLLIDED WITH V1WHICH HAS TURNED INTO THE ROAD FROM KINGFIELD ROAD. V2 HAS THAN COLLIDED WITH

WO65273/18 Friday 26/01/2018 1637hrs — B380 WESTFIELD ROAD AT JUNCTION WITH WESTFIELD CLOSE WESTFIELD

Veh 1	Car	Going ahead	S	to	N	Dri	M	70	Slight
Veh 2	Car	Turning right	S	to	W				

R1: B 380
R2: U
E 500,734
N 156,929

Darkness: street lights present a
Wet/Damp
Fine without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
2nd:	Following too close	Vehicle 001	Possible
3rd:	Failed to signal/Misleading signal	Vehicle 002	

V2 HAS BEEN TRAVELLING WESTFIELD ROAD WOKING TOWARDS OLD WOKING AT A SLOW SPEED HAVING EXITED A LOCAL PROPERTY AND INTENDING TO TURN RIGHT TO TURN AROUND. V1HAS BEEN TRAVELLING BEHIND V2. V1 HAS HIT THE OFFSIDE FRONT DOOR OF V2 CAUSING COLLISION AND BOTH

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

WO88835/18	Friday	B380 WESTFIELD ROAD OUTSIDE	Veh 1	Car	Reversing	S	to N	FSP	F	9	Slight
	20/04/2018	MC COLLS WESTFIELD	Veh 2	Goods > 7.5t	Going ahead	N	to S				
R1: B 380	1702hrs										
	Daylight:street lights present										
E 500,511	Dry										
N 156,869	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
2nd:	Disobeyed double white line	Vehicle 2	Very Likely
3rd:	Vehicle door opened or closed negligently	Vehicle 2	

VEHICLE 1 REVERSES INTO V2 DELIBERATELY AND DRIVES OFF FROM SCENE

WO92584/18	Monday	A320 EGLEY ROAD AT JUNCTION	Veh 1	Car	Wait to turn right	S	to E	Dri	M	33	Slight
	14/05/2018	WITH ALMOND ROAD WOKING	Veh 2	Car	Wait go ahead held	S	to N	FSP	F	18	Slight
R1: A 320	1605hrs		Veh 2	Car	Wait go ahead held	S	to N	Dri	F	50	Slight
R2: U	Daylight:street lights present		Veh 3	Car	Going ahead	S	to N				
E 499,706	Dry										
N 156,940	Fine without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed double white line	Vehicle 3	Very Likely

V1 TRAVELLING NORTH STOPS WAITING TO TURN RIGHT INTO ALMOND AVENUE. V2 STOPS BEHIND V1. V3 FAILS TO STOP AND COLLIDES INTO THE REAR OF V2 PUSHING IT INTO THE REAR OF V1.

WO00366/18	Monday	B380 WESTFIELD ROAD OUTSIDE	Veh 1	Car	O/take s/veh o/side	NE	to SW	Dri	M	19	Slight
	11/06/2018	NO.67 WESTFIELD	Veh 2	Goods < 3.5t	Parked	0	to 0				
R1: B 380	1250hrs										
	Daylight:street lights present										
E 500,325	Dry										
N 156,384	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Dazzling sun	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Vehicle door opened or closed negligently	Vehicle 2	

V1 HAS BEEN TRAVELLING ALONG WESTFIELD ROAD TOWARDS GUILDFORD WHEN IT HAS COLLIDED WITH V2 ROYAL MAIL VAN PARKED AT THE SIDE OF THE ROAD.

Details of Personal Injury Accidents for Period - 01/01/2013 to 30/11/2018 (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
	Date										
Road No.	Time										
2nd Road No.	D/L										
Grid Ref.	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
WO11291/18	Wednesday	B380 VICARAGE ROAD OUTSIDE NO.18 KINGFIELD	Veh 1	M/C < 50 cc	Going ahead	E	to W	Dri	F	18	Serious
	18/07/2018		Veh 2	Car	Stopping	E	to W				
R1: B 380	1900hrs										
	Daylight:street lights present										
E 500,908	Dry										
N 156,962	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed double white line	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Dazzling sun	Vehicle 1	

V2 HAS STOPPED DUE TO PEDESTRIANS CROSSING. V1 HAS COLLIDED WITH THE REAR OF V2.

WO17656/18	Tuesday	B380 VICARAGE ROAD AT JUNCTION WITH A247 HIGH STREET OLD WOKING	Veh 1	Car	Going ahead	W	to E	Dri	M	52	Slight
	31/07/2018		Veh 2	Car	Going ahead	W	to E				
R1: B 380	1050hrs										
R2: A 247	Daylight:street lights present										
E 501,084	Dry										
N 156,993	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 2	Very Likely

V1 SLOWING DOWN VICARAGE ROAD FOR THE ROUNDABOUT. V2 SAME DIRECTION AS V1 AND BEHIND HITS THE REAR OF V1 AND SHUNTS V1 FORWARD.

WO28587/18	Sunday	WESTFIELD ROAD AT ENTRANCE TO EASTERN AND ORIENTAL RESTAURANT WESTFIELD	Veh 1	Car	Turning right	N	to E				
	09/09/2018		Veh 2	M/C < 50 cc	Going ahead	N	to S	Dri	M	20	Slight
R1: B 380	1730hrs										
	Daylight:street lights present										
E 500,392	Dry										
N 156,572	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 2	Possible

V1 IN PROCESS OF TURNING RIGHT V2 HAS OVERTAKEN CAR BEHIND V2 HAS THEN GONE INTO REAR OF V1 CAUSING RIDER OF V2 TO COME OFF.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **30/11/2018** (71) months

Selection:
; Refined using Accidents within selected Polygons -2003 Query Sites ("DJB/VECTOS/WOKMAY")

Notes:
Area in Woking

			Vehicles						Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev			
	Date											
Road No.	Time											
2nd Road No.	D/L											
Grid Ref.	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
WO28451/18	Wednesday	A320 EGLEY ROAD AT ENTRANCE TO HOE VALLEY SECONDARY SCHOOL WOKING	Veh 1	Car	Going ahead	N	to S	Ped	F	14	Serious
	19/09/2018		Veh 1	Car	Going ahead	N	to S	Ped	F	14	Serious
R1: A 320	1603hrs										
	Daylight:street lights present										
E 499,650	Dry										
N 156,481	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Crossed road masked by stationary veh	Casualty 2	Very Likely

PUPILS WAITING ON THE CENTRAL ISLAND TO CROSS. FILTER LIGHT HAS BEEN TURNING GREEN WITH ONE CAR STATIONARY JUNCTION. THE CASUALTIES HAVE STARTED TO CROSS IN FRONT OF STATIONARY CAR AND COLLIDED WITH V1 PASSING ON A GREEN LIGHT

WO01251/18	Saturday	A320 GUILDFORD ROAD SOUTH OF MAYBURY ROUNDABOUT MAYFORD	Veh 1	Car	Wait go ahead held	S	to N				
	10/11/2018		Veh 2	Car	Wait go ahead held	S	to N	FSP	M	42	Slight
R1: A 320	1105hrs		Veh 2	Car	Wait go ahead held	S	to N	Dri	F	35	Slight
	Daylight:street lights present		Veh 3	Car	Going ahead	S	to N	Dri	F	39	Slight
E 499,574	Wet/Damp		Veh 4	Car	Change lane to left	S	to N				
N 156,003	Raining without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Vehicle 4	Possible
2nd:	Impaired by drugs (illicit or medicinal)	Vehicle 4	Possible

V1 V2 V3 ALL STATIONARY ON THE APPROACH TO THE MAYFORD ROUNDABOUT. V4 IS BEHIND ON THE OPPOSITE SIDE OF THE ROAD HAS APPROACHED STATIONARY CARS AND SWERVED TO NEARSIDE STIKING V3 WHICH IN TURN HAS HIT V2 AND V2 INTO V1.

APPENDIX B

N

Hoe Valley School

ED Bdy

FW

TENNIS COURTS 1-3

TENNIS COURTS 4-6

TENNIS COURTS 7-9

BATTLE BOX

SPA GARDEN

SWIM AREA

KIDS POOL

TERRACE

BAR/ SEWERS

DAVID LLOYD SITE

CAR PARK 280 spaces

DAVID LLOYD SITE ENTRANCE

SCHOOL AND SPORTS CENTRE ACCESS

footpath

RESIDENTIAL SITE

RETAINED WOODLAND

Wyevale G

Pond

Centr

ESS

Lisa

Willow Green

Archers

Rowan Lea

Frankley Cottage

Drake Cottage

New Cottage

Tumbleweed

Croham Hurst

Holly Cottage

Sunhill House

30.9m

HOOK HILL LANE

Leybourne

The Rodings

Mayford Cottage

Springmead

Trefan

Little Orchard

Hedgerow

EGLEY DRIVE

LEGEND

SITE BOUNDARY

(Leisure Site Area: 22,303sqm)

(Residential Site Area: 9,161sqm)

RESIDENTIAL:

0.91 hectares

36no. houses

- 05 x House Type 1
- 13 x House Type 2
- 16 x House Type 3
- 02 x House Type 4

Gross density:

39 dwellings/ha

58,366 sqft saleable area

90 parking spaces provided

House Type 1
2/3 BEDROOM (4 PEOPLE)
TOWNHOUSE
(123.2sqm /1326sqft)

House Type 2
3 BEDROOM (6 PEOPLE)
TOWNHOUSE
(145sqm /1560sqft)

House Type 3
4 BEDROOM (8 PEOPLE)
TOWNHOUSE
(162.3sqm /1747sqft)

House Type 4
5 BEDROOM (9 PEOPLE)
TOWNHOUSE
(162.3sqm /1747sqft)

0 10 20m 40m

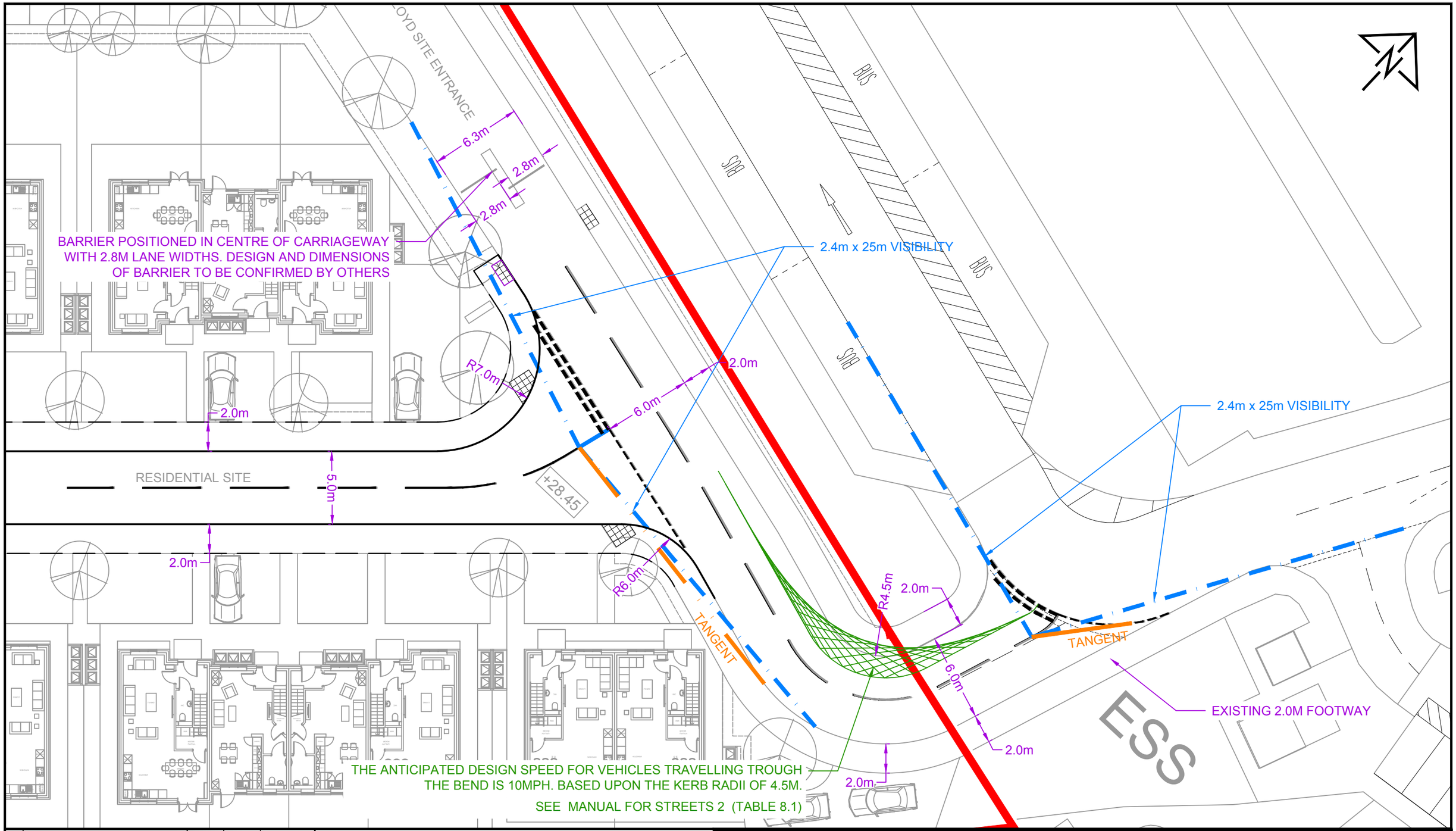
SCALE @ 1:500

LeachRhodesWalker Architects
Ground Floor West 50 Dearmans Place Manchester M3 5LH t 0161 833 0211 e info@lrw.co.uk www.lrw.co.uk

7884 EGLEY ROAD, WOKING : PROPOSED SITE / GROUND FLOOR PLAN

Scale: **1:500@A1** Auth By: **CJG** Drawn By: **IS** Date: **05.11.19** Dwg No: **7884-L(00)103N**

APPENDIX C



REV.	DETAILS	DRAWN	CHECKED	DATE
A	FINAL LAYOUT SHOWN	SCJ	DS	29/10/19
B	CARRIAGEWAY 5.0M WITH 2.0M FOOTWAYS	SCJ	DS	30/10/19
C	FINAL LAYOUT SHOWN - WITH 2.0M FOOTWAYS	SCJ	DS	04/10/19

STATUS:
INFORMATION ONLY

PROJECT:
Egley Road, Woking

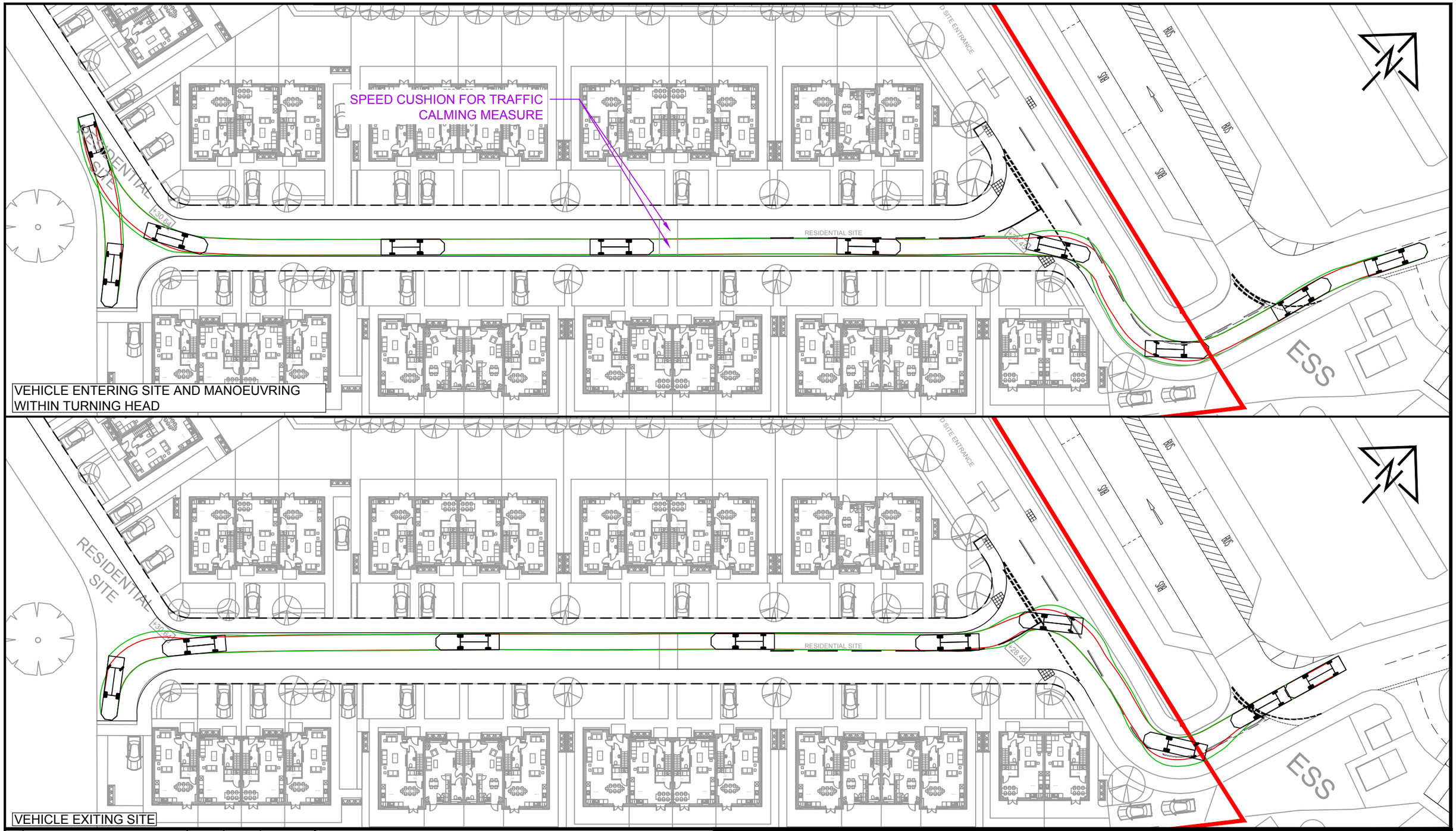
CLIENT:
Woking Football Club

DRAWING TITLE:
SITE ACCESS
GENERAL ARRANGEMENT AND
VISIBILITY SPLAYS

vectos
transport planning specialists
Broad Quay House, Prince Street, Bristol, BS1 4DJ
t: 0117 905 8888 e: enquiries@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
SCJ	DS	25/10/19	1:250 @ A3	183923a_A01	C

APPENDIX D

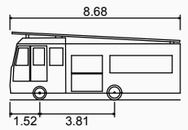


REV.	DETAILS	DRAWN	CHECKED	DATE
A	CARRIAGEWAY 5.0M WITH 2.0M FOOTWAYS	SCJ	DS	30/10/19
B	FINAL LAYOUT SHOWN - WITH 2.0M FOOTWAYS	SCJ	DS	04/10/19

STATUS:

INFORMATION ONLY

VEHICLE DETAIL



DB32 FIRE APPLIANCE

OVERALL LENGTH	8.680m
OVERALL WIDTH	2.180m
OVERALL BODY HEIGHT	3.452m
MIN BODY GROUND CLEARANCE	0.337m
MAX TRACK WIDTH	2.121m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	7.910m

PROJECT: Egley Road, Woking

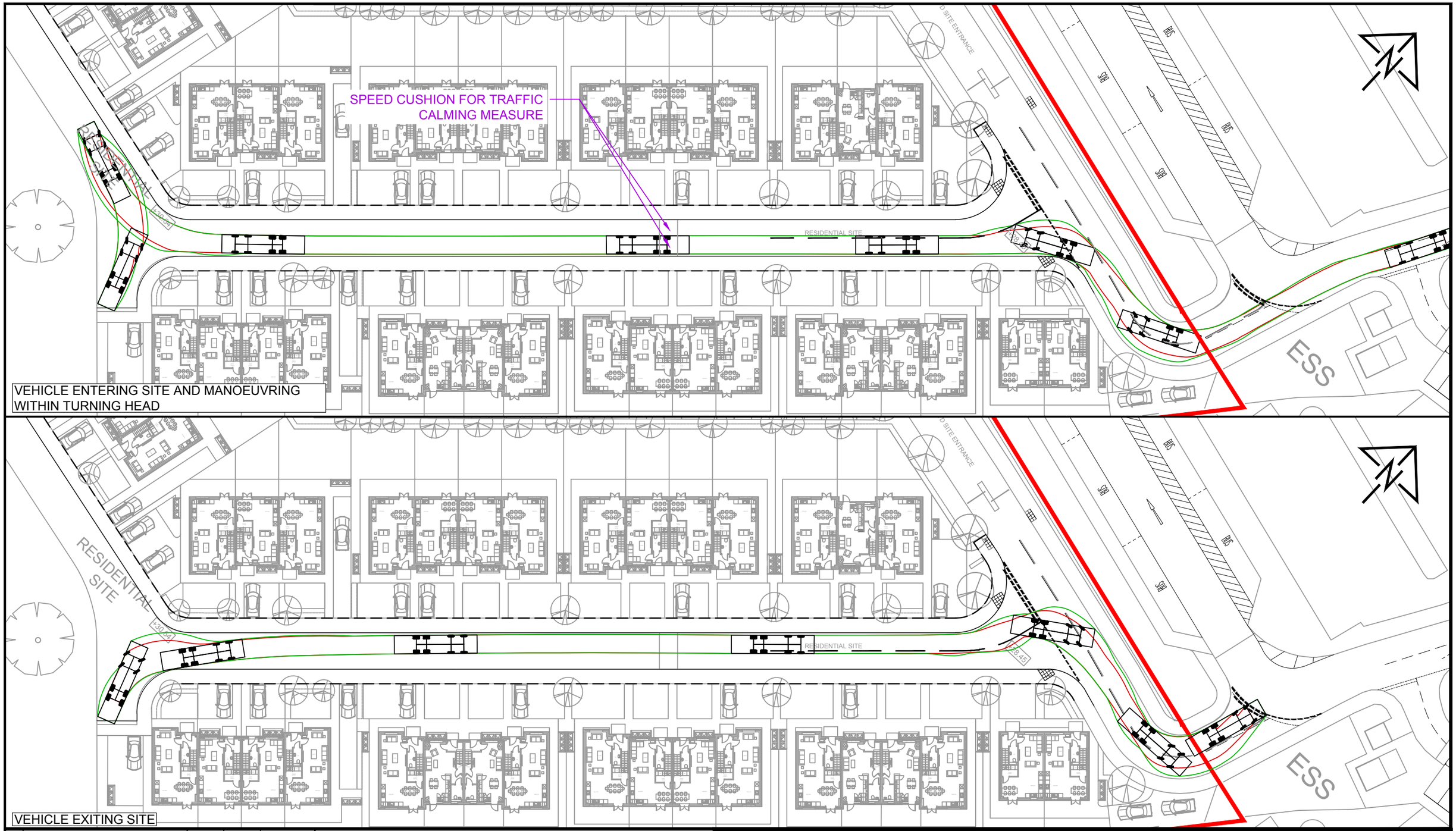
CLIENT: Woking Football Club

DRAWING TITLE:

SWEPT PATH ANALYSIS OF SITE PLAN FIRE TENDER

vectos transport planning specialists
Broad Quay House, Prince Street, Bristol, BS1 4DJ
t: 0117 905 8888 e: enquiries@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
SCJ	DS	25/10/19	1:250 @ A3	183923a_A01-AT02	B

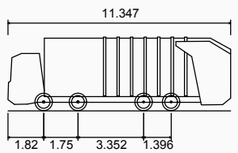


REV.	DETAILS	DRAWN	CHECKED	DATE
A	CARRIAGEWAY 5.0M WITH 2.0M FOOTWAYS	SCJ	DS	30/10/19
B	FINAL LAYOUT SHOWN - WITH 2.0M FOOTWAYS	SCJ	DS	04/10/19

STATUS:

INFORMATION ONLY

VEHICLE DETAIL



LARGE REFUSE VEHICLE (4 AXLE)

OVERALL LENGTH	11.347m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.751m
MIN BODY GROUND CLEARANCE	0.304m
TRACK WIDTH	2.500m
LOCK TO LOCK TIME	6.00s
WALL TO WALL TURNING RADIUS	11.330m

PROJECT: Egley Road, Woking

CLIENT: Woking Football Club

DRAWING TITLE:

SWEPT PATH ANALYSIS OF SITE PLAN LARGE REFUSE VEHICLE

vectos transport planning specialists
Broad Quay House, Prince Street, Bristol, BS1 4DJ
t: 0117 905 8888 e: enquiries@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
SCJ	DS	25/10/19	1:250 @ A3	183923a_A01-AT01	B

APPENDIX E

Calculation Reference: AUDIT-152303-190517-0514

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	3 days
	KC	KENT	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days

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

Secondary 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 dwellings
Actual Range: 33 to 57 (units:)
Range Selected by User: 30 to 60 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 13/11/18

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

Selected survey days:

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

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

Selected survey types:

Manual count	15 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	3

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	13
Village	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:

Use Class:

C3	15 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 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	4 days
50,001 to 75,000	1 days
75,001 to 100,000	4 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	2 days
1.1 to 1.5	12 days
1.6 to 2.0	1 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	5 days
No	10 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	15 days

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

LIST OF SITES relevant to selection parameters

1 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

2 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

3 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

4 HC-03-A-17 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
Survey date: THURSDAY *12/11/15* *Survey Type: MANUAL*

5 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total Number of dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

6 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

7 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

8 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

10 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

11 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

12 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

13 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 39
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

14 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

15 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 57
Survey date: THURSDAY *19/10/17* *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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.075	15	44	0.272	15	44	0.347
08:00 - 09:00	15	44	0.105	15	44	0.322	15	44	0.427
09:00 - 10:00	15	44	0.131	15	44	0.149	15	44	0.280
10:00 - 11:00	15	44	0.116	15	44	0.126	15	44	0.242
11:00 - 12:00	15	44	0.131	15	44	0.140	15	44	0.271
12:00 - 13:00	15	44	0.125	15	44	0.128	15	44	0.253
13:00 - 14:00	15	44	0.135	15	44	0.170	15	44	0.305
14:00 - 15:00	15	44	0.116	15	44	0.149	15	44	0.265
15:00 - 16:00	15	44	0.188	15	44	0.125	15	44	0.313
16:00 - 17:00	15	44	0.259	15	44	0.113	15	44	0.372
17:00 - 18:00	15	44	0.298	15	44	0.146	15	44	0.444
18:00 - 19:00	15	44	0.208	15	44	0.101	15	44	0.309
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.887			1.941			3.828

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

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

Parameter summary

Trip rate parameter range selected:	33 - 57 (units:)
Survey date date range:	01/01/11 - 13/11/18
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.012	15	44	0.011	15	44	0.023
08:00 - 09:00	15	44	0.006	15	44	0.008	15	44	0.014
09:00 - 10:00	15	44	0.008	15	44	0.006	15	44	0.014
10:00 - 11:00	15	44	0.000	15	44	0.002	15	44	0.002
11:00 - 12:00	15	44	0.005	15	44	0.005	15	44	0.010
12:00 - 13:00	15	44	0.002	15	44	0.002	15	44	0.004
13:00 - 14:00	15	44	0.002	15	44	0.002	15	44	0.004
14:00 - 15:00	15	44	0.003	15	44	0.003	15	44	0.006
15:00 - 16:00	15	44	0.005	15	44	0.005	15	44	0.010
16:00 - 17:00	15	44	0.005	15	44	0.002	15	44	0.007
17:00 - 18:00	15	44	0.006	15	44	0.005	15	44	0.011
18:00 - 19:00	15	44	0.003	15	44	0.005	15	44	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.056			0.113

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.002	15	44	0.002	15	44	0.004
08:00 - 09:00	15	44	0.003	15	44	0.002	15	44	0.005
09:00 - 10:00	15	44	0.002	15	44	0.003	15	44	0.005
10:00 - 11:00	15	44	0.002	15	44	0.002	15	44	0.004
11:00 - 12:00	15	44	0.006	15	44	0.003	15	44	0.009
12:00 - 13:00	15	44	0.002	15	44	0.003	15	44	0.005
13:00 - 14:00	15	44	0.002	15	44	0.002	15	44	0.004
14:00 - 15:00	15	44	0.002	15	44	0.002	15	44	0.004
15:00 - 16:00	15	44	0.000	15	44	0.002	15	44	0.002
16:00 - 17:00	15	44	0.000	15	44	0.000	15	44	0.000
17:00 - 18:00	15	44	0.000	15	44	0.000	15	44	0.000
18:00 - 19:00	15	44	0.000	15	44	0.000	15	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.002	15	44	0.002	15	44	0.004
08:00 - 09:00	15	44	0.000	15	44	0.000	15	44	0.000
09:00 - 10:00	15	44	0.000	15	44	0.000	15	44	0.000
10:00 - 11:00	15	44	0.000	15	44	0.000	15	44	0.000
11:00 - 12:00	15	44	0.003	15	44	0.003	15	44	0.006
12:00 - 13:00	15	44	0.000	15	44	0.000	15	44	0.000
13:00 - 14:00	15	44	0.000	15	44	0.000	15	44	0.000
14:00 - 15:00	15	44	0.000	15	44	0.000	15	44	0.000
15:00 - 16:00	15	44	0.002	15	44	0.002	15	44	0.004
16:00 - 17:00	15	44	0.000	15	44	0.000	15	44	0.000
17:00 - 18:00	15	44	0.000	15	44	0.000	15	44	0.000
18:00 - 19:00	15	44	0.000	15	44	0.000	15	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.005	15	44	0.023	15	44	0.028
08:00 - 09:00	15	44	0.002	15	44	0.023	15	44	0.025
09:00 - 10:00	15	44	0.002	15	44	0.014	15	44	0.016
10:00 - 11:00	15	44	0.009	15	44	0.005	15	44	0.014
11:00 - 12:00	15	44	0.002	15	44	0.008	15	44	0.010
12:00 - 13:00	15	44	0.005	15	44	0.008	15	44	0.013
13:00 - 14:00	15	44	0.002	15	44	0.003	15	44	0.005
14:00 - 15:00	15	44	0.009	15	44	0.003	15	44	0.012
15:00 - 16:00	15	44	0.023	15	44	0.003	15	44	0.026
16:00 - 17:00	15	44	0.018	15	44	0.006	15	44	0.024
17:00 - 18:00	15	44	0.021	15	44	0.006	15	44	0.027
18:00 - 19:00	15	44	0.012	15	44	0.008	15	44	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.110			0.110			0.220

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.081	15	44	0.349	15	44	0.430
08:00 - 09:00	15	44	0.117	15	44	0.457	15	44	0.574
09:00 - 10:00	15	44	0.158	15	44	0.192	15	44	0.350
10:00 - 11:00	15	44	0.140	15	44	0.183	15	44	0.323
11:00 - 12:00	15	44	0.171	15	44	0.174	15	44	0.345
12:00 - 13:00	15	44	0.161	15	44	0.174	15	44	0.335
13:00 - 14:00	15	44	0.173	15	44	0.226	15	44	0.399
14:00 - 15:00	15	44	0.147	15	44	0.191	15	44	0.338
15:00 - 16:00	15	44	0.307	15	44	0.170	15	44	0.477
16:00 - 17:00	15	44	0.374	15	44	0.155	15	44	0.529
17:00 - 18:00	15	44	0.412	15	44	0.186	15	44	0.598
18:00 - 19:00	15	44	0.280	15	44	0.146	15	44	0.426
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.521			2.603			5.124

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.014	15	44	0.069	15	44	0.083
08:00 - 09:00	15	44	0.038	15	44	0.159	15	44	0.197
09:00 - 10:00	15	44	0.044	15	44	0.059	15	44	0.103
10:00 - 11:00	15	44	0.035	15	44	0.053	15	44	0.088
11:00 - 12:00	15	44	0.056	15	44	0.041	15	44	0.097
12:00 - 13:00	15	44	0.035	15	44	0.033	15	44	0.068
13:00 - 14:00	15	44	0.060	15	44	0.057	15	44	0.117
14:00 - 15:00	15	44	0.039	15	44	0.057	15	44	0.096
15:00 - 16:00	15	44	0.123	15	44	0.068	15	44	0.191
16:00 - 17:00	15	44	0.114	15	44	0.041	15	44	0.155
17:00 - 18:00	15	44	0.083	15	44	0.075	15	44	0.158
18:00 - 19:00	15	44	0.062	15	44	0.032	15	44	0.094
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.703			0.744			1.447

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.000	15	44	0.020	15	44	0.020
08:00 - 09:00	15	44	0.000	15	44	0.015	15	44	0.015
09:00 - 10:00	15	44	0.003	15	44	0.009	15	44	0.012
10:00 - 11:00	15	44	0.002	15	44	0.008	15	44	0.010
11:00 - 12:00	15	44	0.008	15	44	0.005	15	44	0.013
12:00 - 13:00	15	44	0.008	15	44	0.009	15	44	0.017
13:00 - 14:00	15	44	0.006	15	44	0.000	15	44	0.006
14:00 - 15:00	15	44	0.006	15	44	0.002	15	44	0.008
15:00 - 16:00	15	44	0.011	15	44	0.005	15	44	0.016
16:00 - 17:00	15	44	0.018	15	44	0.003	15	44	0.021
17:00 - 18:00	15	44	0.012	15	44	0.002	15	44	0.014
18:00 - 19:00	15	44	0.023	15	44	0.000	15	44	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.078			0.175

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.000	15	44	0.011	15	44	0.011
08:00 - 09:00	15	44	0.000	15	44	0.006	15	44	0.006
09:00 - 10:00	15	44	0.000	15	44	0.002	15	44	0.002
10:00 - 11:00	15	44	0.000	15	44	0.003	15	44	0.003
11:00 - 12:00	15	44	0.002	15	44	0.000	15	44	0.002
12:00 - 13:00	15	44	0.000	15	44	0.002	15	44	0.002
13:00 - 14:00	15	44	0.002	15	44	0.000	15	44	0.002
14:00 - 15:00	15	44	0.002	15	44	0.000	15	44	0.002
15:00 - 16:00	15	44	0.000	15	44	0.000	15	44	0.000
16:00 - 17:00	15	44	0.003	15	44	0.002	15	44	0.005
17:00 - 18:00	15	44	0.003	15	44	0.002	15	44	0.005
18:00 - 19:00	15	44	0.008	15	44	0.000	15	44	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.028			0.048

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 COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.000	15	44	0.003	15	44	0.003
08:00 - 09:00	15	44	0.000	15	44	0.000	15	44	0.000
09:00 - 10:00	15	44	0.000	15	44	0.000	15	44	0.000
10:00 - 11:00	15	44	0.000	15	44	0.000	15	44	0.000
11:00 - 12:00	15	44	0.000	15	44	0.000	15	44	0.000
12:00 - 13:00	15	44	0.000	15	44	0.000	15	44	0.000
13:00 - 14:00	15	44	0.000	15	44	0.000	15	44	0.000
14:00 - 15:00	15	44	0.000	15	44	0.000	15	44	0.000
15:00 - 16:00	15	44	0.002	15	44	0.000	15	44	0.002
16:00 - 17:00	15	44	0.000	15	44	0.000	15	44	0.000
17:00 - 18:00	15	44	0.000	15	44	0.000	15	44	0.000
18:00 - 19:00	15	44	0.000	15	44	0.000	15	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.003			0.005

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.000	15	44	0.033	15	44	0.033
08:00 - 09:00	15	44	0.000	15	44	0.021	15	44	0.021
09:00 - 10:00	15	44	0.003	15	44	0.011	15	44	0.014
10:00 - 11:00	15	44	0.002	15	44	0.011	15	44	0.013
11:00 - 12:00	15	44	0.009	15	44	0.005	15	44	0.014
12:00 - 13:00	15	44	0.008	15	44	0.011	15	44	0.019
13:00 - 14:00	15	44	0.008	15	44	0.000	15	44	0.008
14:00 - 15:00	15	44	0.008	15	44	0.002	15	44	0.010
15:00 - 16:00	15	44	0.012	15	44	0.005	15	44	0.017
16:00 - 17:00	15	44	0.021	15	44	0.005	15	44	0.026
17:00 - 18:00	15	44	0.015	15	44	0.003	15	44	0.018
18:00 - 19:00	15	44	0.030	15	44	0.000	15	44	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.107			0.223

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.099	15	44	0.474	15	44	0.573
08:00 - 09:00	15	44	0.156	15	44	0.660	15	44	0.816
09:00 - 10:00	15	44	0.206	15	44	0.275	15	44	0.481
10:00 - 11:00	15	44	0.185	15	44	0.251	15	44	0.436
11:00 - 12:00	15	44	0.238	15	44	0.227	15	44	0.465
12:00 - 13:00	15	44	0.208	15	44	0.226	15	44	0.434
13:00 - 14:00	15	44	0.242	15	44	0.286	15	44	0.528
14:00 - 15:00	15	44	0.203	15	44	0.253	15	44	0.456
15:00 - 16:00	15	44	0.465	15	44	0.245	15	44	0.710
16:00 - 17:00	15	44	0.528	15	44	0.206	15	44	0.734
17:00 - 18:00	15	44	0.531	15	44	0.271	15	44	0.802
18:00 - 19:00	15	44	0.383	15	44	0.185	15	44	0.568
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.444			3.559			7.003

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 Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	44	0.003	15	44	0.002	15	44	0.005
08:00 - 09:00	15	44	0.003	15	44	0.003	15	44	0.006
09:00 - 10:00	15	44	0.005	15	44	0.003	15	44	0.008
10:00 - 11:00	15	44	0.003	15	44	0.006	15	44	0.009
11:00 - 12:00	15	44	0.005	15	44	0.005	15	44	0.010
12:00 - 13:00	15	44	0.000	15	44	0.000	15	44	0.000
13:00 - 14:00	15	44	0.009	15	44	0.008	15	44	0.017
14:00 - 15:00	15	44	0.006	15	44	0.008	15	44	0.014
15:00 - 16:00	15	44	0.003	15	44	0.003	15	44	0.006
16:00 - 17:00	15	44	0.000	15	44	0.000	15	44	0.000
17:00 - 18:00	15	44	0.002	15	44	0.002	15	44	0.004
18:00 - 19:00	15	44	0.000	15	44	0.000	15	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.040			0.079

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-152303-190809-0815

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
05 EAST MIDLANDS
NR NORTHAMPTONSHIRE 1 days

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

Secondary 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 dwellings
Actual Range: 102 to 102 (units:)
Range Selected by User: 6 to 918 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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:
Saturday 1 days

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

Selected survey types:
Manual count 1 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 undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of 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 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.

Secondary Filtering selection:

Use Class:
C3 1 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:
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:
125,001 to 250,000 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 1 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 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 1 days

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

LIST OF SITES relevant to selection parameters

1 NR-03-A-01 HOUSES NORTHAMPTONSHIRE
BOUGHTON GREEN ROAD
NORTHAMPTON
KINGSTHORPE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 102
Survey date: SATURDAY *22/09/12* *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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	102	0.010	1	102	0.039	1	102	0.049
08:00 - 09:00	1	102	0.059	1	102	0.108	1	102	0.167
09:00 - 10:00	1	102	0.088	1	102	0.137	1	102	0.225
10:00 - 11:00	1	102	0.098	1	102	0.108	1	102	0.206
11:00 - 12:00	1	102	0.039	1	102	0.186	1	102	0.225
12:00 - 13:00	1	102	0.108	1	102	0.216	1	102	0.324
13:00 - 14:00	1	102	0.157	1	102	0.108	1	102	0.265
14:00 - 15:00	1	102	0.118	1	102	0.118	1	102	0.236
15:00 - 16:00	1	102	0.176	1	102	0.098	1	102	0.274
16:00 - 17:00	1	102	0.196	1	102	0.108	1	102	0.304
17:00 - 18:00	1	102	0.147	1	102	0.137	1	102	0.284
18:00 - 19:00	1	102	0.118	1	102	0.069	1	102	0.187
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.314			1.432			2.746

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

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

Parameter summary

Trip rate parameter range selected:	102 - 102 (units:)
Survey date date range:	01/01/11 - 09/05/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	102	0.000	1	102	0.000	1	102	0.000
08:00 - 09:00	1	102	0.000	1	102	0.000	1	102	0.000
09:00 - 10:00	1	102	0.000	1	102	0.000	1	102	0.000
10:00 - 11:00	1	102	0.000	1	102	0.000	1	102	0.000
11:00 - 12:00	1	102	0.000	1	102	0.000	1	102	0.000
12:00 - 13:00	1	102	0.000	1	102	0.000	1	102	0.000
13:00 - 14:00	1	102	0.000	1	102	0.000	1	102	0.000
14:00 - 15:00	1	102	0.000	1	102	0.000	1	102	0.000
15:00 - 16:00	1	102	0.000	1	102	0.000	1	102	0.000
16:00 - 17:00	1	102	0.000	1	102	0.000	1	102	0.000
17:00 - 18:00	1	102	0.010	1	102	0.010	1	102	0.020
18:00 - 19:00	1	102	0.000	1	102	0.000	1	102	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	102	0.000	1	102	0.000	1	102	0.000
08:00 - 09:00	1	102	0.000	1	102	0.000	1	102	0.000
09:00 - 10:00	1	102	0.000	1	102	0.000	1	102	0.000
10:00 - 11:00	1	102	0.000	1	102	0.010	1	102	0.010
11:00 - 12:00	1	102	0.010	1	102	0.010	1	102	0.020
12:00 - 13:00	1	102	0.000	1	102	0.010	1	102	0.010
13:00 - 14:00	1	102	0.000	1	102	0.010	1	102	0.010
14:00 - 15:00	1	102	0.010	1	102	0.039	1	102	0.049
15:00 - 16:00	1	102	0.000	1	102	0.000	1	102	0.000
16:00 - 17:00	1	102	0.029	1	102	0.000	1	102	0.029
17:00 - 18:00	1	102	0.010	1	102	0.010	1	102	0.020
18:00 - 19:00	1	102	0.010	1	102	0.000	1	102	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.089			0.158

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	102	0.010	1	102	0.059	1	102	0.069
08:00 - 09:00	1	102	0.088	1	102	0.137	1	102	0.225
09:00 - 10:00	1	102	0.127	1	102	0.206	1	102	0.333
10:00 - 11:00	1	102	0.137	1	102	0.147	1	102	0.284
11:00 - 12:00	1	102	0.049	1	102	0.294	1	102	0.343
12:00 - 13:00	1	102	0.137	1	102	0.363	1	102	0.500
13:00 - 14:00	1	102	0.255	1	102	0.167	1	102	0.422
14:00 - 15:00	1	102	0.147	1	102	0.196	1	102	0.343
15:00 - 16:00	1	102	0.294	1	102	0.118	1	102	0.412
16:00 - 17:00	1	102	0.294	1	102	0.167	1	102	0.461
17:00 - 18:00	1	102	0.255	1	102	0.167	1	102	0.422
18:00 - 19:00	1	102	0.147	1	102	0.078	1	102	0.225
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.940			2.099			4.039

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	102	0.000	1	102	0.020	1	102	0.020
08:00 - 09:00	1	102	0.020	1	102	0.039	1	102	0.059
09:00 - 10:00	1	102	0.020	1	102	0.029	1	102	0.049
10:00 - 11:00	1	102	0.020	1	102	0.020	1	102	0.040
11:00 - 12:00	1	102	0.000	1	102	0.020	1	102	0.020
12:00 - 13:00	1	102	0.029	1	102	0.000	1	102	0.029
13:00 - 14:00	1	102	0.010	1	102	0.020	1	102	0.030
14:00 - 15:00	1	102	0.029	1	102	0.000	1	102	0.029
15:00 - 16:00	1	102	0.059	1	102	0.000	1	102	0.059
16:00 - 17:00	1	102	0.059	1	102	0.049	1	102	0.108
17:00 - 18:00	1	102	0.020	1	102	0.049	1	102	0.069
18:00 - 19:00	1	102	0.010	1	102	0.039	1	102	0.049
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.276			0.285			0.561

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	102	0.000	1	102	0.000	1	102	0.000
08:00 - 09:00	1	102	0.000	1	102	0.069	1	102	0.069
09:00 - 10:00	1	102	0.000	1	102	0.010	1	102	0.010
10:00 - 11:00	1	102	0.000	1	102	0.010	1	102	0.010
11:00 - 12:00	1	102	0.000	1	102	0.000	1	102	0.000
12:00 - 13:00	1	102	0.000	1	102	0.010	1	102	0.010
13:00 - 14:00	1	102	0.000	1	102	0.000	1	102	0.000
14:00 - 15:00	1	102	0.000	1	102	0.000	1	102	0.000
15:00 - 16:00	1	102	0.010	1	102	0.010	1	102	0.020
16:00 - 17:00	1	102	0.049	1	102	0.000	1	102	0.049
17:00 - 18:00	1	102	0.020	1	102	0.000	1	102	0.020
18:00 - 19:00	1	102	0.010	1	102	0.000	1	102	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.109			0.198

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	102	0.000	1	102	0.000	1	102	0.000
08:00 - 09:00	1	102	0.000	1	102	0.069	1	102	0.069
09:00 - 10:00	1	102	0.000	1	102	0.010	1	102	0.010
10:00 - 11:00	1	102	0.000	1	102	0.010	1	102	0.010
11:00 - 12:00	1	102	0.000	1	102	0.000	1	102	0.000
12:00 - 13:00	1	102	0.000	1	102	0.010	1	102	0.010
13:00 - 14:00	1	102	0.000	1	102	0.000	1	102	0.000
14:00 - 15:00	1	102	0.000	1	102	0.000	1	102	0.000
15:00 - 16:00	1	102	0.010	1	102	0.010	1	102	0.020
16:00 - 17:00	1	102	0.049	1	102	0.000	1	102	0.049
17:00 - 18:00	1	102	0.020	1	102	0.000	1	102	0.020
18:00 - 19:00	1	102	0.010	1	102	0.000	1	102	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.109			0.198

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.*

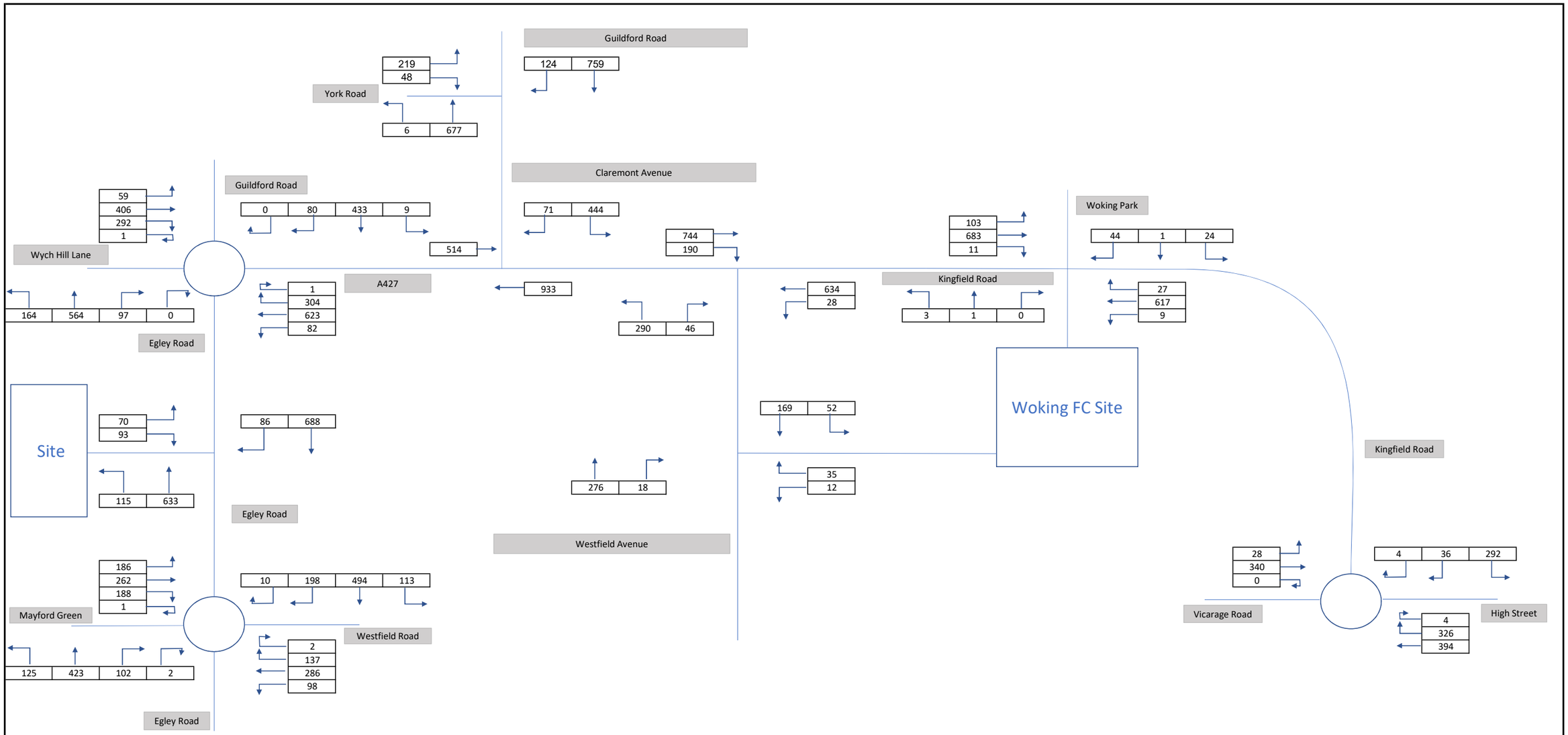
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	102	0.010	1	102	0.078	1	102	0.088
08:00 - 09:00	1	102	0.108	1	102	0.245	1	102	0.353
09:00 - 10:00	1	102	0.147	1	102	0.245	1	102	0.392
10:00 - 11:00	1	102	0.157	1	102	0.186	1	102	0.343
11:00 - 12:00	1	102	0.059	1	102	0.324	1	102	0.383
12:00 - 13:00	1	102	0.167	1	102	0.382	1	102	0.549
13:00 - 14:00	1	102	0.265	1	102	0.196	1	102	0.461
14:00 - 15:00	1	102	0.186	1	102	0.235	1	102	0.421
15:00 - 16:00	1	102	0.363	1	102	0.127	1	102	0.490
16:00 - 17:00	1	102	0.431	1	102	0.216	1	102	0.647
17:00 - 18:00	1	102	0.304	1	102	0.225	1	102	0.529
18:00 - 19:00	1	102	0.176	1	102	0.118	1	102	0.294
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.373			2.577			4.950

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 F



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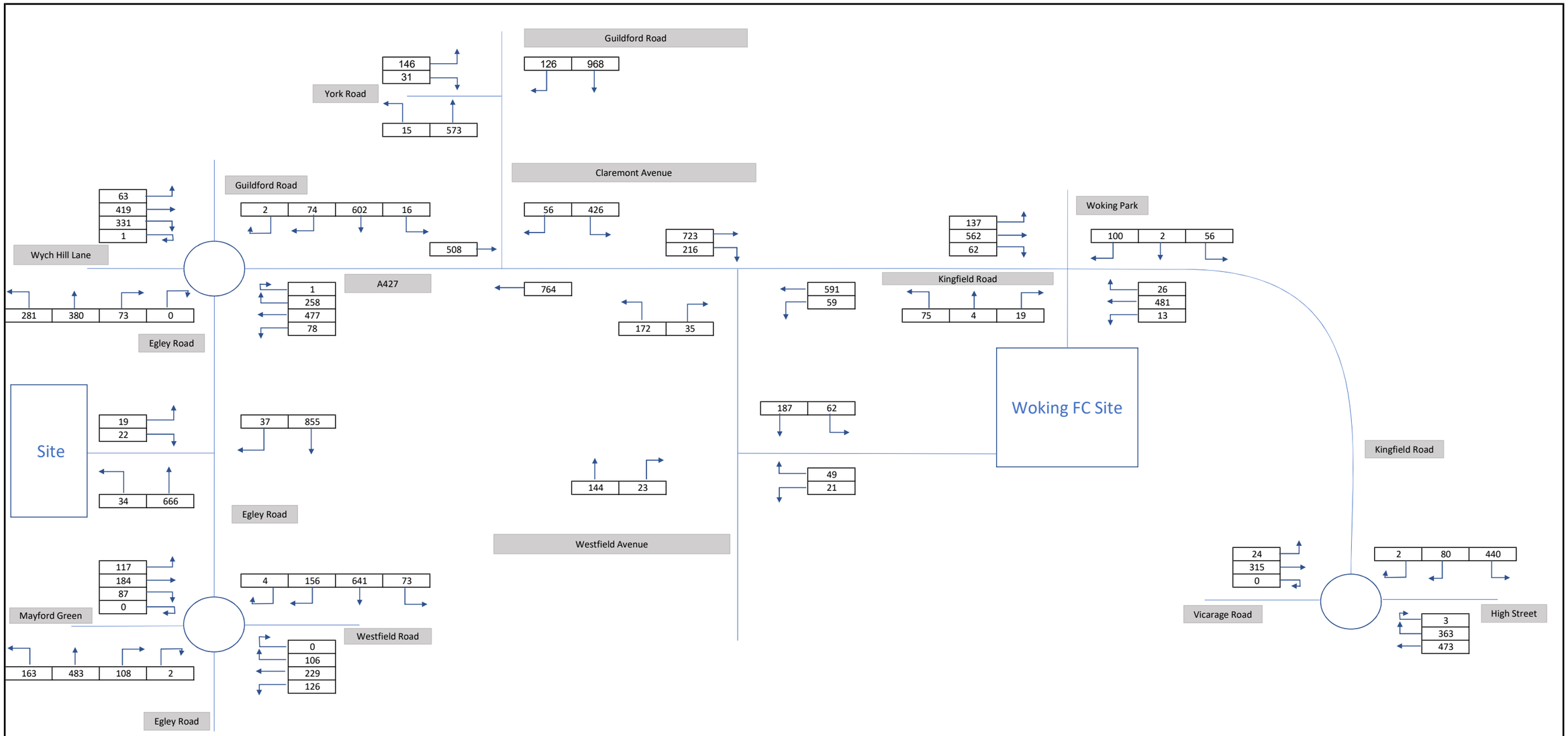
Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **2019 Base AM (07:45-08:45) - Vehicles**				Figure No:



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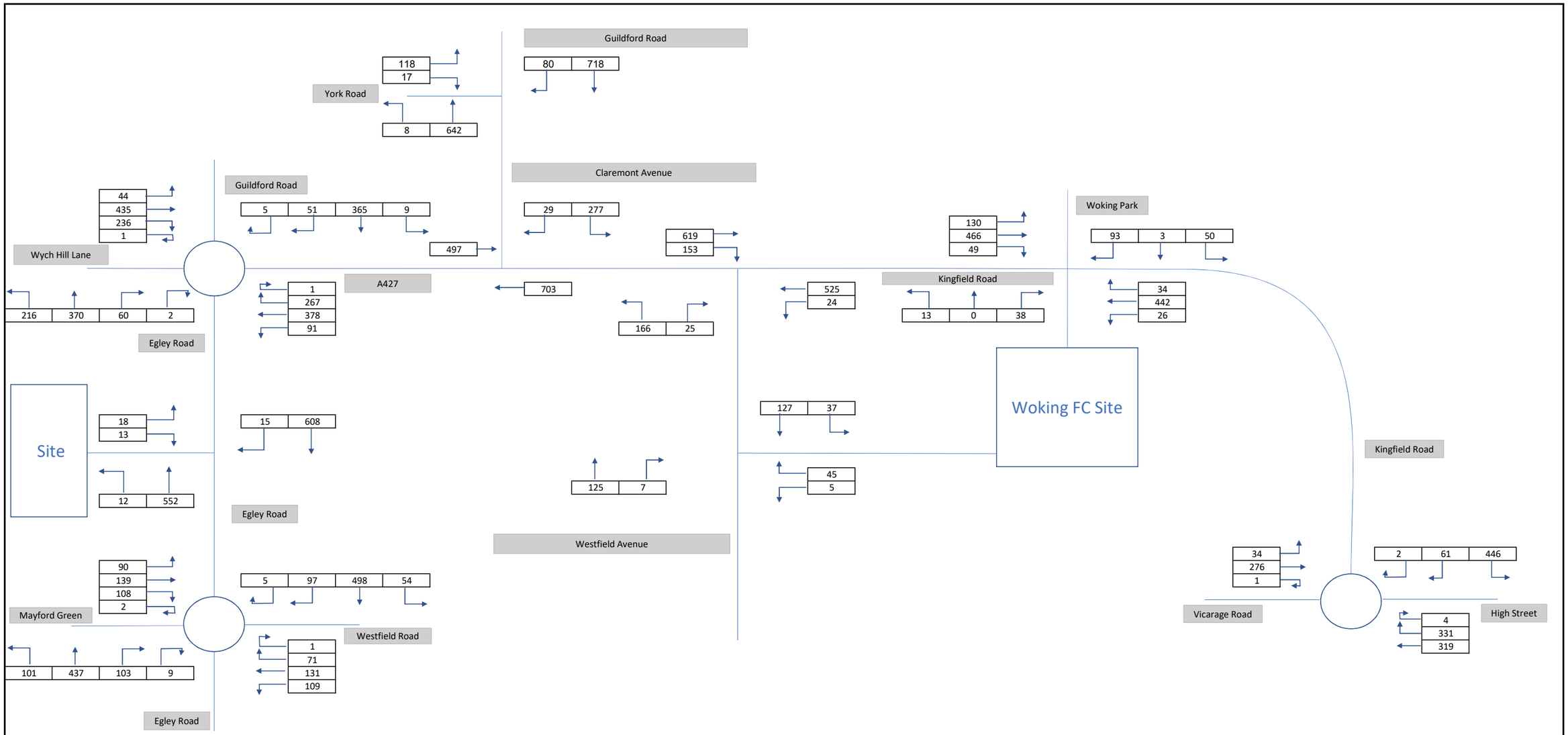
Project Title:	Scale:	Drawn:	Date:	Checked:	Rev:
Egley Road	NTS	TD	13/11/2019		
Client: Woking Football Club	**Figure Title:** **2019 Base PM (16:45-17:45) - Vehicles**				**Figure No:**



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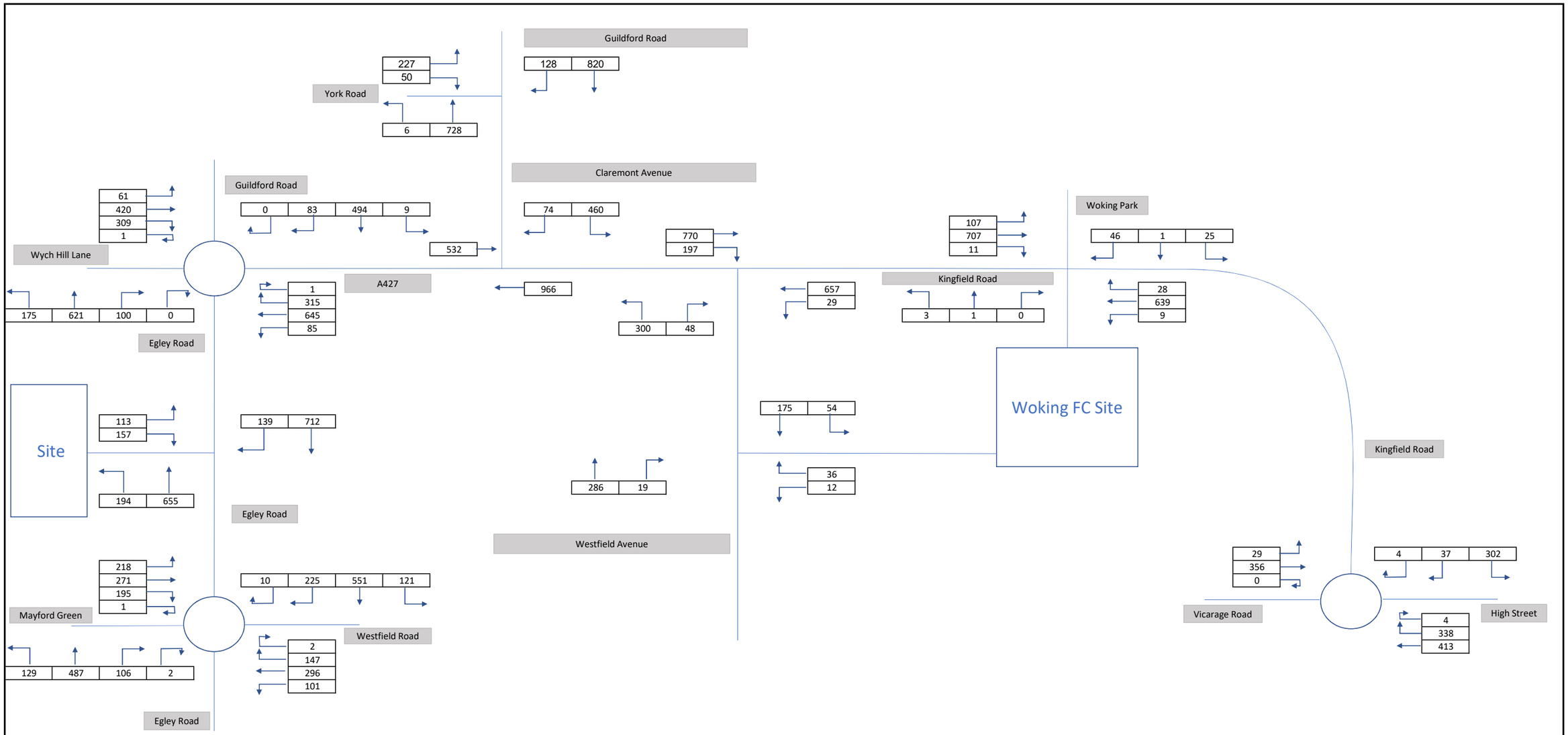
Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **2019 Base Saturday (13:00-14:00) - Vehicles**				Figure No:



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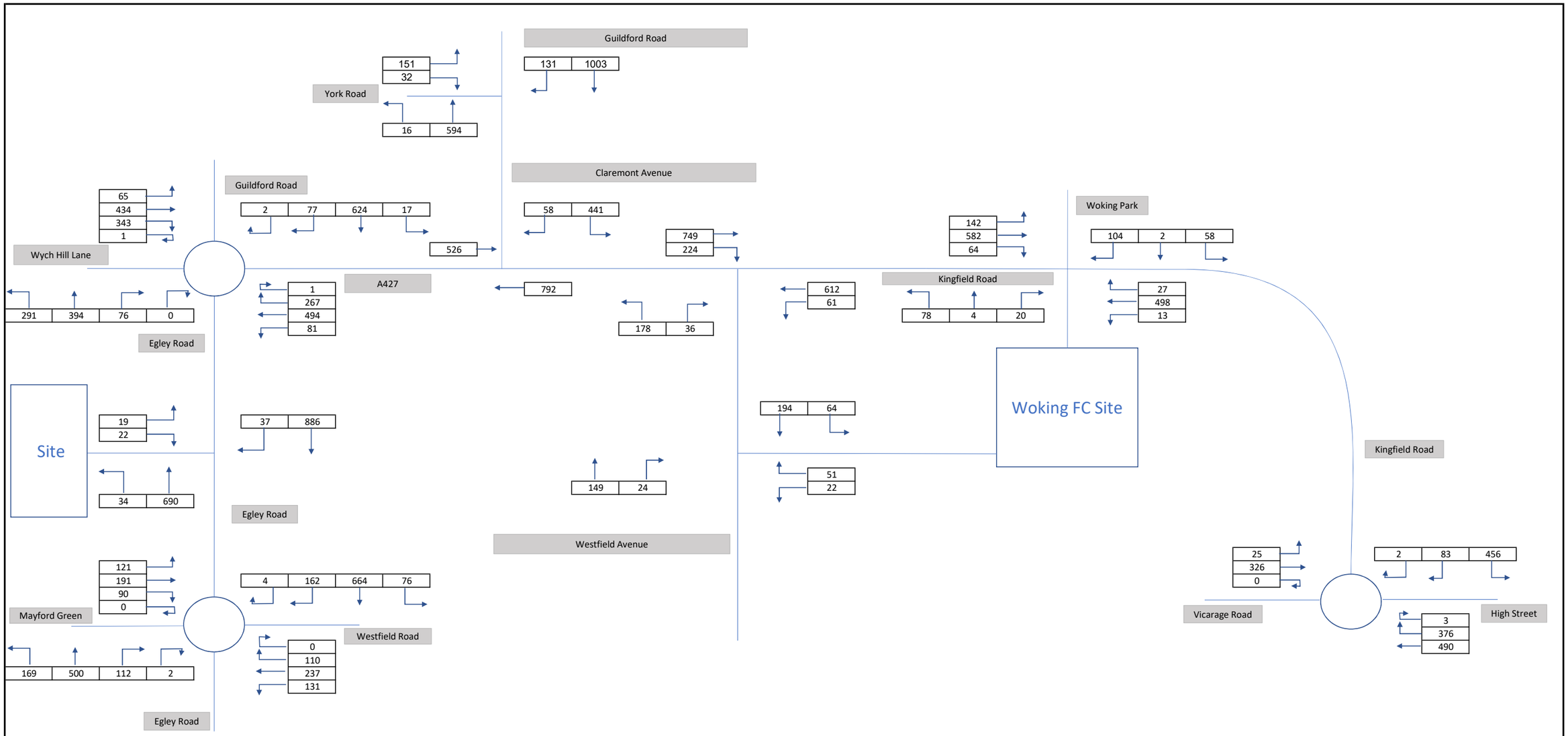
Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **2022 Base AM (07:45-08:45) - Vehicles**				Figure No:



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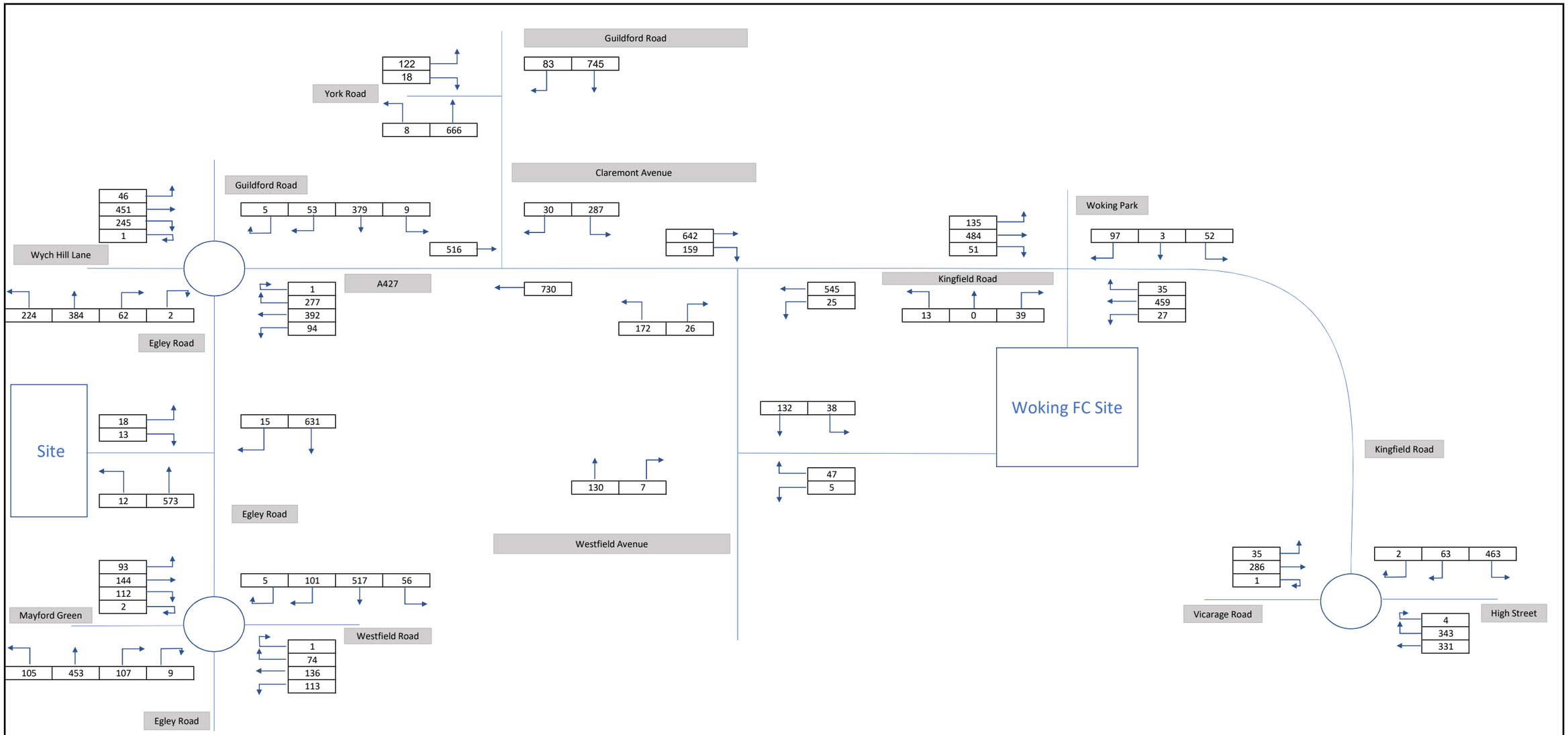
Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **2022 Base PM (16:45-17:45) - Vehicles**				Figure No:



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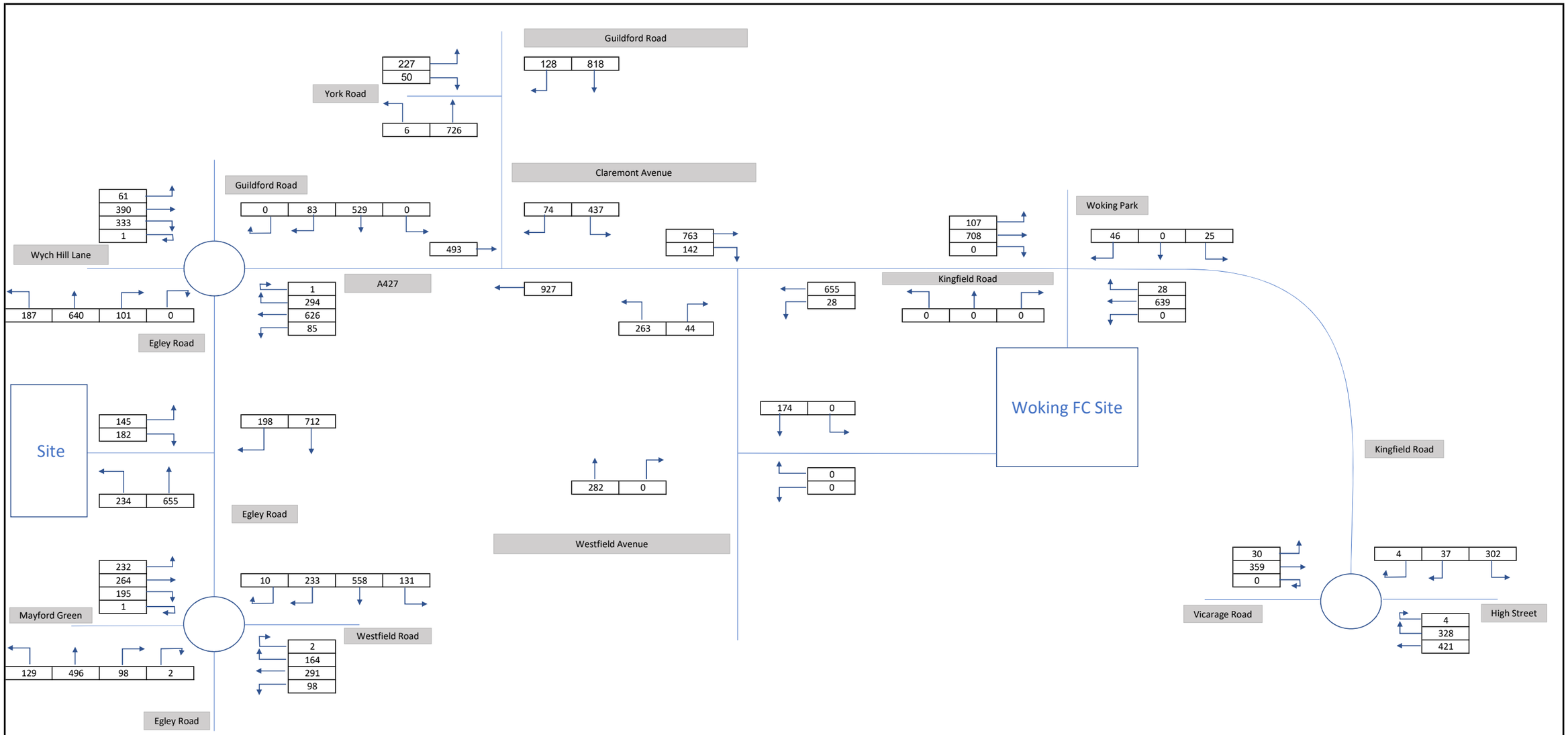
Project Title:	Scale:	Drawn:	Date:	Checked:	Rev:
Egley Road	NTS	TD	13/11/2019		
Client: Woking Football Club	**Figure Title:** **2022 Base Saturday (13:00-14:00) - Vehicles**				**Figure No:**



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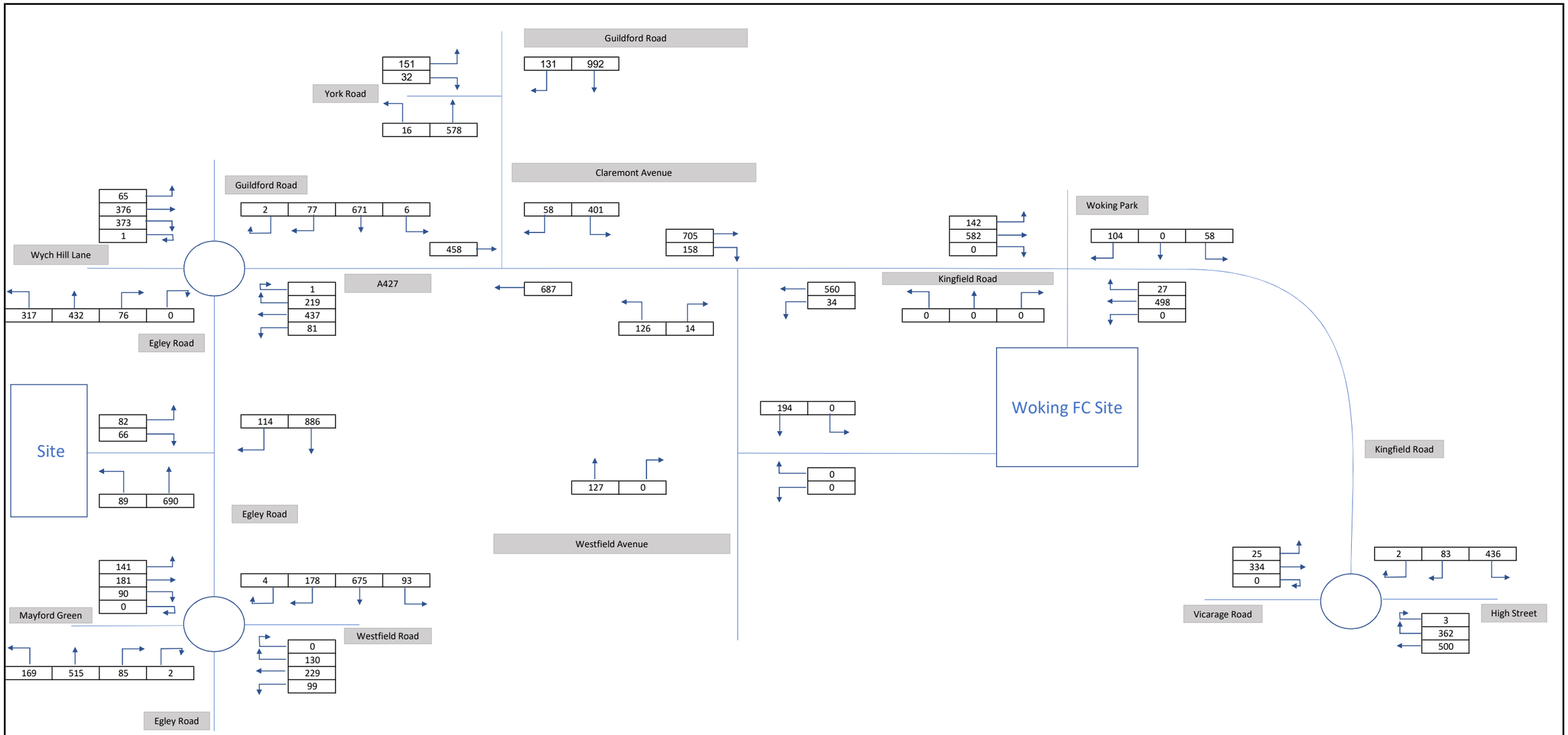
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **2022+Dev 0800-0900 Total Vehicles**				Figure No:



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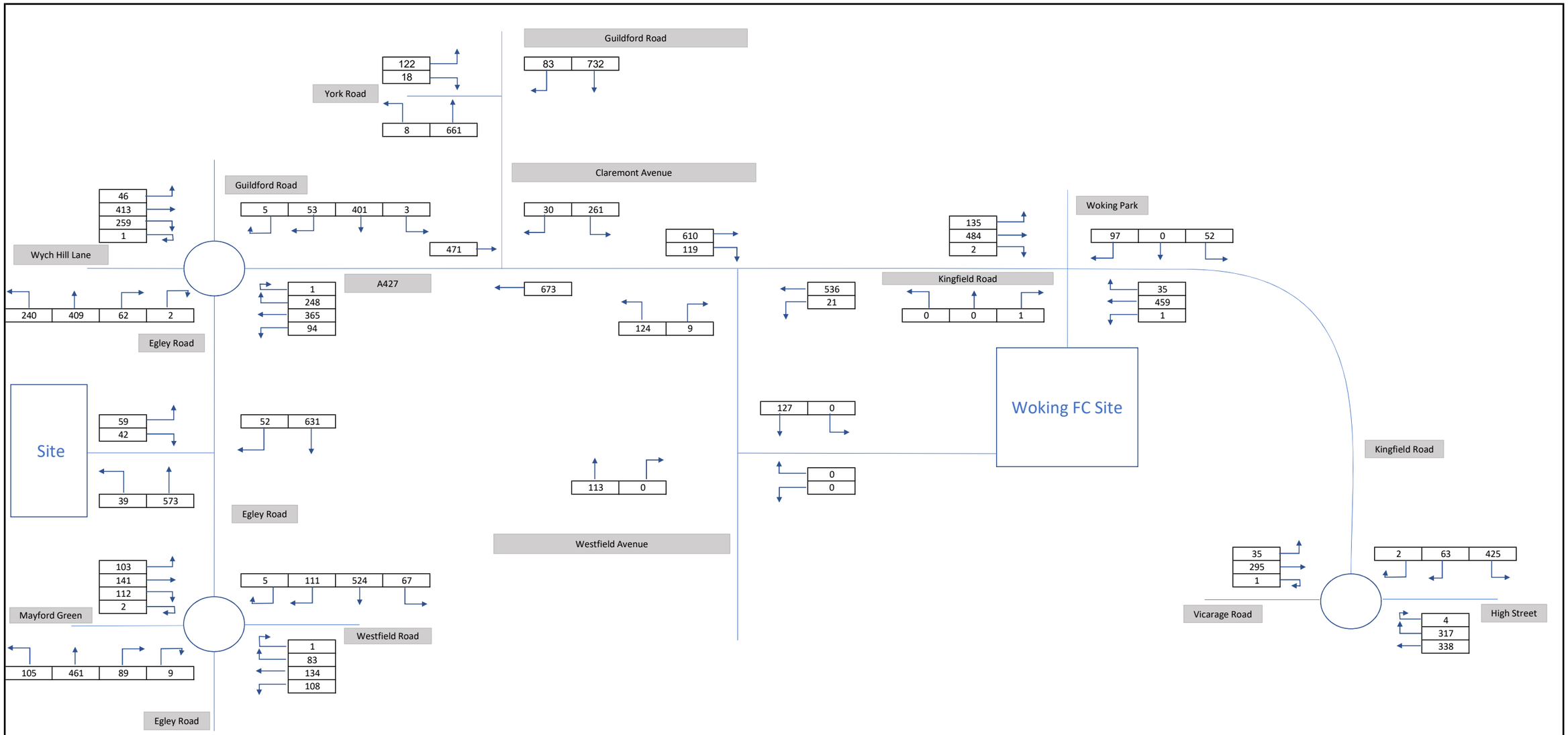
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **2022+Dev 1700-1800 Total Vehicles**				Figure No:



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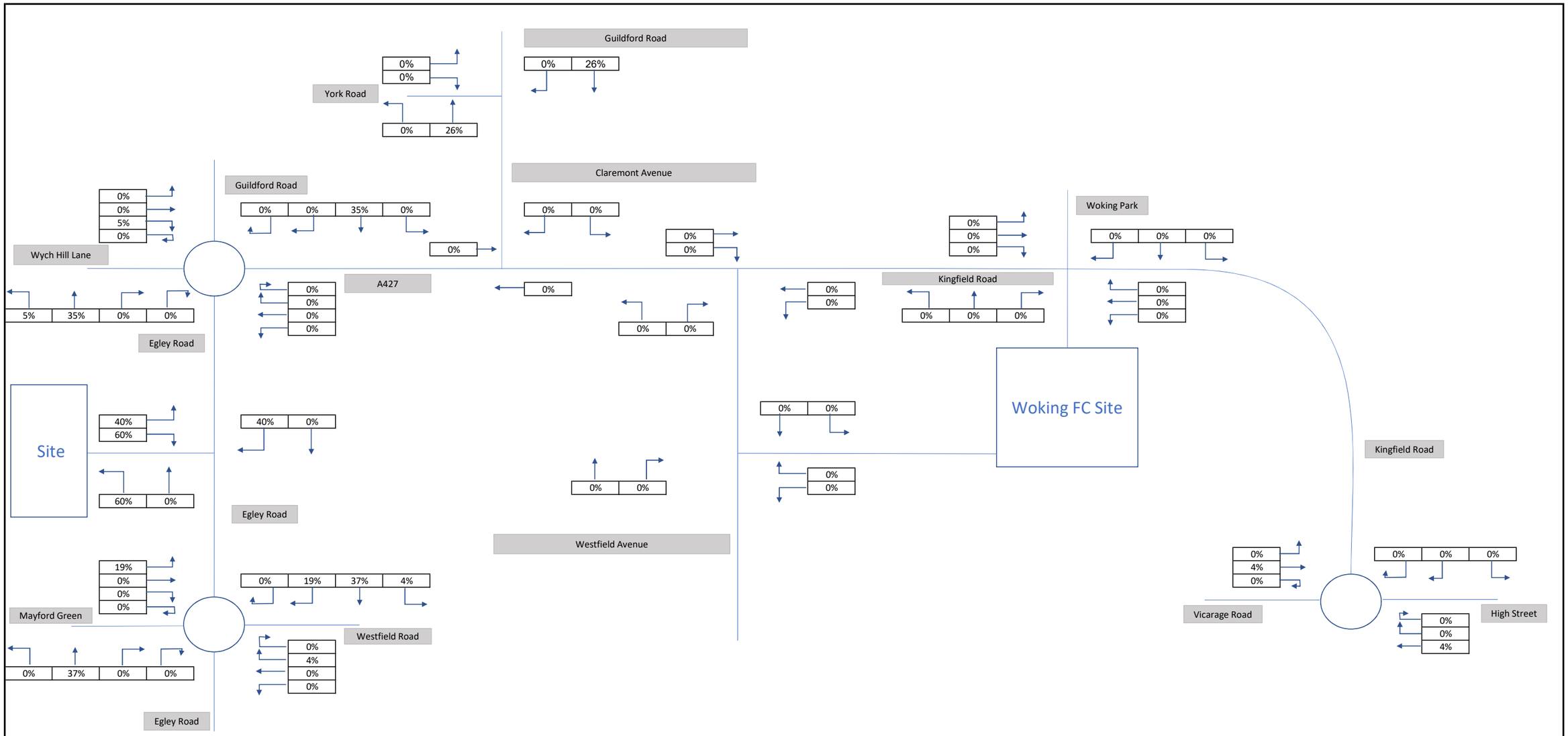
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **2022+Dev 1300-1400 Saturday Total Vehicles**				Figure No:



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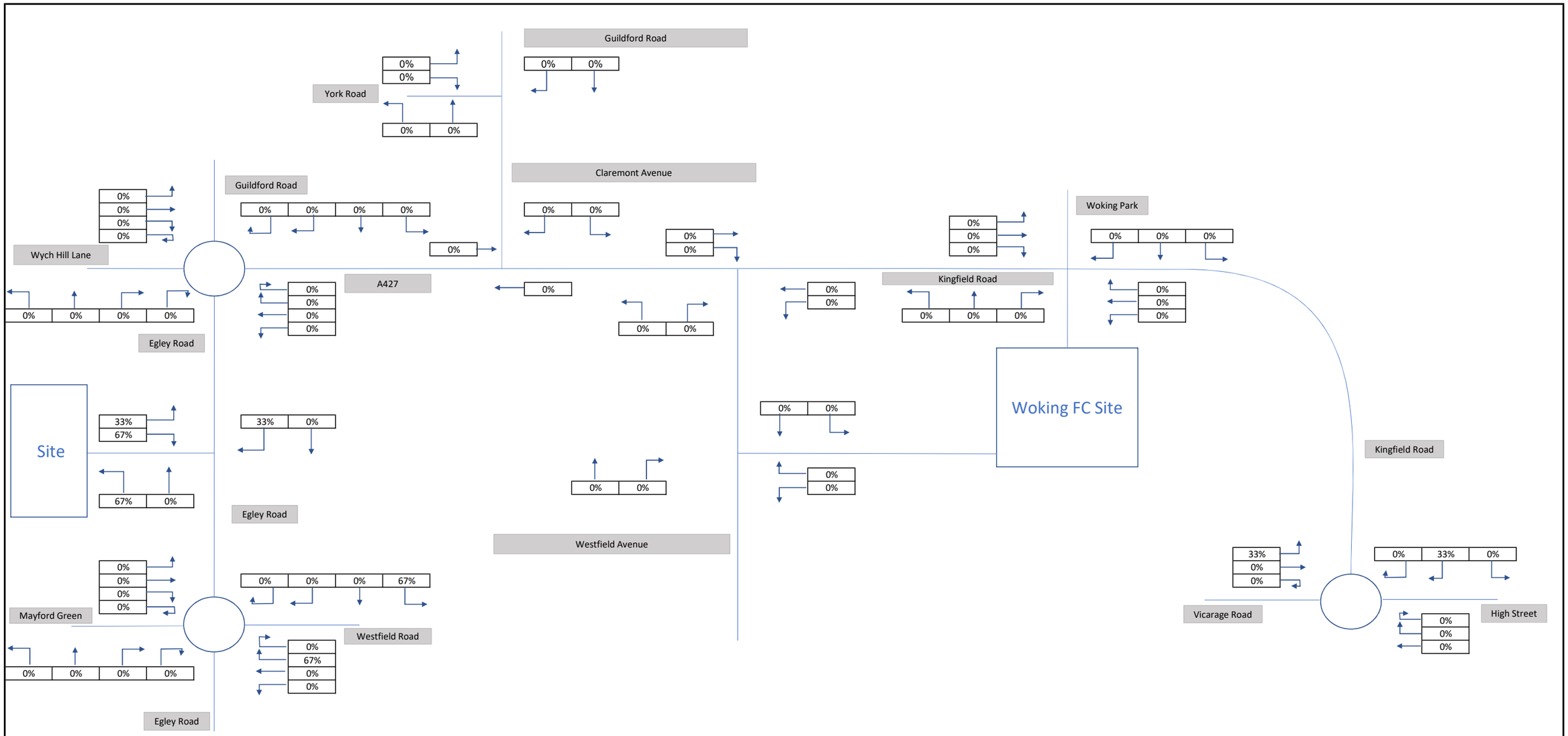
Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Residential Distribution - Commuting**				Figure No:



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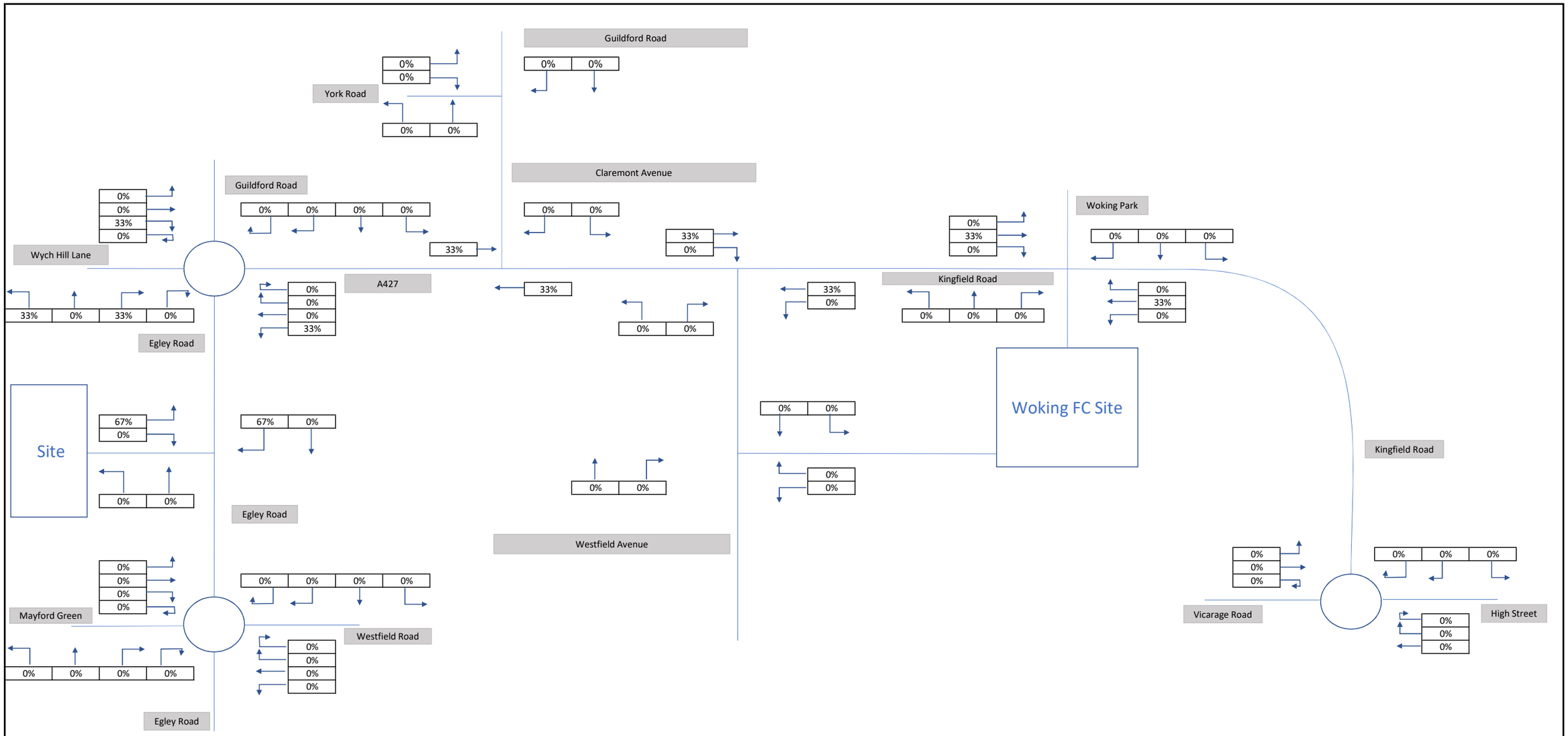
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Residential Distribution - Education - Primary**				Figure No:



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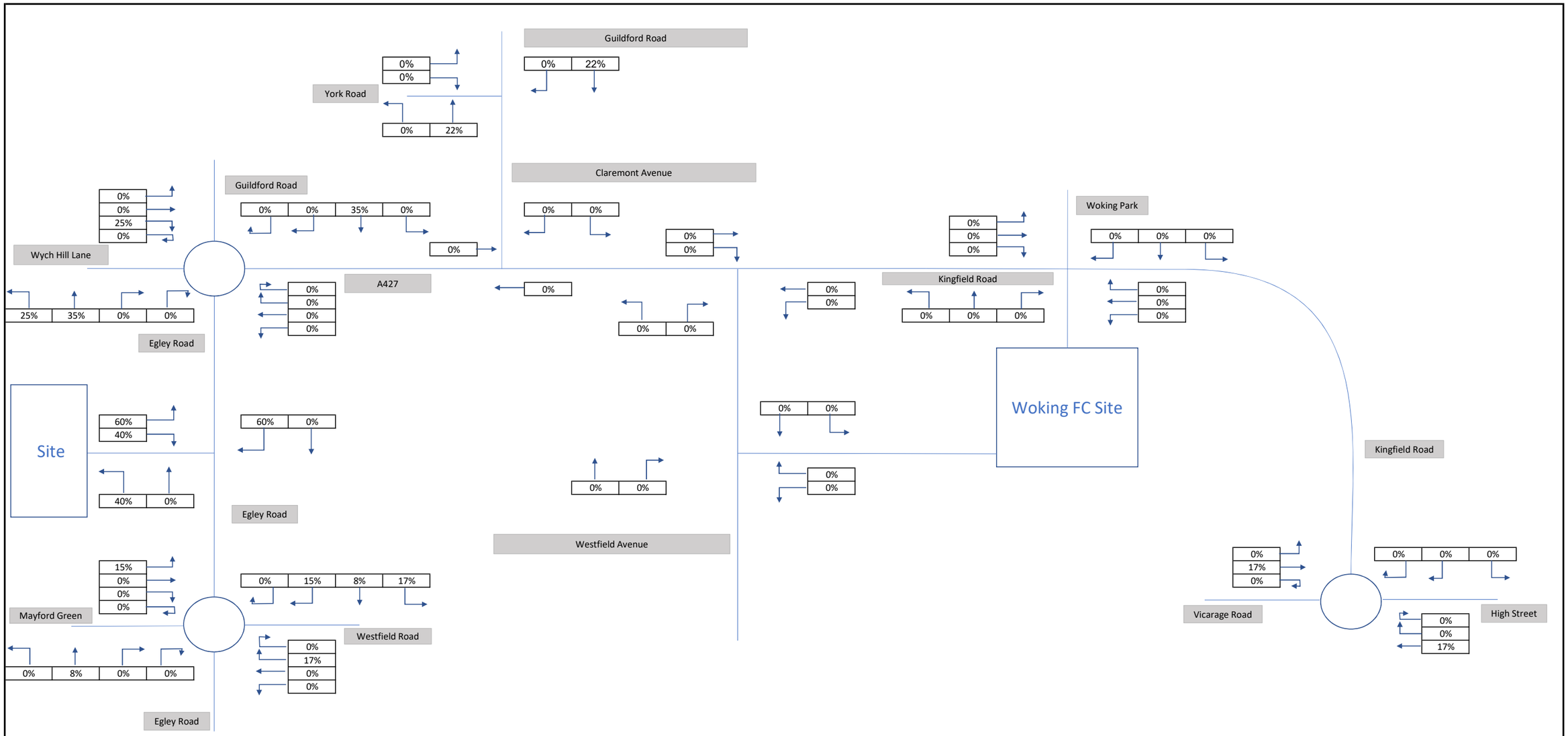
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Residential Distribution - Education - Secondary**				Figure No:



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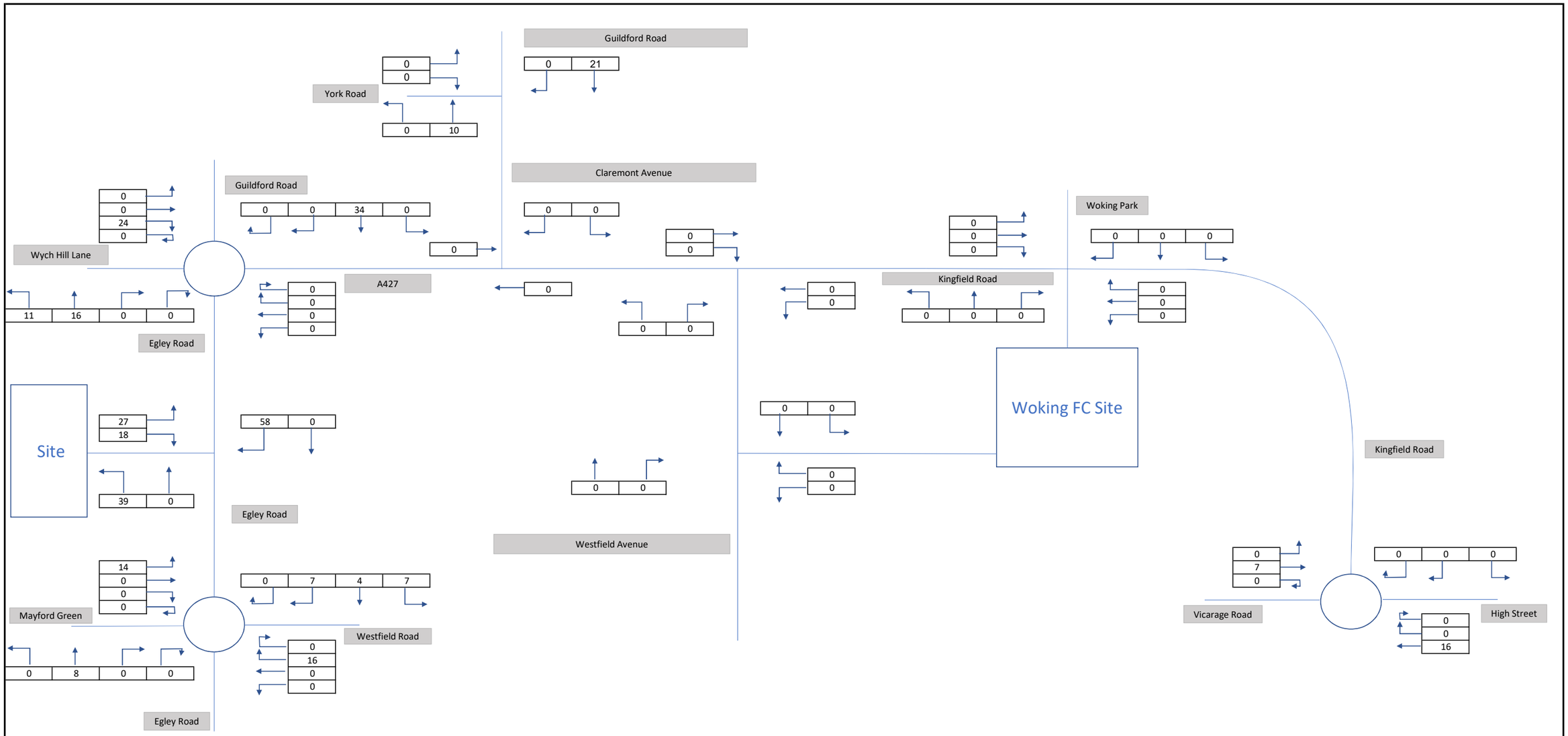
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **David Lloyd Two-Way Distribution**				Figure No:



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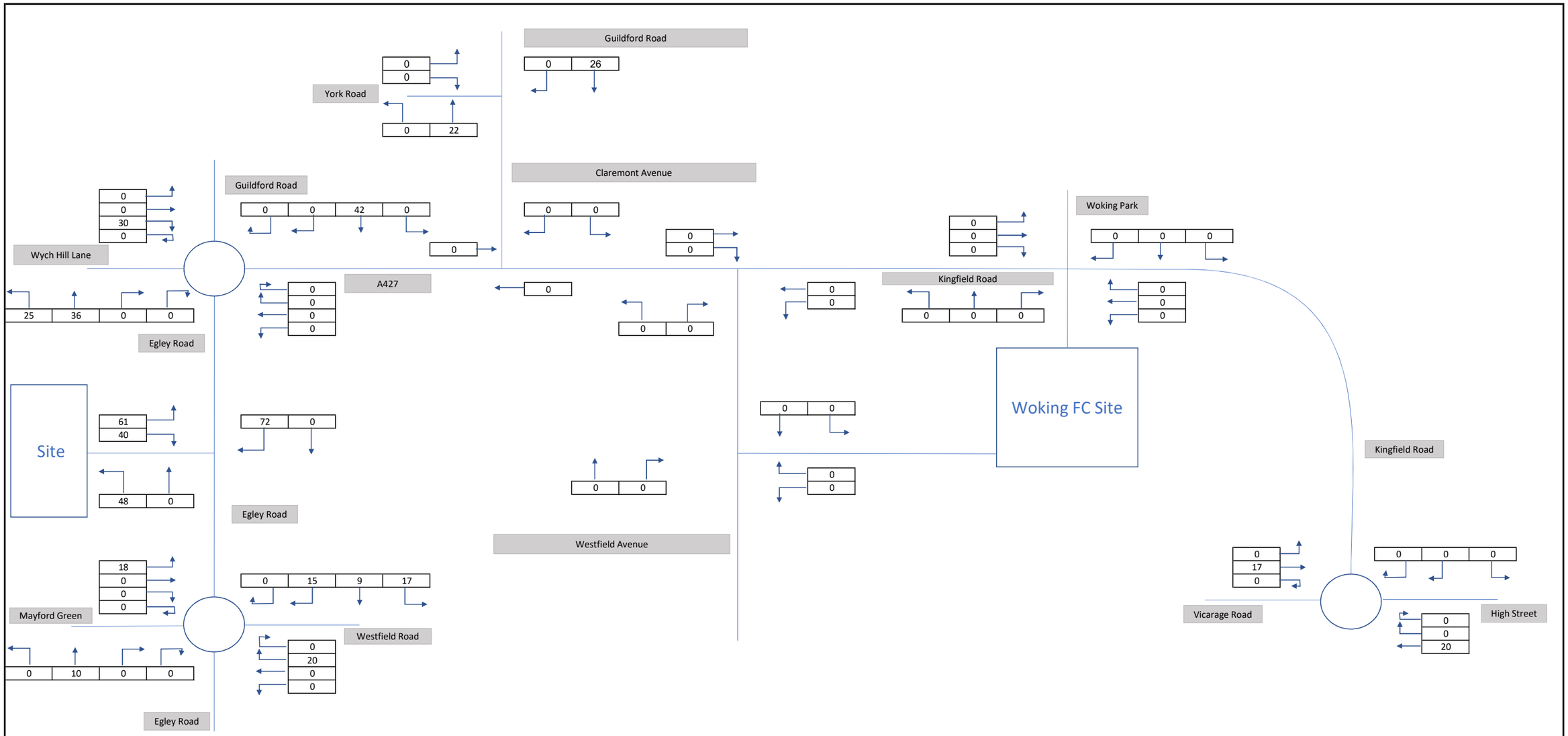
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Proposed David Lloyd AM Trip Forecast (0800-0900)**				Figure No:



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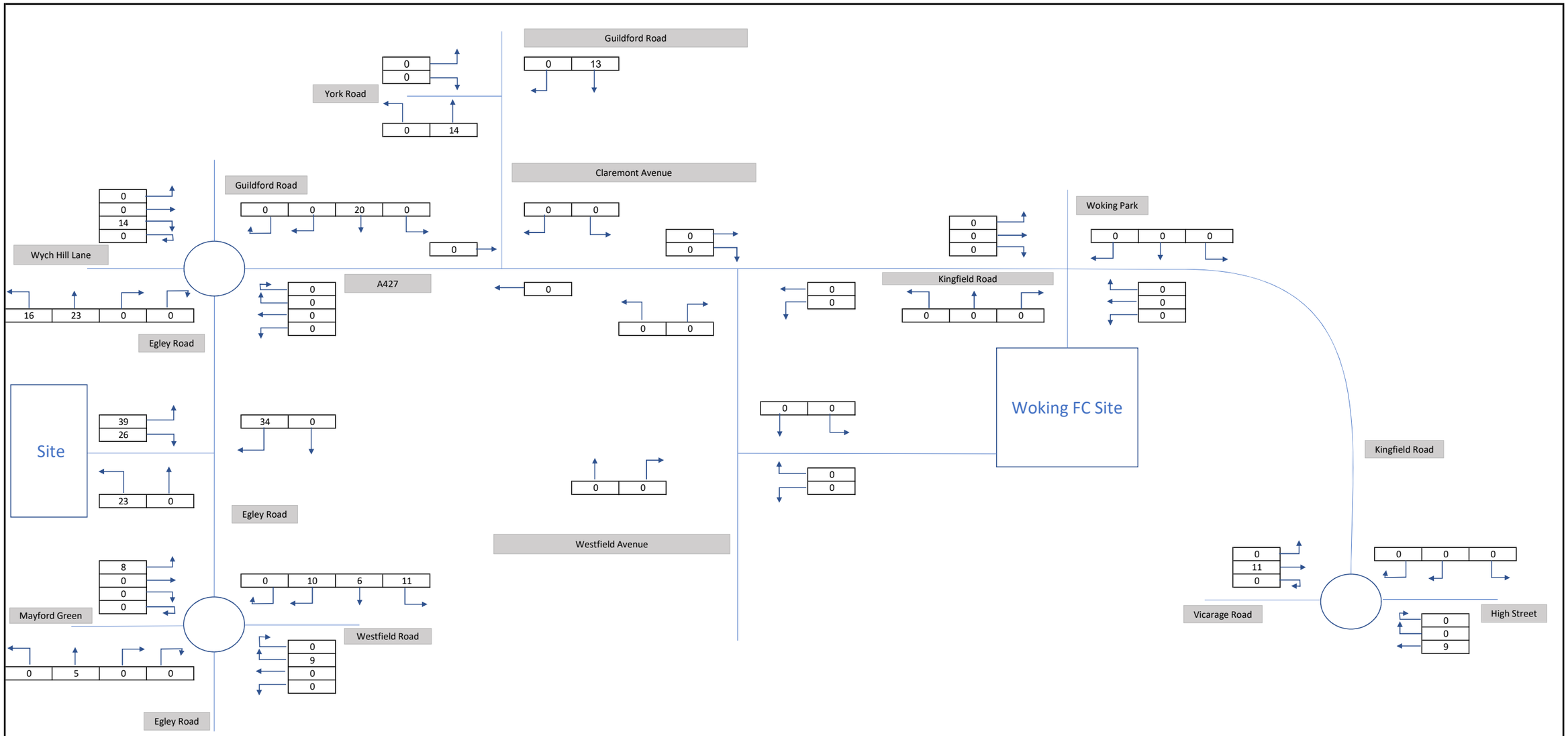
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Proposed David Lloyd PM Trip Forecast (1700-1800)**				Figure No:



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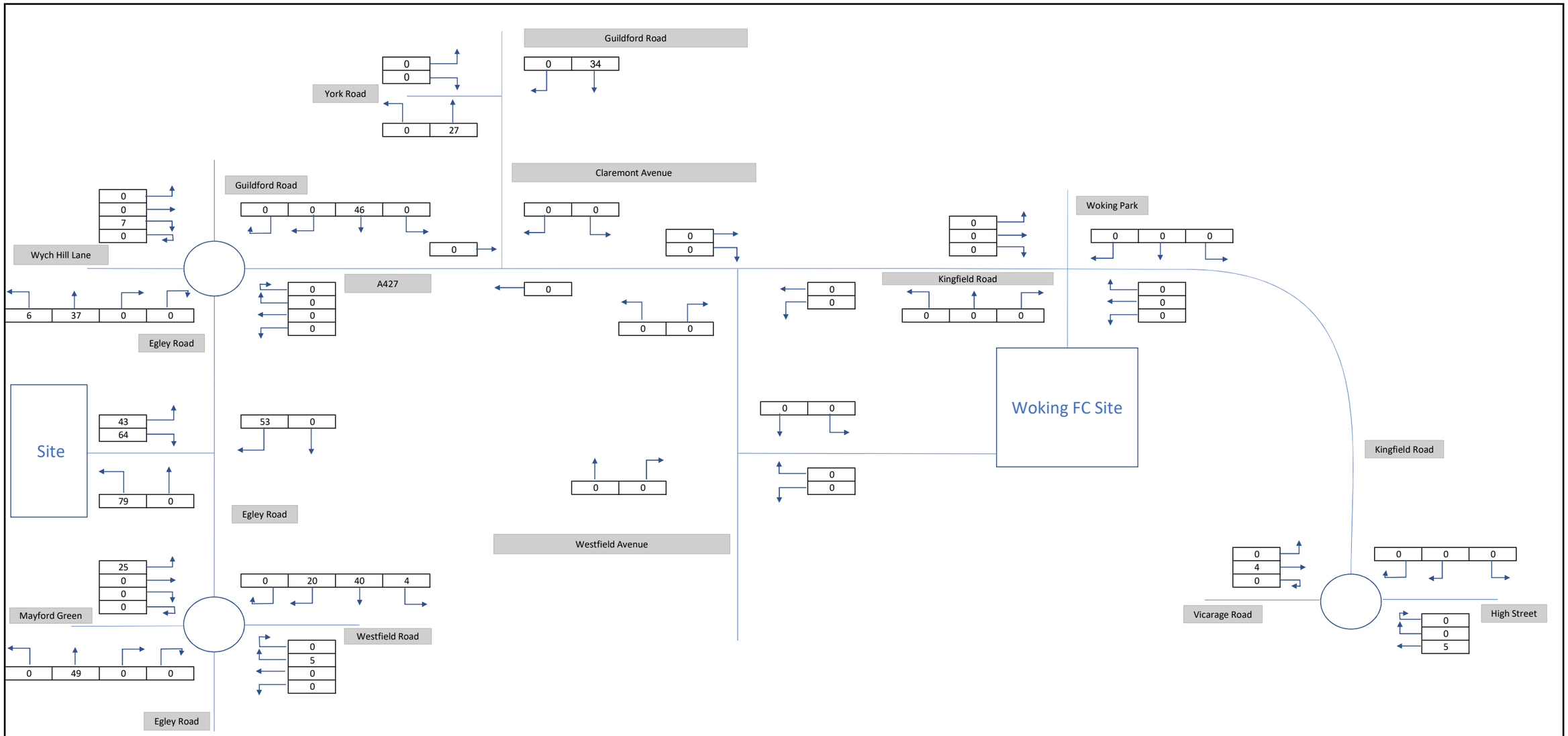
Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Proposed David Lloyd Saturday Trip Forecast (1300-1400)**				Figure No:



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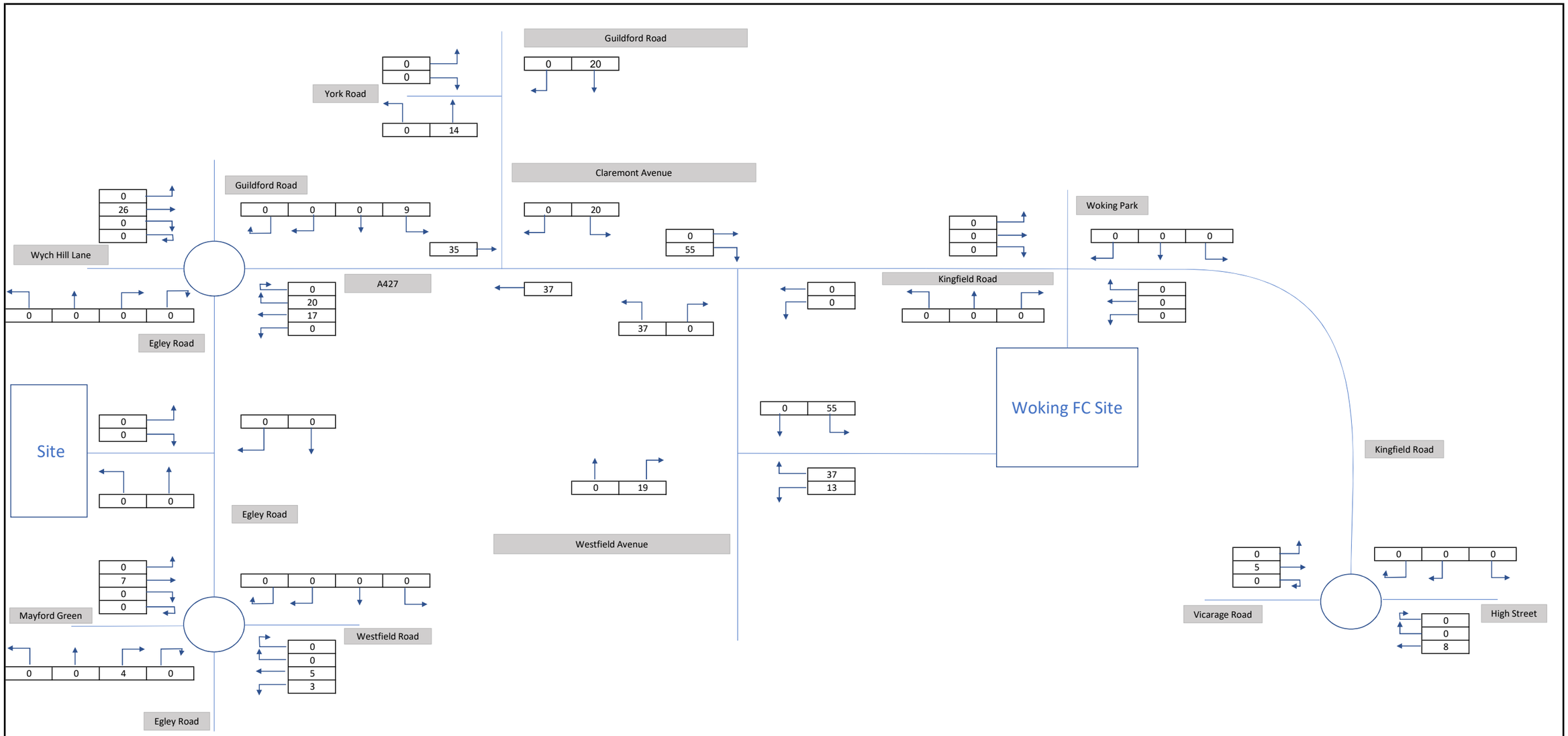
Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Hoe Valley 0800-0900 Total Vehicles**				Figure No:



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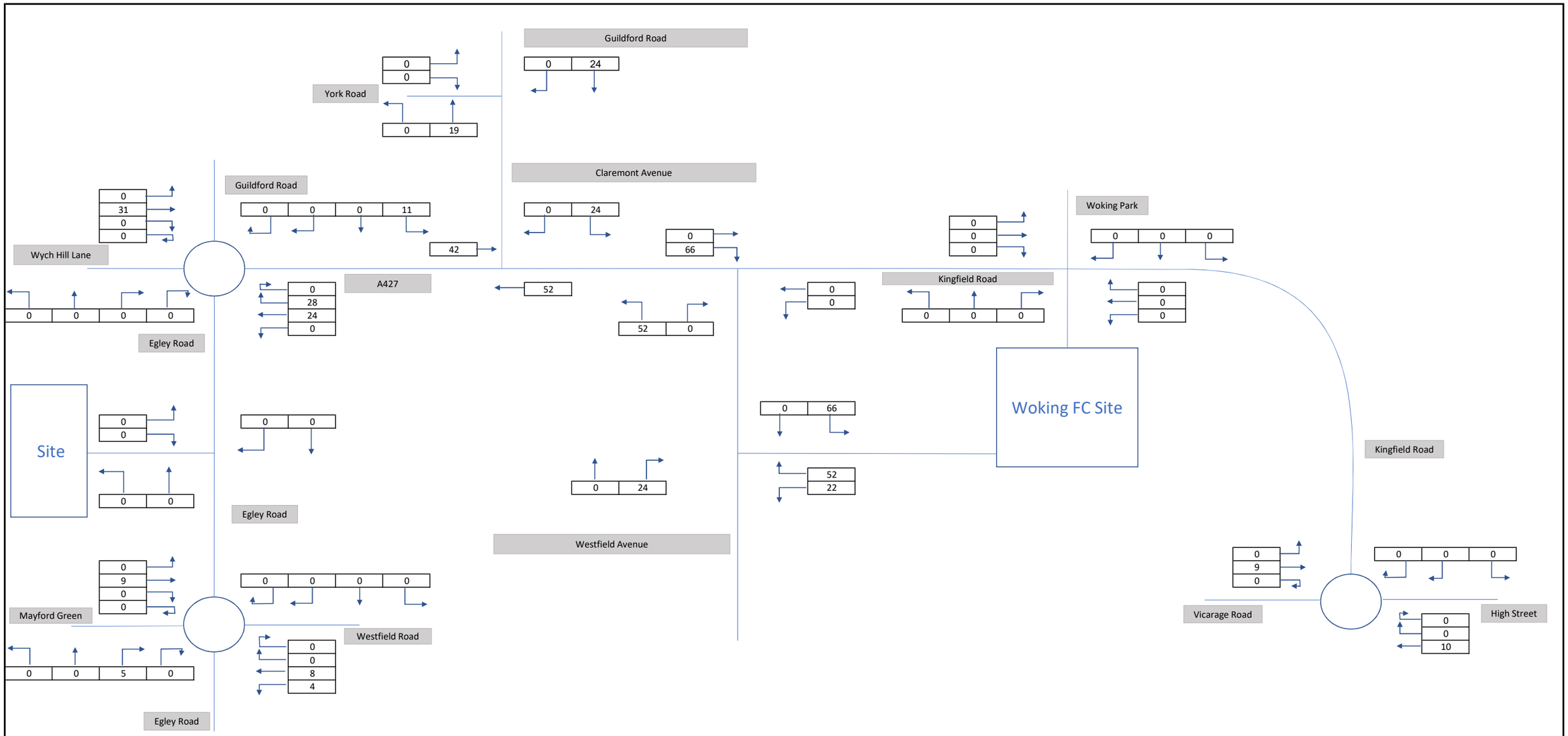
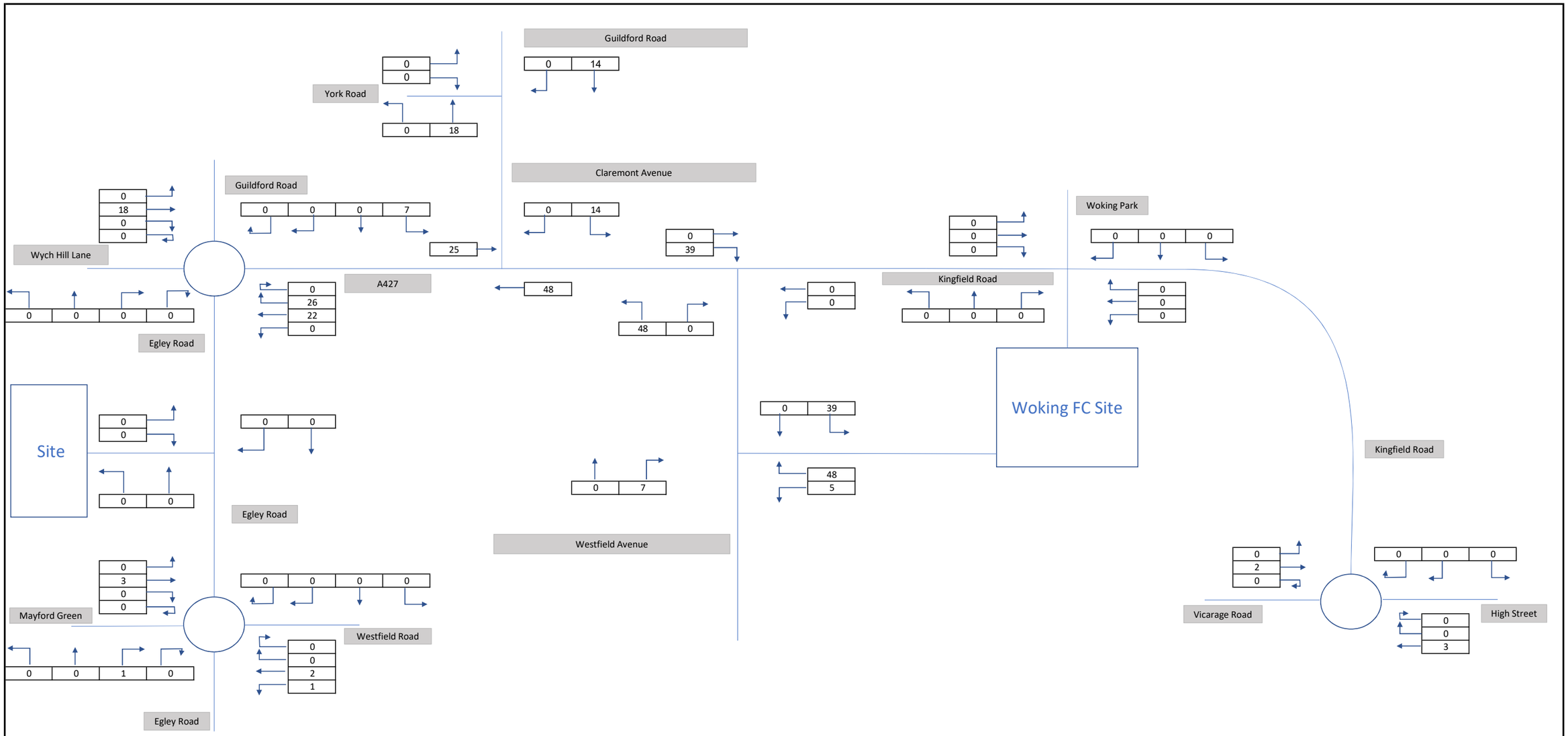
Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Existing Westfield Avenue DL Trips AM (0800-0900)**				Figure No:



vectos transport planning specialists Network Building, 97 Tottenham Court Road, London, W1T 4TP Tel: 020 7580 7373 Email:london@vectos.co.uk www.vectos.co.uk	Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
	Client: Woking Football Club	Figure Title: **Existing Westfield Avenue DL Trips PM (1700-1800)**				Figure No:



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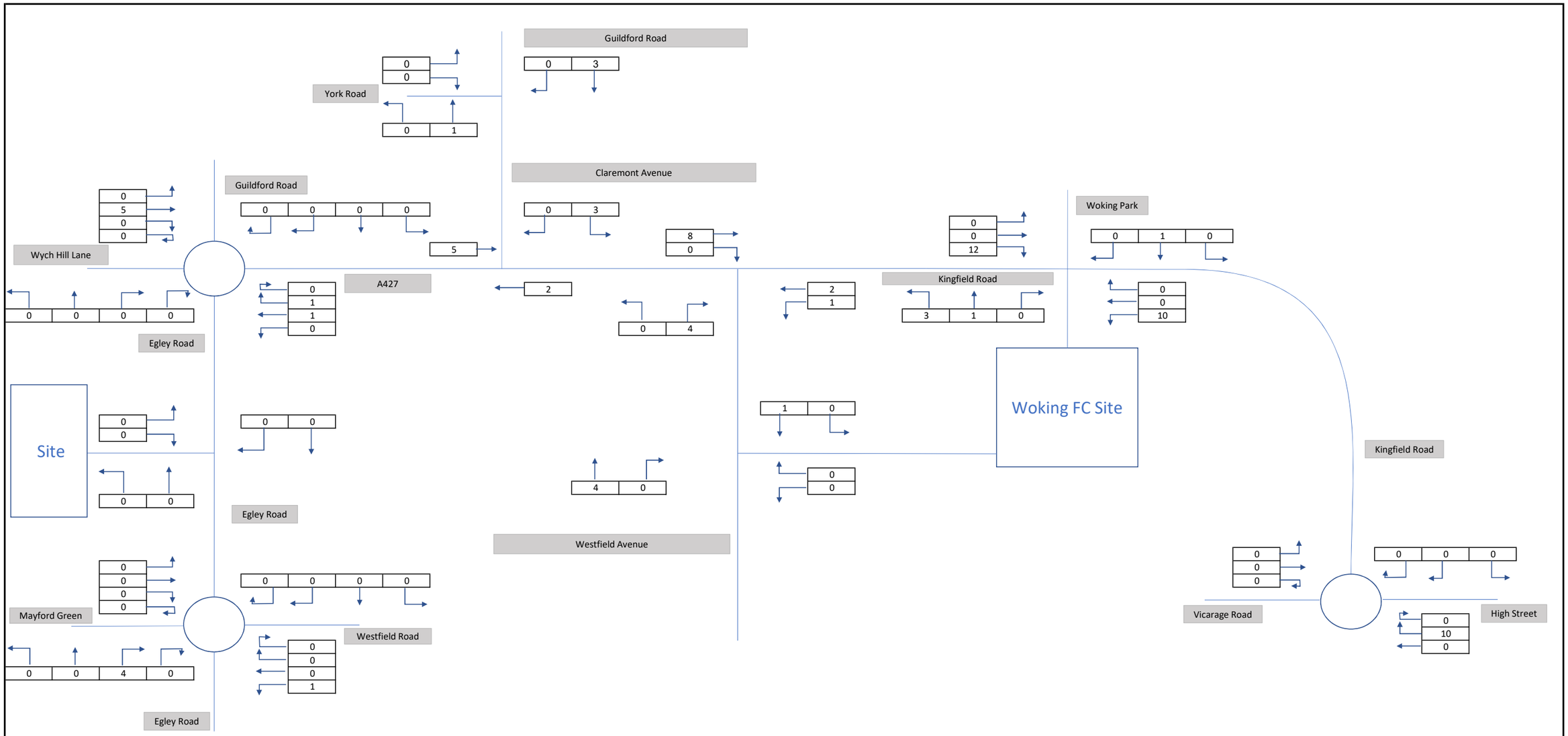
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Existing Westfield Avenue DL Trips Sat (1300-1400)**				Figure No:



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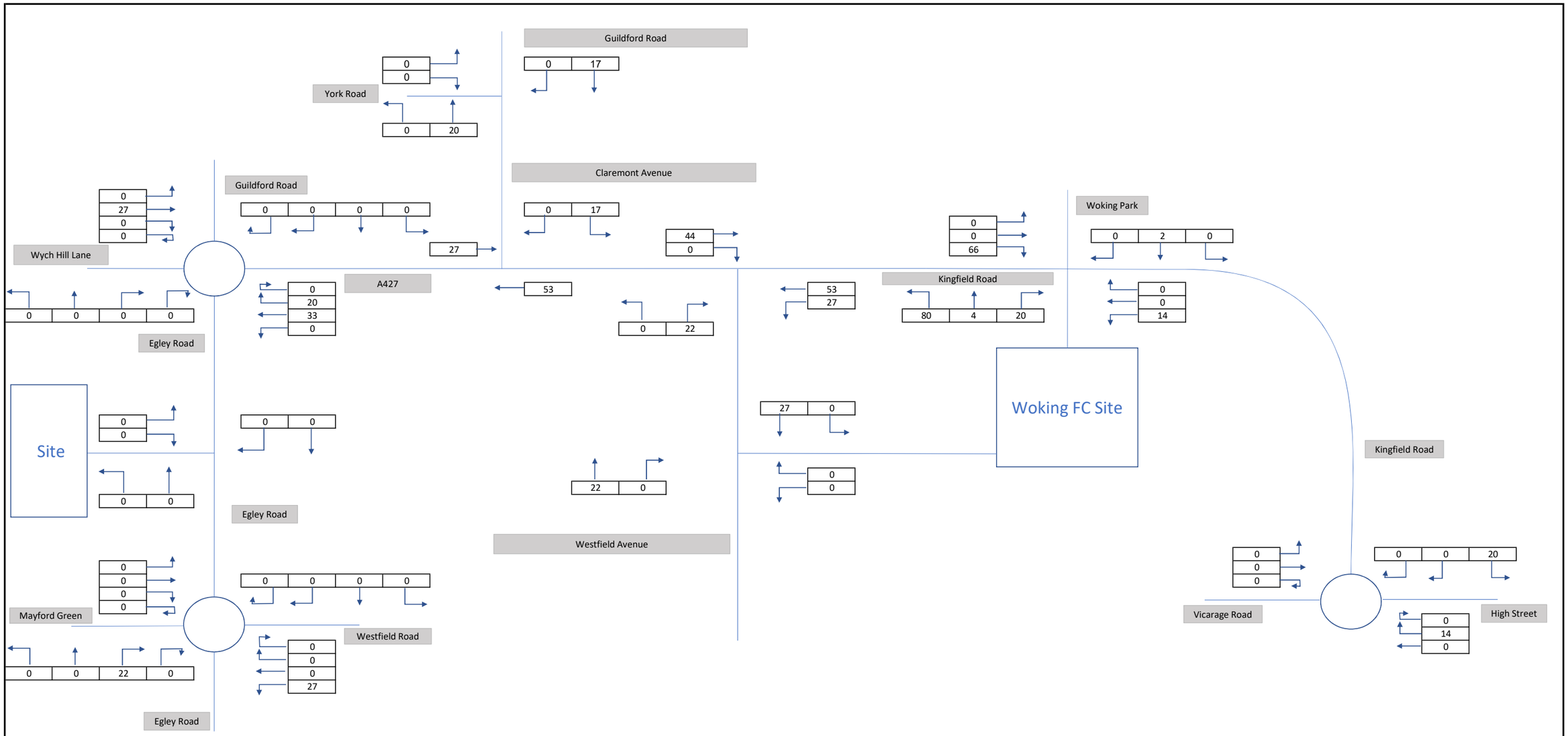
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Existing Gymnastics Trips AM (08:00-09:00)**				Figure No:



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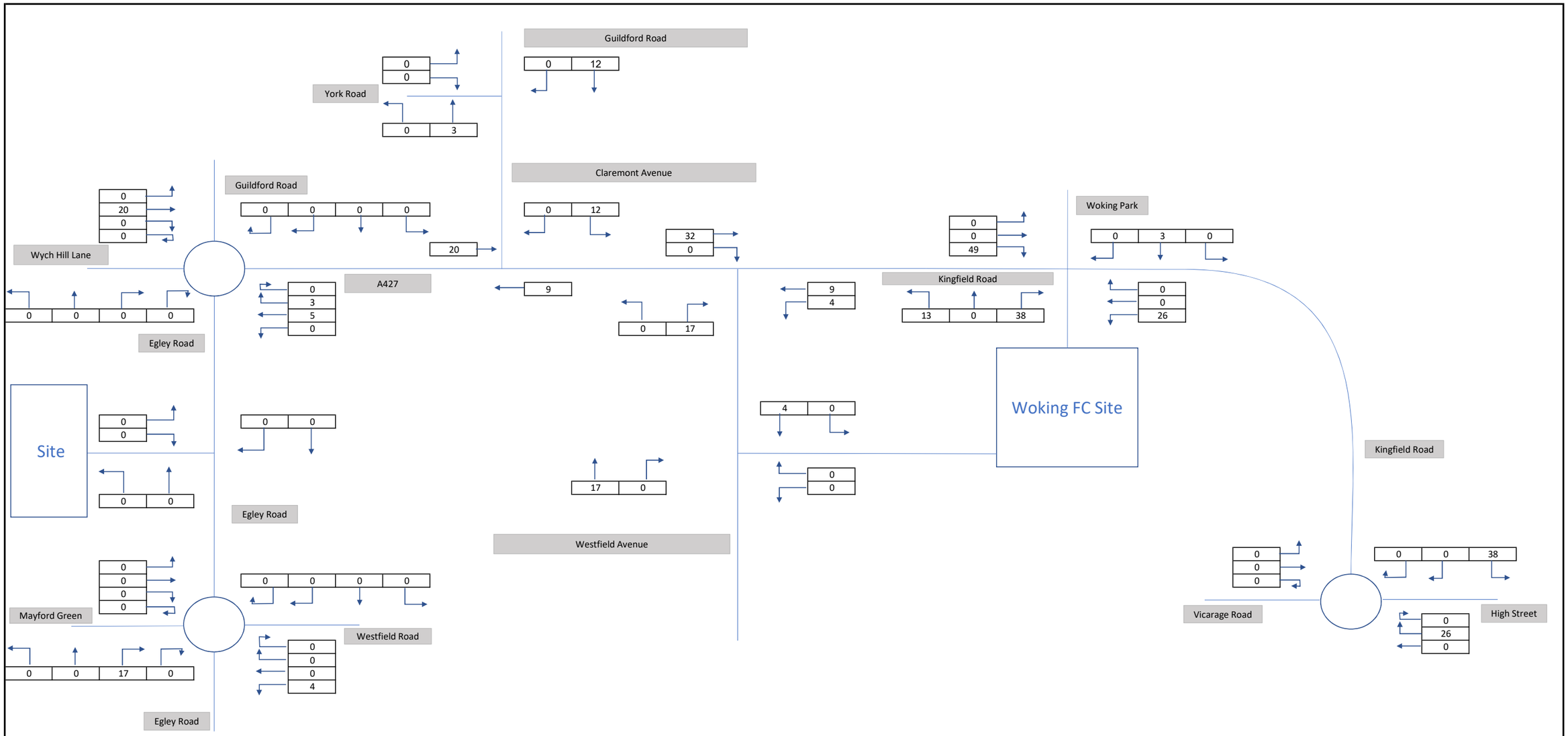
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Existing Gymnastics Trips PM (17:00-18:00)**				Figure No:



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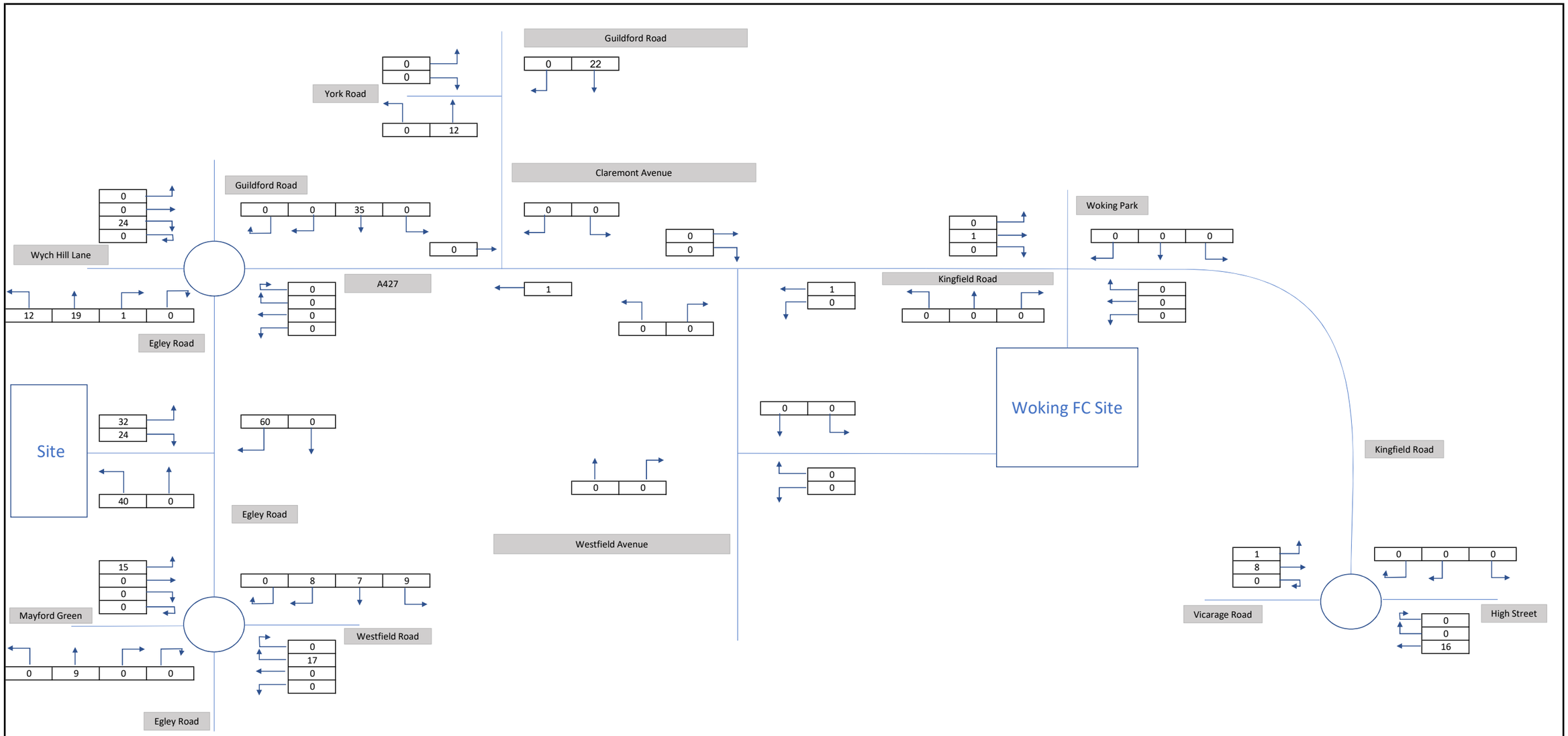
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Existing Gymnastics Trips Saturday (13:00-14:00)**				Figure No:



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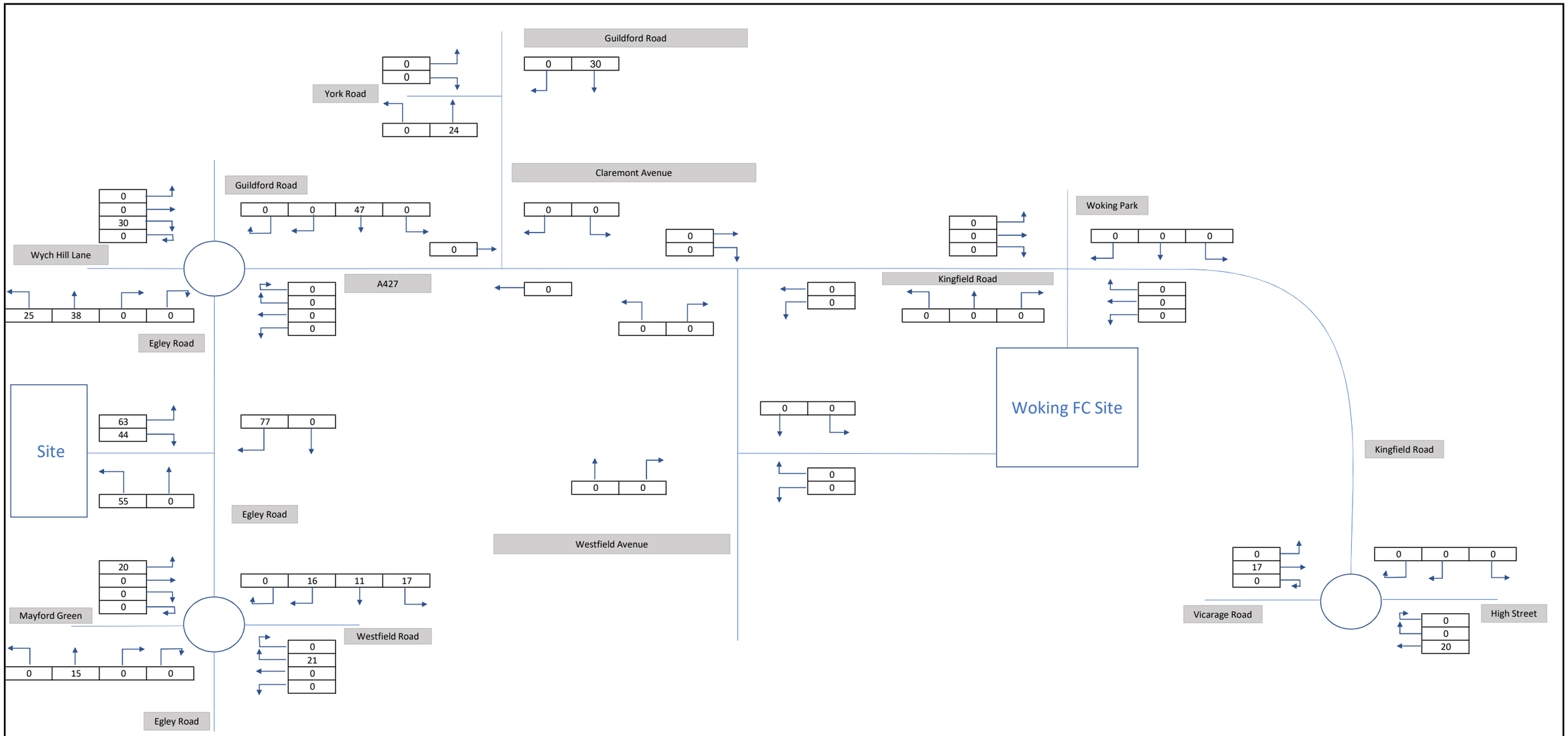
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Dev - 0800-0900 Total Vehicles**				Figure No:



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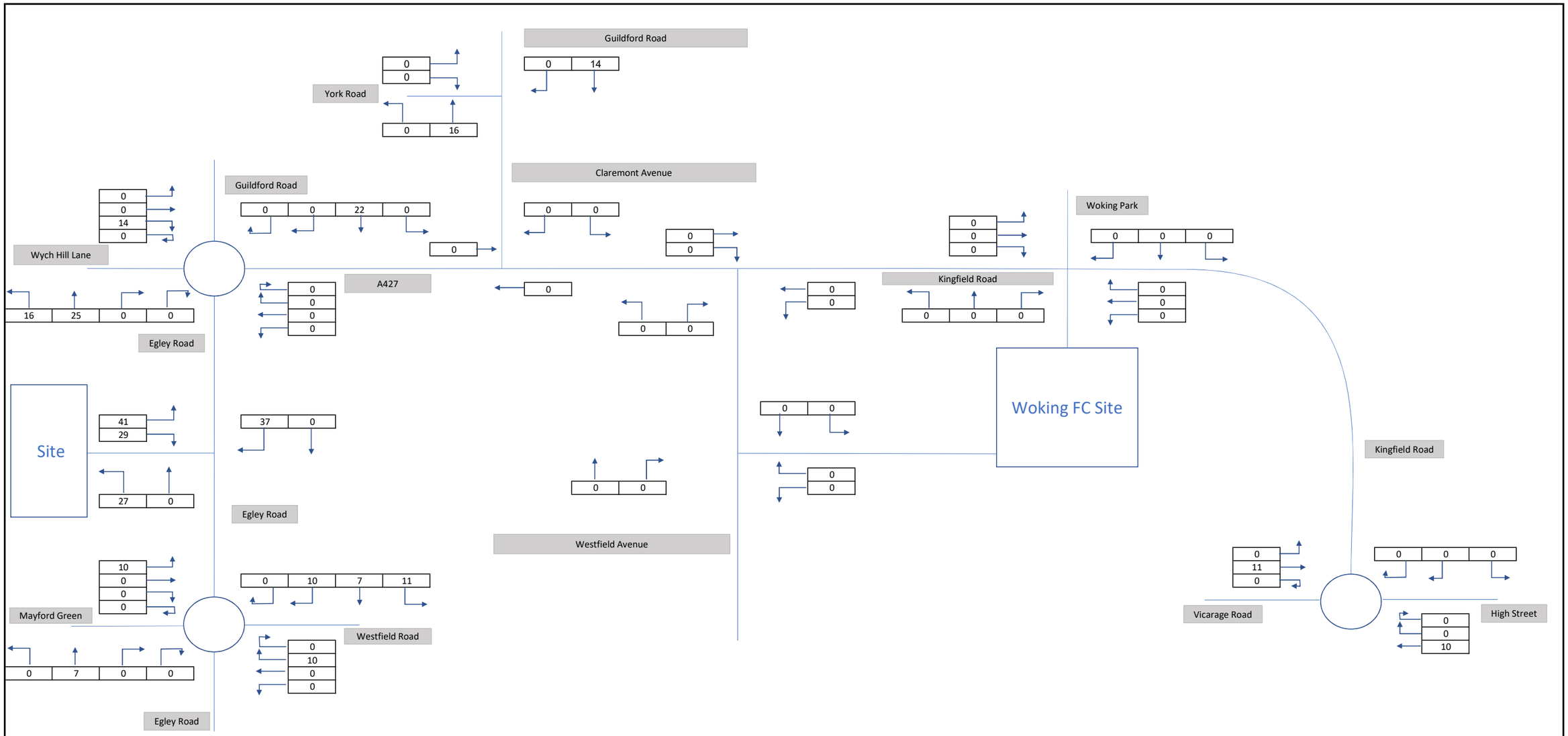
Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Dev - 1700-1800 Total Vehicles**				Figure No:



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Email:london@vectos.co.uk www.vectos.co.uk

Project Title: Egley Road	Scale: NTS	Drawn: TD	Date: 13/11/2019	Checked:	Rev:
Client: Woking Football Club	Figure Title: **Dev - 1300-1400 Saturday Total Vehicles**				Figure No:

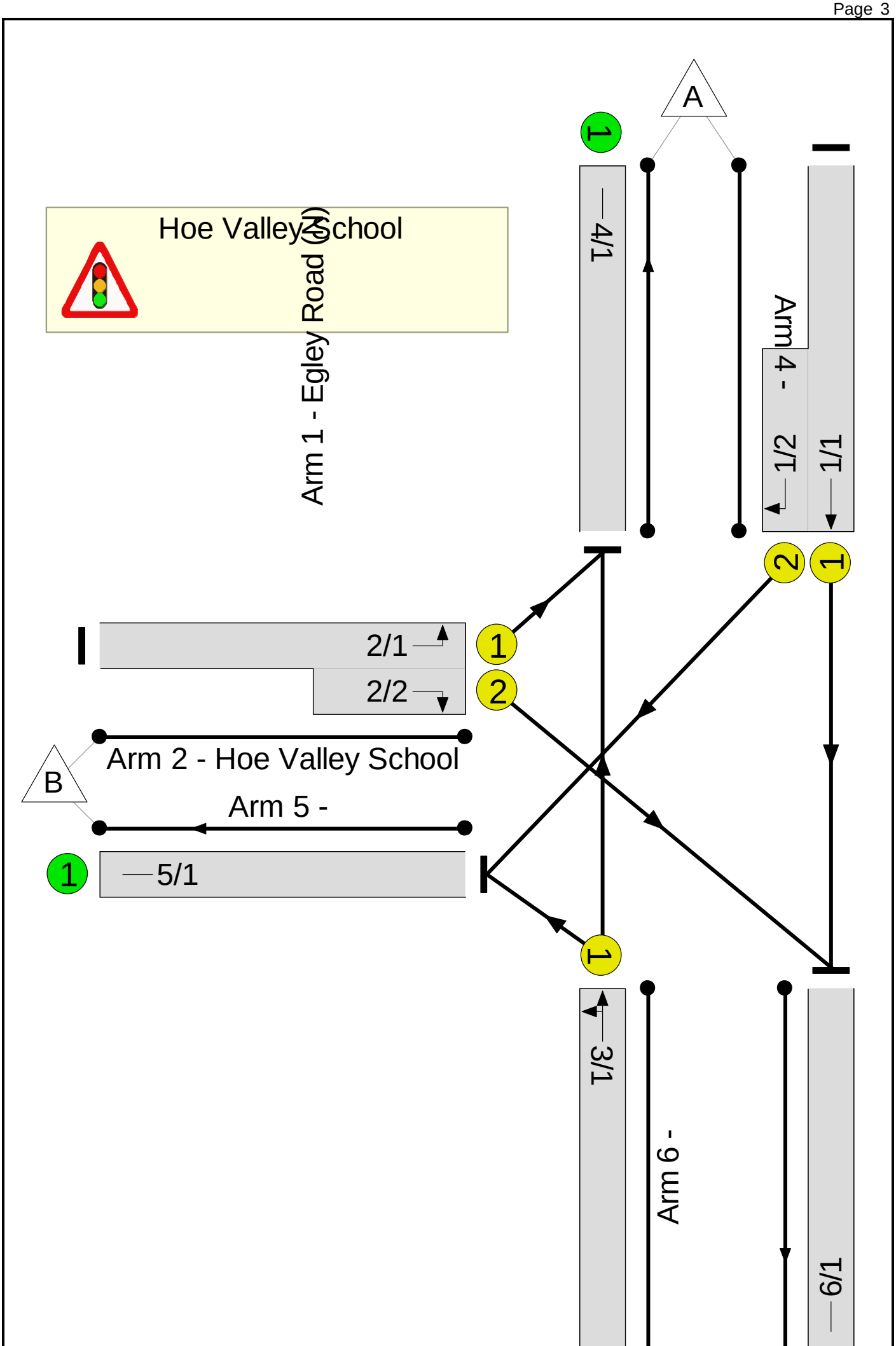
APPENDIX G

Hoe Valley School Access

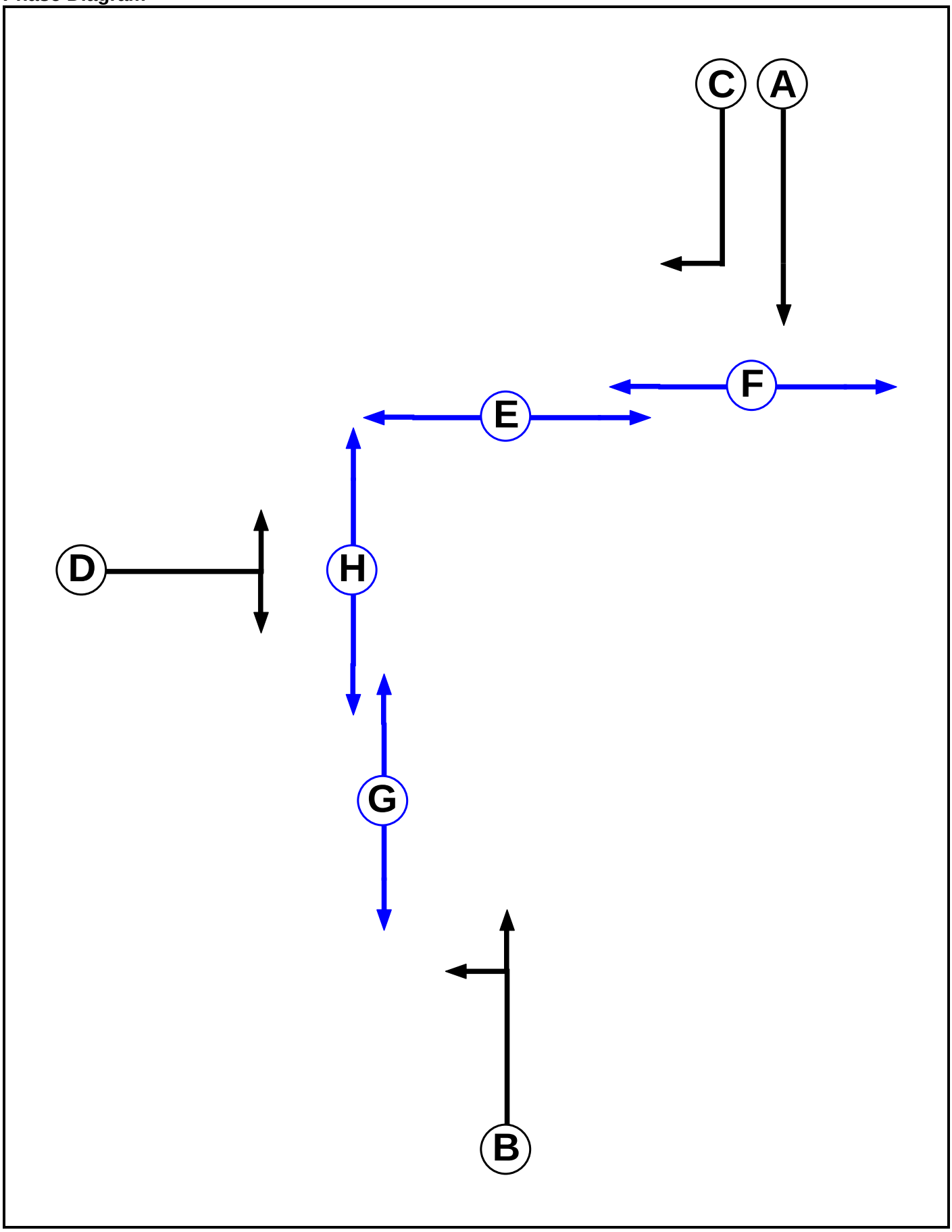
User and Project Details

Project:	**Egley Road, Woking**
Title:	**Egley Road / Hoe Valley School Access Junction**
Location:	
Design Layout Ref:	Existing Junction Layout
Additional detail:	
File name:	Hoe Valley School Access (Existing) v1.0.lsg3x
Author:	David Noyce
Company:	Vectos (South) Ltd
Address:	Network Building, 97 Tottenham Court Road, London W1T 4TP

Junction Layout Diagram


Hoe Valley School
Arm 1 - Egley Road (N)
A
1
4/1
Arm 4 -
1/2
1/1
2
1
2/1
2/2
1
2
B
Arm 2 - Hoe Valley School
Arm 5 -
1
5/1
1
3/1
Arm 6 -
6/1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	5
F	Pedestrian		-9999	6
G	Pedestrian		-9999	5
H	Pedestrian		-9999	6

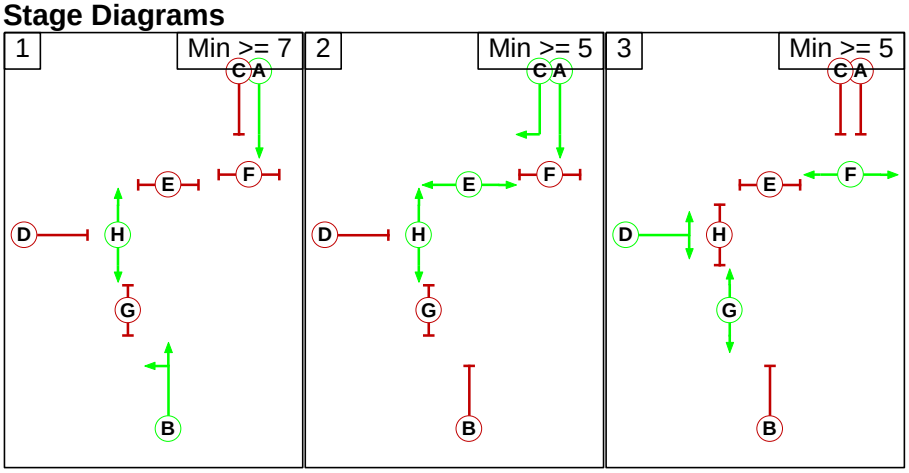
Intergreens

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		-	-	7	-	7	-	-
B	-		7	8	11	-	9	-
C	-	7		7	-	7	11	-
D	5	5	5		8	-	-	5
E	-	6	-	6		-	-	-
F	6	-	6	-	-		-	-
G	-	6	6	-	-	-		-
H	-	-	-	6	-	-	-	

Stage Data

Stage No.	Phases in Stage
1	A B H
2	A C E H
3	D F G

Stage Diagrams



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Lane Input Data

Junction: Hoe Valley School

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Egley Road (N))	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Ahead	Inf
1/2 (Egley Road (N))	U	C	2	3	6.0	Geom	-	3.65	0.00	N	Arm 5 Right	15.00
2/1 (Hoe Valley School)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	16.50
2/2 (Hoe Valley School)	U	D	2	3	5.0	Geom	-	3.00	0.00	N	Arm 6 Right	18.00
3/1 (Egley Road (S))	U	B	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	16.50

Scenario 1: 'Base, AM' (FG1: 'Base, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	86	707	793
	B	70	0	93	163
	C	654	115	0	769
	Tot.	724	201	800	1725

Stage Timings

Stage	1	2	3
Duration	28	5	5
Change Point	0	34	50

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Egley Road / Hoe Valley School Access Junction	-	-	-	-	-	-	**89.2%**	-
Hoe Valley School	-	-	-	-	-	-	**89.2%**	-
1/1+1/2	Egley Road (N) Right Ahead	A C	44:9	793	1980:1927	1234+150	57.3 : 57.3%	7.1
2/1+2/2	Hoe Valley School Left Right	D	9	163	1755:1897	216+287	32.4 : 32.4%	1.7
3/1	Egley Road (S) Ahead Left	B	28	769	1963	863	89.2%	16.6
	C1	PRC for Signalled Lanes (%): 0.9 PRC Over All Lanes (%): 0.9			Total Delay for Signalled Lanes (pcuHr): 11.10 Total Delay Over All Lanes(pcuHr): 11.10			

Scenario 2: 'Base, PM' (FG2: 'Base, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	37	861	898
	B	19	0	22	41
	C	672	34	0	706
	Tot.	691	71	883	1645

Stage Timings

Stage	1	2	3
Duration	24	5	5
Change Point	0	30	46

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Egley Road / Hoe Valley School Access Junction	-	-	-	-	-	-	**88.4%**	-
Hoe Valley School	-	-	-	-	-	-	**88.4%**	-
1/1+1/2	Egley Road (N) Right Ahead	A C	40:9	898	1980:1927	1266+54	68.0 : 68.0%	10.0
2/1+2/2	Hoe Valley School Left Right	D	9	41	1755:1897	264+306	7.2 : 7.2%	0.4
3/1	Egley Road (S) Ahead Left	B	24	706	1981	799	88.4%	14.7
	C1	PRC for Signalled Lanes (%): 1.8 PRC Over All Lanes (%): 1.8			Total Delay for Signalled Lanes (pcuHr): 9.99 Total Delay Over All Lanes(pcuHr): 9.99			

Scenario 3: 'Base, SAT' (FG3: 'Base, SAT', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	15	613	628
	B	17	0	13	30
	C	551	12	0	563
	Tot.	568	27	626	1221

Stage Timings

Stage	1	2	3
Duration	17	5	5
Change Point	0	23	39

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Egley Road / Hoe Valley School Access Junction	-	-	-	-	-	-	**86.6%**	-
Hoe Valley School	-	-	-	-	-	-	**86.6%**	-
1/1+1/2	Egley Road (N) Right Ahead	A C	33:9	628	1980:1927	1200+29	51.1 : 51.1%	5.6
2/1+2/2	Hoe Valley School Left Right	D	9	30	1755:1897	319+244	5.3 : 5.3%	0.2
3/1	Egley Road (S) Ahead Left	B	17	563	1986	650	86.6%	11.0
	C1	PRC for Signalled Lanes (%): 3.9 PRC Over All Lanes (%): 3.9		Total Delay for Signalled Lanes (pcuHr): 7.52 Total Delay Over All Lanes(pcuHr): 7.52				

Scenario 4: '2024 Base, AM' (FG4: '2022 Base, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	139	732	871
	B	113	0	157	270
	C	677	194	0	871
	Tot.	790	333	889	2012

Stage Timings

Stage	1	2	3
Duration	37	5	5
Change Point	0	43	59

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Egley Road / Hoe Valley School Access Junction	-	-	-	-	-	-	**88.1%**	-
Hoe Valley School	-	-	-	-	-	-	**88.1%**	-
1/1+1/2	Egley Road (N) Right Ahead	A C	53:9	871	1980:1927	1238+235	59.1 : 59.1%	7.7
2/1+2/2	Hoe Valley School Left Right	D	9	270	1755:1897	182+253	62.1 : 62.1%	3.9
3/1	Egley Road (S) Ahead Left	B	37	871	1951	989	88.1%	19.5
	C1	PRC for Signalled Lanes (%): 2.1			Total Delay for Signalled Lanes (pcuHr): 13.43			
		PRC Over All Lanes (%): 2.1			Total Delay Over All Lanes(pcuHr): 13.43			

Scenario 5: '2024 Base, PM' (FG5: '2022 Base, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	37	892	929
	B	19	0	22	41
	C	696	34	0	730
	Tot.	715	71	914	1700

Stage Timings

Stage	1	2	3
Duration	26	5	5
Change Point	0	32	48

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Egley Road / Hoe Valley School Access Junction	-	-	-	-	-	-	**87.3%**	-
Hoe Valley School	-	-	-	-	-	-	**87.3%**	-
1/1+1/2	Egley Road (N) Right Ahead	A C	42:9	929	1980:1927	1287+53	69.3 : 69.3%	10.7
2/1+2/2	Hoe Valley School Left Right	D	9	41	1755:1897	256+296	7.4 : 7.4%	0.4
3/1	Egley Road (S) Ahead Left	B	26	730	1982	836	87.3%	15.0
	C1	PRC for Signalled Lanes (%): 3.1			Total Delay for Signalled Lanes (pcuHr): 9.91			
		PRC Over All Lanes (%): 3.1			Total Delay Over All Lanes(pcuHr): 9.91			

Scenario 6: '2024 Base, SAT' (FG6: '2022 Base, SAT', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	15	636	651
	B	17	0	13	30
	C	572	12	0	584
	Tot.	589	27	649	1265

Stage Timings

Stage	1	2	3
Duration	18	5	5
Change Point	0	24	40

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Egley Road / Hoe Valley School Access Junction	-	-	-	-	-	-	**86.7%**	-
Hoe Valley School	-	-	-	-	-	-	**86.7%**	-
1/1+1/2	Egley Road (N) Right Ahead	A C	34:9	651	1980:1927	1214+29	52.4 : 52.4%	5.8
2/1+2/2	Hoe Valley School Left Right	D	9	30	1755:1897	313+240	5.4 : 5.4%	0.2
3/1	Egley Road (S) Ahead Left	B	18	584	1986	674	86.7%	11.5
	C1	PRC for Signalled Lanes (%): 3.8 PRC Over All Lanes (%): 3.8		Total Delay for Signalled Lanes (pcuHr): 7.70 Total Delay Over All Lanes(pcuHr): 7.70				

Scenario 7: '2024 Base + Dev, AM' (FG10: '2024 Base + Dev, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	199	732	931
	B	145	0	181	326
	C	677	234	0	911
	Tot.	822	433	913	2168

Stage Timings

Stage	1	2	3
Duration	41	5	5
Change Point	0	47	63

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Egley Road / Hoe Valley School Access Junction	-	-	-	-	-	-	**88.1%**	-
Hoe Valley School	-	-	-	-	-	-	**88.1%**	-
1/1+1/2	Egley Road (N) Right Ahead	A C	57:9	931	1980:1927	897+244	81.6 : 81.6%	9.5
2/1+2/2	Hoe Valley School Left Right	D	9	326	1755:1897	192+240	75.4 : 75.4%	5.3
3/1	Egley Road (S) Ahead Left	B	41	911	1945	1034	88.1%	21.0
	C1	PRC for Signalled Lanes (%): 2.2			Total Delay for Signalled Lanes (pcuHr): 17.05			
		PRC Over All Lanes (%): 2.2			Total Delay Over All Lanes(pcuHr): 17.05			

Scenario 8: '2024 Base + Dev, PM' (FG11: '2024 Base + Dev, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	114	892	1006
	B	82	0	66	148
	C	696	89	0	785
	Tot.	778	203	958	1939

Stage Timings

Stage	1	2	3
Duration	30	5	5
Change Point	0	36	52

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Egley Road / Hoe Valley School Access Junction	-	-	-	-	-	-	**87.4%**	-
Hoe Valley School	-	-	-	-	-	-	**87.4%**	-
1/1+1/2	Egley Road (N) Right Ahead	A C	46:9	1006	1980:1927	1244+159	71.7 : 71.7%	11.7
2/1+2/2	Hoe Valley School Left Right	D	9	148	1755:1897	258+208	31.8 : 31.8%	1.6
3/1	Egley Road (S) Ahead Left	B	30	785	1970	898	87.4%	16.6
	C1	PRC for Signalled Lanes (%): 3.0			Total Delay for Signalled Lanes (pcuHr): 11.81			
		PRC Over All Lanes (%): 3.0			Total Delay Over All Lanes(pcuHr): 11.81			

Scenario 9: '2024 Base + Dev, SAT' (FG12: '2024 Base + Dev, SAT', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	52	636	688
	B	58	0	42	100
	C	572	39	0	611
	Tot.	630	91	678	1399

Stage Timings

Stage	1	2	3
Duration	20	5	5
Change Point	0	26	42

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Egley Road / Hoe Valley School Access Junction	-	-	-	-	-	-	**85.3%**	-
Hoe Valley School	-	-	-	-	-	-	**85.3%**	-
1/1+1/2	Egley Road (N) Right Ahead	A C	36:9	688	1980:1927	1191+97	53.4 : 53.4%	5.9
2/1+2/2	Hoe Valley School Left Right	D	9	100	1755:1897	303+219	19.2 : 19.2%	0.9
3/1	Egley Road (S) Ahead Left	B	20	611	1979	717	85.3%	11.7

C1

PRC for Signalled Lanes (%): 5.5
PRC Over All Lanes (%): 5.5

Total Delay for Signalled Lanes (pcuHr): 8.19
Total Delay Over All Lanes(pcuHr): 8.19

APPENDIX H

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Claremont Avenue_Kingfield Road_Wych Hill Lane Junction Ver.A 191024 (AM Peak).j9
Path: X:\Projects\180000\183923A -Egley Road\MODELLING\PICADY
Report generation date: 13/11/2019 11:37:05

Summary of junction performance

	AM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2019					
Stream B-AC	D1	1.5	10.54	0.60	B
Stream C-AB		0.0	0.00	0.00	A
2022					
Stream B-AC	D4	1.7	11.24	0.63	B
Stream C-AB		0.0	0.00	0.00	A
2022 + Dev					
Stream B-AC	D7	1.5	10.50	0.60	B
Stream C-AB		0.0	0.00	0.00	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	AM	FLAT	07:30	09:00	90	15	✓
D4	2022	AM	FLAT	07:30	09:00	90	15	✓
D7	2022 + Dev	AM	FLAT	07:30	09:00	90	15	✓

Analysis Set Details

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

2019, 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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wych Hill Lane		Major
B	Claremont Avenue		Minor
C	Kingfield Road		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 - Kingfield Road	6.40			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Claremont Avenue	One lane	4.84	62	11

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		190

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	595	0.107	0.269	0.169	0.385
B-C	747	0.113	0.284	-	-
C-B	620	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	AM	FLAT	07:30	09:00	90	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 - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	515	100.000
C - Kingfield Road		FLAT	✓	933	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	71	0	444
	C - Kingfield Road	933	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	2
	C - Kingfield Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.60	10.54	1.5	B	515	773
C-AB	0.00	0.00	0.0	A	0	0
C-A					933	1400
A-B					0	0
A-C					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	515	129	856	0.601	509	0.0	1.5	10.206	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	933	233			933				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	515	129	856	0.601	515	1.5	1.5	10.537	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	933	233			933				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	515	129	856	0.601	515	1.5	1.5	10.541	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	933	233			933				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	515	129	856	0.601	515	1.5	1.5	10.544	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	933	233			933				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	515	129	856	0.601	515	1.5	1.5	10.544	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	933	233			933				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	515	129	856	0.601	515	1.5	1.5	10.544	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	933	233			933				
A-B	0	0			0				
A-C	0	0			0				

2022, 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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		4.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2022	AM	FLAT	07:30	09:00	90	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 - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	534	100.000
C - Kingfield Road		FLAT	✓	966	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	74	0	460
	C - Kingfield Road	966	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	2
	C - Kingfield Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.63	11.24	1.7	B	534	801
C-AB	0.00	0.00	0.0	A	0	0
C-A					966	1449
A-B					0	0
A-C					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	133	854	0.625	528	0.0	1.6	10.821	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	966	242			966				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	133	854	0.625	534	1.6	1.6	11.229	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	966	242			966				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	133	854	0.625	534	1.6	1.6	11.236	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	966	242			966				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	133	854	0.625	534	1.6	1.7	11.238	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	966	242			966				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	133	854	0.625	534	1.7	1.7	11.240	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	966	242			966				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	534	133	854	0.625	534	1.7	1.7	11.240	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	966	242			966				
A-B	0	0			0				
A-C	0	0			0				

2022 + 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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		3.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2022 + Dev	AM	FLAT	07:30	09:00	90	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 - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	511	100.000
C - Kingfield Road		FLAT	✓	927	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	74	0	437
	C - Kingfield Road	927	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	2
	C - Kingfield Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.60	10.50	1.5	B	511	767
C-AB	0.00	0.00	0.0	A	0	0
C-A					927	1391
A-B					0	0
A-C					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	511	128	854	0.598	505	0.0	1.4	10.166	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	927	232			927				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	511	128	854	0.598	511	1.4	1.5	10.492	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	927	232			927				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	511	128	854	0.598	511	1.5	1.5	10.496	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	927	232			927				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	511	128	854	0.598	511	1.5	1.5	10.498	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	927	232			927				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	511	128	854	0.598	511	1.5	1.5	10.498	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	927	232			927				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	511	128	854	0.598	511	1.5	1.5	10.500	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	927	232			927				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Claremont Avenue_Kingfield Road_Wych Hill Lane Junction Ver.A 191024 (PM Peak).j9
Path: X:\Projects\180000\183923A -Egley Road\MODELLING\PICADY
Report generation date: 13/11/2019 11:43:24

Summary of junction performance

	PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2019					
Stream B-AC	D2	1.5	11.47	0.61	B
Stream C-AB		0.0	0.00	0.00	A
2022					
Stream B-AC	D5	1.7	12.18	0.63	B
Stream C-AB		0.0	0.00	0.00	A
2022 + Dev					
Stream B-AC	D8	1.4	10.71	0.58	B
Stream C-AB		0.0	0.00	0.00	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	PM	FLAT	16:30	18:00	90	15	✓
D5	2022	PM	FLAT	16:30	18:00	90	15	✓
D8	2022 + Dev	PM	FLAT	16:30	18:00	90	15	✓

Analysis Set Details

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

2019, 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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		4.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wych Hill Lane		Major
B	Claremont Avenue		Minor
C	Kingfield Road		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 - Kingfield Road	6.40			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Claremont Avenue	One lane	4.84	62	11

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		110

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	595	0.107	0.269	0.169	0.385
B-C	747	0.113	0.284	-	-
C-B	620	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	PM	FLAT	16:30	18:00	90	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 - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	482	100.000
C - Kingfield Road		FLAT	✓	764	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	56	0	426
	C - Kingfield Road	764	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	4	0	1
	C - Kingfield Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.61	11.47	1.5	B	482	723
C-AB	0.00	0.00	0.0	A	0	0
C-A					764	1146
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	482	120	796	0.606	476	0.0	1.5	11.064	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	764	191			764				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	482	120	796	0.606	482	1.5	1.5	11.458	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	764	191			764				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	482	120	796	0.606	482	1.5	1.5	11.465	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	764	191			764				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	482	120	796	0.606	482	1.5	1.5	11.464	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	764	191			764				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	482	120	796	0.606	482	1.5	1.5	11.467	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	764	191			764				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	482	120	796	0.606	482	1.5	1.5	11.467	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	764	191			764				
A-B	0	0			0				
A-C	0	0			0				

2022, 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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		4.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2022	PM	FLAT	16:30	18:00	90	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 - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	499	100.000
C - Kingfield Road		FLAT	✓	792	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	58	0	441
	C - Kingfield Road	792	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	4	0	1
	C - Kingfield Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.63	12.18	1.7	B	499	748
C-AB	0.00	0.00	0.0	A	0	0
C-A					792	1188
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	499	125	795	0.628	492	0.0	1.6	11.682	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	792	198			792				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	499	125	795	0.628	499	1.6	1.7	12.163	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	792	198			792				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	499	125	795	0.628	499	1.7	1.7	12.172	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	792	198			792				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	499	125	795	0.628	499	1.7	1.7	12.174	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	792	198			792				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	499	125	795	0.628	499	1.7	1.7	12.178	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	792	198			792				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	499	125	795	0.628	499	1.7	1.7	12.177	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	792	198			792				
A-B	0	0			0				
A-C	0	0			0				

2022 + 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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		4.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2022 + Dev	PM	FLAT	16:30	18:00	90	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 - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	459	100.000
C - Kingfield Road		FLAT	✓	687	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	58	0	401
	C - Kingfield Road	687	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	4	0	1
	C - Kingfield Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.58	10.71	1.4	B	459	689
C-AB	0.00	0.00	0.0	A	0	0
C-A					687	1031
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	459	115	795	0.577	454	0.0	1.3	10.388	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	687	172			687				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	459	115	795	0.577	459	1.3	1.3	10.697	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	687	172			687				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	459	115	795	0.577	459	1.3	1.4	10.701	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	687	172			687				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	459	115	795	0.577	459	1.4	1.4	10.703	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	687	172			687				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	459	115	795	0.577	459	1.4	1.4	10.703	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	687	172			687				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	459	115	795	0.577	459	1.4	1.4	10.705	B
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	687	172			687				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Claremont Avenue_Kingfield Road_Wych Hill Lane Junction Ver.A 191024 (Sat Peak).j9
Path: X:\Projects\180000\183923A -Egley Road\MODELLING\PICADY
Report generation date: 13/11/2019 11:44:10

Summary of junction performance

	Saturday Peak				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2019					
Stream B-AC	D3	0.8	9.08	0.44	A
Stream C-AB		0.0	0.00	0.00	A
2022					
Stream B-AC	D6	0.8	9.36	0.45	A
Stream C-AB		0.0	0.00	0.00	A
2022 + Dev					
Stream B-AC	D9	0.7	8.79	0.42	A
Stream C-AB		0.0	0.00	0.00	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2019	Saturday Peak	FLAT	12:45	14:15	90	15	✓
D6	2022	Saturday Peak	FLAT	12:45	14:15	90	15	✓
D9	2022 + Dev	Saturday Peak	FLAT	12:45	14:15	90	15	✓

Analysis Set Details

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

2019, Saturday Peak

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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		2.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wych Hill Lane		Major
B	Claremont Avenue		Minor
C	Kingfield Road		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 - Kingfield Road	6.40			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Claremont Avenue	One lane	4.84	62	11

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	595	0.107	0.269	0.169	0.385
B-C	747	0.113	0.284	-	-
C-B	620	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2019	Saturday Peak	FLAT	12:45	14:15	90	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 - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	306	100.000
C - Kingfield Road		FLAT	✓	703	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	29	0	277
	C - Kingfield Road	703	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.44	9.08	0.8	A	306	459
C-AB	0.00	0.00	0.0	A	0	0
C-A					703	1055
A-B					0	0
A-C					0	0

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	306	77	703	0.436	303	0.0	0.8	8.944	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	703	176			703				
A-B	0	0			0				
A-C	0	0			0				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	306	77	703	0.436	306	0.8	0.8	9.075	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	703	176			703				
A-B	0	0			0				
A-C	0	0			0				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	306	77	703	0.436	306	0.8	0.8	9.077	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	703	176			703				
A-B	0	0			0				
A-C	0	0			0				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	306	77	703	0.436	306	0.8	0.8	9.077	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	703	176			703				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	306	77	703	0.436	306	0.8	0.8	9.077	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	703	176			703				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	306	77	703	0.436	306	0.8	0.8	9.077	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	703	176			703				
A-B	0	0			0				
A-C	0	0			0				

2022, Saturday Peak

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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		2.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2022	Saturday Peak	FLAT	12:45	14:15	90	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 - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	317	100.000
C - Kingfield Road		FLAT	✓	730	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	30	0	287
	C - Kingfield Road	730	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.45	9.36	0.8	A	317	476
C-AB	0.00	0.00	0.0	A	0	0
C-A					730	1095
A-B					0	0
A-C					0	0

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	317	79	702	0.452	314	0.0	0.8	9.206	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	730	183			730				
A-B	0	0			0				
A-C	0	0			0				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	317	79	702	0.452	317	0.8	0.8	9.356	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	730	183			730				
A-B	0	0			0				
A-C	0	0			0				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	317	79	702	0.452	317	0.8	0.8	9.358	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	730	183			730				
A-B	0	0			0				
A-C	0	0			0				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	317	79	702	0.452	317	0.8	0.8	9.358	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	730	183			730				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	317	79	702	0.452	317	0.8	0.8	9.358	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	730	183			730				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	317	79	702	0.452	317	0.8	0.8	9.358	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	730	183			730				
A-B	0	0			0				
A-C	0	0			0				

2022 + Dev, Saturday Peak

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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		2.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2022 + Dev	Saturday Peak	FLAT	12:45	14:15	90	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 - Wych Hill Lane		FLAT	✓	0	100.000
B - Claremont Avenue		FLAT	✓	291	100.000
C - Kingfield Road		FLAT	✓	673	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	30	0	261
	C - Kingfield Road	673	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wych Hill Lane	B - Claremont Avenue	C - Kingfield Road
From	A - Wych Hill Lane	0	0	0
	B - Claremont Avenue	0	0	1
	C - Kingfield Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.42	8.79	0.7	A	291	436
C-AB	0.00	0.00	0.0	A	0	0
C-A					673	1010
A-B					0	0
A-C					0	0

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	73	701	0.415	288	0.0	0.7	8.672	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	673	168			673				
A-B	0	0			0				
A-C	0	0			0				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	73	701	0.415	291	0.7	0.7	8.785	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	673	168			673				
A-B	0	0			0				
A-C	0	0			0				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	73	701	0.415	291	0.7	0.7	8.787	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	673	168			673				
A-B	0	0			0				
A-C	0	0			0				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	73	701	0.415	291	0.7	0.7	8.787	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	673	168			673				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	73	701	0.415	291	0.7	0.7	8.787	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	673	168			673				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	73	701	0.415	291	0.7	0.7	8.787	A
C-AB	0	0	1241	0.000	0	0.0	0.0	0.000	A
C-A	673	168			673				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: Claremont Avenue_Kingfield Road_Wych Hill Lane Junction Ver.B 191024 (AM Peak).j9
Path: X:\Projects\180000\183923A -Egley Road\MODELLING\PICADY
Report generation date: 13/11/2019 11:44:41

Summary of junction performance

	AM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2019					
Stream B-AC	D1	4.7	33.77	0.83	D
Stream C-AB		0.1	6.63	0.12	A
2022					
Stream B-AC	D4	6.0	42.11	0.86	E
Stream C-AB		0.1	6.66	0.12	A
2022 + Dev					
Stream B-AC	D7	3.8	28.30	0.80	D
Stream C-AB		0.1	6.66	0.12	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	AM	FLAT	07:30	09:00	90	15	✓
D4	2022	AM	FLAT	07:30	09:00	90	15	✓
D7	2022 + Dev	AM	FLAT	07:30	09:00	90	15	✓

Analysis Set Details

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

2019, 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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		17.35	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road		Major
B	Wych Hill Lane		Minor
C	Claremont Avenue		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 - Claremont Avenue	6.00			59.8	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Wych Hill Lane	One lane	4.30	16	71

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		151

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	585	0.107	0.269	0.169	0.385
B-C	756	0.116	0.293	-	-
C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	AM	FLAT	07:30	09:00	90	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 - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	514	100.000
C - Claremont Avenue		FLAT	✓	515	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	514	0	0
	C - Claremont Avenue	444	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	2	0	0
	C - Claremont Avenue	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.83	33.77	4.7	D	514	771
C-AB	0.12	6.63	0.1	A	72	108
C-A					443	665
A-B					0	0
A-C					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	514	129	620	0.829	498	0.0	4.1	26.762	D
C-AB	72	18	615	0.117	71	0.0	0.1	6.619	A
C-A	443	111			443				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	514	129	619	0.830	513	4.1	4.4	32.752	D
C-AB	72	18	615	0.117	72	0.1	0.1	6.629	A
C-A	443	111			443				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	514	129	619	0.830	513	4.4	4.6	33.329	D
C-AB	72	18	615	0.117	72	0.1	0.1	6.629	A
C-A	443	111			443				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	514	129	619	0.830	514	4.6	4.6	33.566	D
C-AB	72	18	615	0.117	72	0.1	0.1	6.632	A
C-A	443	111			443				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	514	129	619	0.830	514	4.6	4.7	33.694	D
C-AB	72	18	615	0.117	72	0.1	0.1	6.629	A
C-A	443	111			443				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	514	129	619	0.830	514	4.7	4.7	33.774	D
C-AB	72	18	615	0.117	72	0.1	0.1	6.632	A
C-A	443	111			443				
A-B	0	0			0				
A-C	0	0			0				

2022, 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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		21.50	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2022	AM	FLAT	07:30	09:00	90	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 - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	532	100.000
C - Claremont Avenue		FLAT	✓	534	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	532	0	0
	C - Claremont Avenue	460	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	2	0	0
	C - Claremont Avenue	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.86	42.11	6.0	E	532	798
C-AB	0.12	6.66	0.1	A	75	112
C-A					459	689
A-B					0	0
A-C					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	532	133	616	0.864	512	0.0	4.9	30.590	D
C-AB	75	19	615	0.122	74	0.0	0.1	6.645	A
C-A	459	115			459				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	532	133	616	0.864	530	4.9	5.5	39.784	E
C-AB	75	19	615	0.122	75	0.1	0.1	6.661	A
C-A	459	115			459				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	532	133	616	0.864	531	5.5	5.7	41.035	E
C-AB	75	19	615	0.122	75	0.1	0.1	6.658	A
C-A	459	115			459				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	532	133	616	0.864	531	5.7	5.9	41.588	E
C-AB	75	19	615	0.122	75	0.1	0.1	6.658	A
C-A	459	115			459				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	532	133	616	0.864	532	5.9	6.0	41.901	E
C-AB	75	19	615	0.122	75	0.1	0.1	6.661	A
C-A	459	115			459				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	532	133	616	0.864	532	6.0	6.0	42.105	E
C-AB	75	19	615	0.122	75	0.1	0.1	6.661	A
C-A	459	115			459				
A-B	0	0			0				
A-C	0	0			0				

2022 + 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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		14.40	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2022 + Dev	AM	FLAT	07:30	09:00	90	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 - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	493	100.000
C - Claremont Avenue		FLAT	✓	511	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	493	0	0
	C - Claremont Avenue	437	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	2	0	0
	C - Claremont Avenue	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.80	28.30	3.8	D	493	740
C-AB	0.12	6.66	0.1	A	75	112
C-A					436	654
A-B					0	0
A-C					0	0

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	493	123	620	0.796	479	0.0	3.4	23.769	C
C-AB	75	19	615	0.122	74	0.0	0.1	6.649	A
C-A	436	109			436				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	493	123	620	0.796	492	3.4	3.6	27.804	D
C-AB	75	19	615	0.122	75	0.1	0.1	6.662	A
C-A	436	109			436				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	493	123	620	0.796	493	3.6	3.7	28.093	D
C-AB	75	19	615	0.122	75	0.1	0.1	6.662	A
C-A	436	109			436				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	493	123	620	0.796	493	3.7	3.8	28.204	D
C-AB	75	19	615	0.122	75	0.1	0.1	6.662	A
C-A	436	109			436				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	493	123	620	0.796	493	3.8	3.8	28.262	D
C-AB	75	19	615	0.122	75	0.1	0.1	6.665	A
C-A	436	109			436				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	493	123	620	0.796	493	3.8	3.8	28.299	D
C-AB	75	19	615	0.122	75	0.1	0.1	6.665	A
C-A	436	109			436				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Claremont Avenue_Kingfield Road_Wych Hill Lane Junction Ver.B 191024 (PM Peak).j9
Path: X:\Projects\180000\183923A -Egley Road\MODELLING\PICADY
Report generation date: 13/11/2019 11:45:17

Summary of junction performance

	PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2019					
Stream B-AC	D2	4.7	34.36	0.83	D
Stream C-AB		0.1	6.75	0.10	A
2022					
Stream B-AC	D5	6.0	42.77	0.86	E
Stream C-AB		0.1	6.77	0.10	A
2022 + Dev					
Stream B-AC	D8	2.9	22.86	0.74	C
Stream C-AB		0.1	6.78	0.10	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	PM	FLAT	16:30	18:00	90	15	✓
D5	2022	PM	FLAT	16:30	18:00	90	15	✓
D8	2022 + Dev	PM	FLAT	16:30	18:00	90	15	✓

Analysis Set Details

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

2019, 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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		17.91	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road		Major
B	Wych Hill Lane		Minor
C	Claremont Avenue		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 - Claremont Avenue	6.00			59.8	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Wych Hill Lane	One lane	4.30	16	71

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		122

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	585	0.107	0.269	0.169	0.385
B-C	756	0.116	0.293	-	-
C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	PM	FLAT	16:30	18:00	90	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 - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	508	100.000
C - Claremont Avenue		FLAT	✓	482	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	508	0	0
	C - Claremont Avenue	426	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.83	34.36	4.7	D	508	762
C-AB	0.10	6.75	0.1	A	56	85
C-A					426	638
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	508	127	612	0.830	492	0.0	4.1	27.130	D
C-AB	56	14	590	0.096	56	0.0	0.1	6.744	A
C-A	426	106			426				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	508	127	612	0.831	507	4.1	4.4	33.287	D
C-AB	56	14	590	0.096	56	0.1	0.1	6.748	A
C-A	426	106			426				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	508	127	612	0.831	507	4.4	4.6	33.891	D
C-AB	56	14	590	0.096	56	0.1	0.1	6.750	A
C-A	426	106			426				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	508	127	612	0.831	508	4.6	4.6	34.139	D
C-AB	56	14	590	0.096	56	0.1	0.1	6.750	A
C-A	426	106			426				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	508	127	612	0.831	508	4.6	4.7	34.273	D
C-AB	56	14	590	0.096	56	0.1	0.1	6.750	A
C-A	426	106			426				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	508	127	612	0.831	508	4.7	4.7	34.360	D
C-AB	56	14	590	0.096	56	0.1	0.1	6.748	A
C-A	426	106			426				
A-B	0	0			0				
A-C	0	0			0				

2022, 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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		22.20	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2022	PM	FLAT	16:30	18:00	90	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 - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	526	100.000
C - Claremont Avenue		FLAT	✓	499	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	526	0	0
	C - Claremont Avenue	441	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.86	42.77	6.0	E	526	789
C-AB	0.10	6.77	0.1	A	59	88
C-A					440	661
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	132	608	0.865	506	0.0	5.0	30.956	D
C-AB	59	15	590	0.099	58	0.0	0.1	6.757	A
C-A	440	110			440				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	132	608	0.865	524	5.0	5.5	40.358	E
C-AB	59	15	590	0.099	59	0.1	0.1	6.768	A
C-A	440	110			440				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	132	608	0.865	525	5.5	5.8	41.653	E
C-AB	59	15	590	0.099	59	0.1	0.1	6.768	A
C-A	440	110			440				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	132	608	0.865	525	5.8	5.9	42.228	E
C-AB	59	15	590	0.099	59	0.1	0.1	6.770	A
C-A	440	110			440				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	132	608	0.865	526	5.9	6.0	42.557	E
C-AB	59	15	590	0.099	59	0.1	0.1	6.770	A
C-A	440	110			440				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	132	608	0.865	526	6.0	6.0	42.768	E
C-AB	59	15	590	0.099	59	0.1	0.1	6.768	A
C-A	440	110			440				
A-B	0	0			0				
A-C	0	0			0				

2022 + 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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		11.79	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2022 + Dev	PM	FLAT	16:30	18:00	90	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 - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	458	100.000
C - Claremont Avenue		FLAT	✓	459	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	458	0	0
	C - Claremont Avenue	401	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.74	22.86	2.9	C	458	687
C-AB	0.10	6.78	0.1	A	58	88
C-A					401	601
A-B					0	0
A-C					0	0

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	458	115	615	0.744	447	0.0	2.7	20.330	C
C-AB	58	15	590	0.099	58	0.0	0.1	6.762	A
C-A	401	100			401				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	458	115	615	0.745	458	2.7	2.8	22.671	C
C-AB	58	15	590	0.099	58	0.1	0.1	6.773	A
C-A	401	100			401				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	458	115	615	0.745	458	2.8	2.8	22.783	C
C-AB	58	15	590	0.099	58	0.1	0.1	6.773	A
C-A	401	100			401				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	458	115	615	0.745	458	2.8	2.8	22.826	C
C-AB	58	15	590	0.099	58	0.1	0.1	6.773	A
C-A	401	100			401				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	458	115	615	0.745	458	2.8	2.9	22.846	C
C-AB	58	15	590	0.099	58	0.1	0.1	6.776	A
C-A	401	100			401				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	458	115	615	0.745	458	2.9	2.9	22.859	C
C-AB	58	15	590	0.099	58	0.1	0.1	6.773	A
C-A	401	100			401				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Claremont Avenue_Kingfield Road_Wych Hill Lane Junction Ver.B 191024 (Sat Peak).j9
Path: X:\Projects\180000\183923A -Egley Road\MODELLING\PICADY
Report generation date: 13/11/2019 11:45:56

Summary of junction performance

	Saturday Peak				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2019					
Stream B-AC	D3	5.3	39.57	0.85	E
Stream C-AB		0.1	6.20	0.05	A
2022					
Stream B-AC	D6	7.0	50.71	0.88	F
Stream C-AB		0.1	6.21	0.05	A
2022 + Dev					
Stream B-AC	D9	3.9	30.35	0.80	D
Stream C-AB		0.1	6.21	0.05	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	25/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2019	Saturday Peak	FLAT	12:45	14:15	90	15	✓
D6	2022	Saturday Peak	FLAT	12:45	14:15	90	15	✓
D9	2022 + Dev	Saturday Peak	FLAT	12:45	14:15	90	15	✓

Analysis Set Details

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

2019, Saturday Peak

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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		24.63	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road		Major
B	Wych Hill Lane		Minor
C	Claremont Avenue		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 - Claremont Avenue	6.00			59.8	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Wych Hill Lane	One lane	4.30	16	71

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		60

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	585	0.107	0.269	0.169	0.385
B-C	756	0.116	0.293	-	-
C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2019	Saturday Peak	FLAT	12:45	14:15	90	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 - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	497	100.000
C - Claremont Avenue		FLAT	✓	306	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	497	0	0
	C - Claremont Avenue	277	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.85	39.57	5.3	E	497	746
C-AB	0.05	6.20	0.1	A	29	44
C-A					277	415
A-B					0	0
A-C					0	0

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	497	124	587	0.847	479	0.0	4.5	29.875	D
C-AB	29	7	609	0.048	29	0.0	0.0	6.201	A
C-A	277	69			277				
A-B	0	0			0				
A-C	0	0			0				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	497	124	586	0.847	495	4.5	4.9	37.847	E
C-AB	29	7	609	0.048	29	0.0	0.0	6.204	A
C-A	277	69			277				
A-B	0	0			0				
A-C	0	0			0				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	497	124	586	0.847	496	4.9	5.1	38.794	E
C-AB	29	7	609	0.048	29	0.0	0.0	6.204	A
C-A	277	69			277				
A-B	0	0			0				
A-C	0	0			0				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	497	124	586	0.847	497	5.1	5.2	39.198	E
C-AB	29	7	609	0.048	29	0.0	0.1	6.204	A
C-A	277	69			277				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	497	124	586	0.847	497	5.2	5.3	39.424	E
C-AB	29	7	609	0.048	29	0.1	0.1	6.204	A
C-A	277	69			277				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	497	124	586	0.847	497	5.3	5.3	39.570	E
C-AB	29	7	609	0.048	29	0.1	0.1	6.204	A
C-A	277	69			277				
A-B	0	0			0				
A-C	0	0			0				

2022, Saturday Peak

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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		31.53	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2022	Saturday Peak	FLAT	12:45	14:15	90	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 - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	516	100.000
C - Claremont Avenue		FLAT	✓	317	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	516	0	0
	C - Claremont Avenue	287	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.88	50.71	7.0	F	516	774
C-AB	0.05	6.21	0.1	A	30	45
C-A					287	430
A-B					0	0
A-C					0	0

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	584	0.883	494	0.0	5.5	34.287	D
C-AB	30	8	609	0.049	30	0.0	0.1	6.211	A
C-A	287	72			287				
A-B	0	0			0				
A-C	0	0			0				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	584	0.883	513	5.5	6.2	46.637	E
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	287	72			287				
A-B	0	0			0				
A-C	0	0			0				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	584	0.883	515	6.2	6.6	48.740	E
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	287	72			287				
A-B	0	0			0				
A-C	0	0			0				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	584	0.883	515	6.6	6.8	49.735	E
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	287	72			287				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	584	0.883	515	6.8	6.9	50.323	F
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	287	72			287				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	584	0.883	516	6.9	7.0	50.711	F
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	287	72			287				
A-B	0	0			0				
A-C	0	0			0				

2022 + Dev, Saturday Peak

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	Claremont Avenue/Kingfield Road Junction	T-Junction	Two-way		18.94	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2022 + Dev	Saturday Peak	FLAT	12:45	14:15	90	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 - Kingfield Road		FLAT	✓	0	100.000
B - Wych Hill Lane		FLAT	✓	471	100.000
C - Claremont Avenue		FLAT	✓	291	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	471	0	0
	C - Claremont Avenue	261	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road	B - Wych Hill Lane	C - Claremont Avenue
From	A - Kingfield Road	0	0	0
	B - Wych Hill Lane	0	0	0
	C - Claremont Avenue	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.80	30.35	3.9	D	471	707
C-AB	0.05	6.21	0.1	A	30	45
C-A					261	391
A-B					0	0
A-C					0	0

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	589	0.800	457	0.0	3.5	25.195	D
C-AB	30	8	609	0.049	30	0.0	0.1	6.212	A
C-A	261	65			261				
A-B	0	0			0				
A-C	0	0			0				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	589	0.800	470	3.5	3.7	29.750	D
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	261	65			261				
A-B	0	0			0				
A-C	0	0			0				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	589	0.800	471	3.7	3.8	30.099	D
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	261	65			261				
A-B	0	0			0				
A-C	0	0			0				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	589	0.800	471	3.8	3.8	30.232	D
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	261	65			261				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	589	0.800	471	3.8	3.9	30.308	D
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	261	65			261				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	589	0.800	471	3.9	3.9	30.353	D
C-AB	30	8	609	0.049	30	0.1	0.1	6.214	A
C-A	261	65			261				
A-B	0	0			0				
A-C	0	0			0				

APPENDIX I

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Guildford Road_York Road Junction 190813.j9
Path: X:\Projects\180000\183923A -Egley Road\MODELLING\PICADY
Report generation date: 13/11/2019 10:25:02

Summary of junction performance

	AM					PM					Saturday Peak				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2019														
Stream B-C	D1	0.8	12.18	0.45	B	D2	0.4	8.85	0.28	A	D3	0.3	8.35	0.23	A
Stream B-A		0.4	25.04	0.27	D		0.2	22.44	0.18	C		0.1	17.75	0.08	C
Stream C-B		0.3	8.14	0.24	A		0.3	7.81	0.23	A		0.2	7.41	0.15	A
	2022														
Stream B-C	D4	0.9	13.45	0.48	B	D5	0.4	9.14	0.30	A	D6	0.3	8.69	0.24	A
Stream B-A		0.4	29.25	0.31	D		0.2	24.01	0.19	C		0.1	18.61	0.09	C
Stream C-B		0.3	8.49	0.25	A		0.3	8.00	0.24	A		0.2	7.56	0.16	A
	2022 + Dev														
Stream B-C	D7	0.9	13.41	0.48	B	D8	0.4	9.03	0.29	A	D9	0.3	8.55	0.24	A
Stream B-A		0.4	28.89	0.31	D		0.2	23.35	0.19	C		0.1	18.38	0.09	C
Stream C-B		0.3	8.48	0.25	A		0.3	7.93	0.24	A		0.2	7.54	0.16	A

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

File summary

File Description

Title	Guildford Road / York Road PICADY
Location	Woking
Site number	
Date	08/07/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	183923
Enumerator	VECTOS\frances.cathcartburn
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	AM	ONE HOUR	07:30	09:00	15	✓
D2	2019	PM	ONE HOUR	16:30	18:00	15	✓
D3	2019	Saturday Peak	ONE HOUR	12:45	14:15	15	✓
D4	2022	AM	ONE HOUR	07:30	09:00	15	✓
D5	2022	PM	ONE HOUR	16:30	18:00	15	✓
D6	2022	Saturday Peak	ONE HOUR	12:45	14:15	15	✓
D7	2022 + Dev	AM	ONE HOUR	07:30	09:00	15	✓
D8	2022 + Dev	PM	ONE HOUR	16:30	18:00	15	✓
D9	2022 + Dev	Saturday Peak	ONE HOUR	12:45	14:15	15	✓

Analysis Set Details

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

2019, 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	York Road Junction	T-Junction	Two-way		2.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Guildford Road (S)		Major
B	York Road		Minor
C	Guildford Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Guildford Road (N)	10.55		✓	4.00	131.0		-

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 - York Road	One lane plus flare	10.00	6.60	6.00	5.60	5.20	✓	3.00	31	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	450	0.066	0.166	0.104	0.237
B-C	759	0.093	0.236	-	-
C-B	777	0.242	0.242	-	-

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	2019	AM	ONE HOUR	07:30	09:00	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 - Guildford Road (S)		ONE HOUR	✓	683	100.000
B - York Road		ONE HOUR	✓	267	100.000
C - Guildford Road (N)		ONE HOUR	✓	883	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	6	677
	B - York Road	48	0	219
	C - Guildford Road (N)	759	124	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	3
	B - York Road	0	0	0
	C - Guildford Road (N)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.45	12.18	0.8	B	201	301
B-A	0.27	25.04	0.4	D	44	66
C-A					696	1045
C-B	0.24	8.14	0.3	A	114	171
A-B					6	8
A-C					621	932

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	614	0.269	163	0.0	0.4	7.968	A
B-A	36	9	278	0.130	36	0.0	0.1	14.814	B
C-A	571	143			571				
C-B	93	23	637	0.147	93	0.0	0.2	6.611	A
A-B	5	1			5				
A-C	510	127			510				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	197	49	583	0.338	196	0.4	0.5	9.299	A
B-A	43	11	244	0.177	43	0.1	0.2	17.861	C
C-A	682	171			682				
C-B	111	28	612	0.182	111	0.2	0.2	7.183	A
A-B	5	1			5				
A-C	609	152			609				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	241	60	537	0.449	240	0.5	0.8	12.065	B
B-A	53	13	197	0.269	52	0.2	0.4	24.845	C
C-A	836	209			836				
C-B	137	34	579	0.236	136	0.2	0.3	8.138	A
A-B	7	2			7				
A-C	745	186			745				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	241	60	537	0.449	241	0.8	0.8	12.180	B
B-A	53	13	197	0.269	53	0.4	0.4	25.045	D
C-A	836	209			836				
C-B	137	34	579	0.236	137	0.3	0.3	8.144	A
A-B	7	2			7				
A-C	745	186			745				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	197	49	582	0.338	198	0.8	0.5	9.404	A
B-A	43	11	244	0.177	44	0.4	0.2	18.011	C
C-A	682	171			682				
C-B	111	28	612	0.182	112	0.3	0.2	7.201	A
A-B	5	1			5				
A-C	609	152			609				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	613	0.269	165	0.5	0.4	8.053	A
B-A	36	9	278	0.130	36	0.2	0.2	14.920	B
C-A	571	143			571				
C-B	93	23	637	0.147	94	0.2	0.2	6.631	A
A-B	5	1			5				
A-C	510	127			510				

2019, 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	York Road Junction	T-Junction	Two-way		1.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019	PM	ONE HOUR	16:30	18:00	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 - Guildford Road (S)		ONE HOUR	✓	588	100.000
B - York Road		ONE HOUR	✓	177	100.000
C - Guildford Road (N)		ONE HOUR	✓	1094	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	15	573
	B - York Road	31	0	146
	C - Guildford Road (N)	968	126	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	2
	B - York Road	0	0	2
	C - Guildford Road (N)	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	8.85	0.4	A	134	201
B-A	0.18	22.44	0.2	C	28	43
C-A					888	1332
C-B	0.23	7.81	0.3	A	116	173
A-B					14	21
A-C					526	789

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	629	0.175	109	0.0	0.2	6.915	A
B-A	23	6	275	0.085	23	0.0	0.1	14.259	B
C-A	729	182			729				
C-B	95	24	649	0.146	94	0.0	0.2	6.484	A
A-B	11	3			11				
A-C	431	108			431				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	604	0.217	131	0.2	0.3	7.607	A
B-A	28	7	241	0.115	28	0.1	0.1	16.843	C
C-A	870	218			870				
C-B	113	28	628	0.180	113	0.2	0.2	6.989	A
A-B	13	3			13				
A-C	515	129			515				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	161	40	568	0.283	160	0.3	0.4	8.819	A
B-A	34	9	195	0.175	34	0.1	0.2	22.351	C
C-A	1066	266			1066				
C-B	139	35	600	0.231	138	0.2	0.3	7.797	A
A-B	17	4			17				
A-C	631	158			631				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	161	40	568	0.283	161	0.4	0.4	8.846	A
B-A	34	9	195	0.175	34	0.2	0.2	22.436	C
C-A	1066	266			1066				
C-B	139	35	600	0.231	139	0.3	0.3	7.808	A
A-B	17	4			17				
A-C	631	158			631				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	603	0.218	132	0.4	0.3	7.640	A
B-A	28	7	241	0.115	28	0.2	0.1	16.913	C
C-A	870	218			870				
C-B	113	28	628	0.180	114	0.3	0.2	7.002	A
A-B	13	3			13				
A-C	515	129			515				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	628	0.175	110	0.3	0.2	6.955	A
B-A	23	6	275	0.085	23	0.1	0.1	14.321	B
C-A	729	182			729				
C-B	95	24	649	0.146	95	0.2	0.2	6.504	A
A-B	11	3			11				
A-C	431	108			431				

2019, Saturday Peak

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	York Road Junction	T-Junction	Two-way		1.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019	Saturday Peak	ONE HOUR	12:45	14:15	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 - Guildford Road (S)		ONE HOUR	✓	650	100.000
B - York Road		ONE HOUR	✓	135	100.000
C - Guildford Road (N)		ONE HOUR	✓	798	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	8	642
	B - York Road	17	0	118
	C - Guildford Road (N)	718	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	1
	B - York Road	0	0	4
	C - Guildford Road (N)	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.23	8.35	0.3	A	108	162
B-A	0.08	17.75	0.1	C	16	23
C-A					659	988
C-B	0.15	7.41	0.2	A	73	110
A-B					7	11
A-C					589	884

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	89	22	619	0.144	88	0.0	0.2	6.775	A
B-A	13	3	292	0.044	13	0.0	0.0	12.897	B
C-A	541	135			541				
C-B	60	15	626	0.096	60	0.0	0.1	6.349	A
A-B	6	2			6				
A-C	483	121			483				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106	27	595	0.178	106	0.2	0.2	7.358	A
B-A	15	4	262	0.058	15	0.0	0.1	14.575	B
C-A	645	161			645				
C-B	72	18	604	0.119	72	0.1	0.1	6.757	A
A-B	7	2			7				
A-C	577	144			577				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	32	561	0.231	130	0.2	0.3	8.339	A
B-A	19	5	222	0.085	19	0.1	0.1	17.729	C
C-A	791	198			791				
C-B	88	22	574	0.153	88	0.1	0.2	7.407	A
A-B	9	2			9				
A-C	707	177			707				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	32	561	0.232	130	0.3	0.3	8.347	A
B-A	19	5	221	0.085	19	0.1	0.1	17.754	C
C-A	791	198			791				
C-B	88	22	574	0.153	88	0.2	0.2	7.409	A
A-B	9	2			9				
A-C	707	177			707				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106	27	595	0.178	106	0.3	0.2	7.379	A
B-A	15	4	262	0.058	15	0.1	0.1	14.596	B
C-A	645	161			645				
C-B	72	18	604	0.119	72	0.2	0.1	6.764	A
A-B	7	2			7				
A-C	577	144			577				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	89	22	619	0.144	89	0.2	0.2	6.802	A
B-A	13	3	292	0.044	13	0.1	0.0	12.921	B
C-A	541	135			541				
C-B	60	15	626	0.096	60	0.1	0.1	6.359	A
A-B	6	2			6				
A-C	483	121			483				

2022, 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	York Road Junction	T-Junction	Two-way		2.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022	AM	ONE HOUR	07:30	09:00	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 - Guildford Road (S)		ONE HOUR	✓	734	100.000
B - York Road		ONE HOUR	✓	277	100.000
C - Guildford Road (N)		ONE HOUR	✓	948	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	6	728
	B - York Road	50	0	227
	C - Guildford Road (N)	820	128	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	3
	B - York Road	0	0	0
	C - Guildford Road (N)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.48	13.45	0.9	B	208	312
B-A	0.31	29.25	0.4	D	46	69
C-A					752	1129
C-B	0.25	8.49	0.3	A	117	176
A-B					6	8
A-C					668	1002

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	171	43	603	0.283	169	0.0	0.4	8.275	A
B-A	38	9	266	0.142	37	0.0	0.2	15.694	C
C-A	617	154			617				
C-B	96	24	627	0.154	96	0.0	0.2	6.765	A
A-B	5	1			5				
A-C	548	137			548				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	204	51	569	0.359	203	0.4	0.6	9.827	A
B-A	45	11	229	0.196	45	0.2	0.2	19.446	C
C-A	737	184			737				
C-B	115	29	601	0.191	115	0.2	0.2	7.401	A
A-B	5	1			5				
A-C	654	164			654				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	250	62	518	0.482	249	0.6	0.9	13.278	B
B-A	55	14	178	0.309	54	0.2	0.4	28.895	D
C-A	903	226			903				
C-B	141	35	565	0.250	141	0.2	0.3	8.476	A
A-B	7	2			7				
A-C	802	200			802				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	250	62	517	0.483	250	0.9	0.9	13.448	B
B-A	55	14	178	0.309	55	0.4	0.4	29.250	D
C-A	903	226			903				
C-B	141	35	565	0.250	141	0.3	0.3	8.491	A
A-B	7	2			7				
A-C	802	200			802				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	204	51	568	0.359	205	0.9	0.6	9.968	A
B-A	45	11	229	0.196	46	0.4	0.2	19.672	C
C-A	737	184			737				
C-B	115	29	601	0.191	115	0.3	0.2	7.421	A
A-B	5	1			5				
A-C	654	164			654				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	171	43	602	0.284	172	0.6	0.4	8.379	A
B-A	38	9	266	0.142	38	0.2	0.2	15.829	C
C-A	617	154			617				
C-B	96	24	627	0.154	97	0.2	0.2	6.789	A
A-B	5	1			5				
A-C	548	137			548				

2022, 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	York Road Junction	T-Junction	Two-way		1.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2022	PM	ONE HOUR	16:30	18:00	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 - Guildford Road (S)		ONE HOUR	✓	610	100.000
B - York Road		ONE HOUR	✓	183	100.000
C - Guildford Road (N)		ONE HOUR	✓	1134	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	16	594
	B - York Road	32	0	151
	C - Guildford Road (N)	1003	131	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	2
	B - York Road	0	0	2
	C - Guildford Road (N)	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	9.14	0.4	A	139	208
B-A	0.19	24.01	0.2	C	29	44
C-A					920	1381
C-B	0.24	8.00	0.3	A	120	180
A-B					15	22
A-C					545	818

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114	28	624	0.182	113	0.0	0.2	7.026	A
B-A	24	6	269	0.090	24	0.0	0.1	14.676	B
C-A	755	189			755				
C-B	99	25	645	0.153	98	0.0	0.2	6.575	A
A-B	12	3			12				
A-C	447	112			447				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	136	34	598	0.227	135	0.2	0.3	7.770	A
B-A	29	7	234	0.123	29	0.1	0.1	17.547	C
C-A	902	225			902				
C-B	118	29	623	0.189	118	0.2	0.2	7.113	A
A-B	14	4			14				
A-C	534	133			534				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	166	42	560	0.297	166	0.3	0.4	9.107	A
B-A	35	9	185	0.190	35	0.1	0.2	23.903	C
C-A	1104	276			1104				
C-B	144	36	594	0.243	144	0.2	0.3	7.986	A
A-B	18	4			18				
A-C	654	164			654				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	166	42	560	0.297	166	0.4	0.4	9.141	A
B-A	35	9	185	0.190	35	0.2	0.2	24.014	C
C-A	1104	276			1104				
C-B	144	36	594	0.243	144	0.3	0.3	8.004	A
A-B	18	4			18				
A-C	654	164			654				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	136	34	598	0.227	136	0.4	0.3	7.809	A
B-A	29	7	234	0.123	29	0.2	0.1	17.635	C
C-A	902	225			902				
C-B	118	29	623	0.189	118	0.3	0.2	7.130	A
A-B	14	4			14				
A-C	534	133			534				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114	28	624	0.182	114	0.3	0.2	7.069	A
B-A	24	6	269	0.090	24	0.1	0.1	14.745	B
C-A	755	189			755				
C-B	99	25	645	0.153	99	0.2	0.2	6.596	A
A-B	12	3			12				
A-C	447	112			447				

2022, Saturday Peak

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	York Road Junction	T-Junction	Two-way		1.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2022	Saturday Peak	ONE HOUR	12:45	14:15	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 - Guildford Road (S)		ONE HOUR	✓	674	100.000
B - York Road		ONE HOUR	✓	140	100.000
C - Guildford Road (N)		ONE HOUR	✓	828	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	8	666
	B - York Road	18	0	122
	C - Guildford Road (N)	745	83	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	1
	B - York Road	0	0	5
	C - Guildford Road (N)	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.24	8.69	0.3	A	112	168
B-A	0.09	18.61	0.1	C	17	25
C-A					684	1025
C-B	0.16	7.56	0.2	A	76	114
A-B					7	11
A-C					611	917

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	608	0.151	91	0.0	0.2	6.955	A
B-A	14	3	286	0.047	13	0.0	0.0	13.193	B
C-A	561	140			561				
C-B	62	16	622	0.100	62	0.0	0.1	6.416	A
A-B	6	2			6				
A-C	501	125			501				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	583	0.188	109	0.2	0.2	7.592	A
B-A	16	4	255	0.063	16	0.0	0.1	15.033	C
C-A	670	167			670				
C-B	75	19	599	0.124	74	0.1	0.1	6.856	A
A-B	7	2			7				
A-C	599	150			599				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	549	0.245	134	0.2	0.3	8.672	A
B-A	20	5	213	0.093	20	0.1	0.1	18.582	C
C-A	820	205			820				
C-B	91	23	568	0.161	91	0.1	0.2	7.550	A
A-B	9	2			9				
A-C	733	183			733				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	549	0.245	134	0.3	0.3	8.690	A
B-A	20	5	213	0.093	20	0.1	0.1	18.610	C
C-A	820	205			820				
C-B	91	23	568	0.161	91	0.2	0.2	7.556	A
A-B	9	2			9				
A-C	733	183			733				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	583	0.188	110	0.3	0.2	7.615	A
B-A	16	4	255	0.063	16	0.1	0.1	15.060	C
C-A	670	167			670				
C-B	75	19	599	0.124	75	0.2	0.1	6.866	A
A-B	7	2			7				
A-C	599	150			599				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	608	0.151	92	0.2	0.2	6.984	A
B-A	14	3	286	0.047	14	0.1	0.1	13.221	B
C-A	561	140			561				
C-B	62	16	622	0.100	63	0.1	0.1	6.435	A
A-B	6	2			6				
A-C	501	125			501				

2022 + 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	York Road Junction	T-Junction	Two-way		2.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 + Dev	AM	ONE HOUR	07:30	09:00	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 - Guildford Road (S)		ONE HOUR	✓	732	100.000
B - York Road		ONE HOUR	✓	277	100.000
C - Guildford Road (N)		ONE HOUR	✓	946	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	6	726
	B - York Road	50	0	227
	C - Guildford Road (N)	818	128	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	3
	B - York Road	0	0	0
	C - Guildford Road (N)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.48	13.41	0.9	B	208	312
B-A	0.31	28.89	0.4	D	46	69
C-A					751	1126
C-B	0.25	8.48	0.3	A	117	176
A-B					6	8
A-C					666	999

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	171	43	603	0.283	169	0.0	0.4	8.266	A
B-A	38	9	267	0.141	37	0.0	0.2	15.615	C
C-A	616	154			616				
C-B	96	24	628	0.154	96	0.0	0.2	6.760	A
A-B	5	1			5				
A-C	547	137			547				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	204	51	570	0.358	203	0.4	0.5	9.811	A
B-A	45	11	231	0.195	45	0.2	0.2	19.315	C
C-A	735	184			735				
C-B	115	29	601	0.191	115	0.2	0.2	7.394	A
A-B	5	1			5				
A-C	653	163			653				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	250	62	519	0.481	249	0.5	0.9	13.233	B
B-A	55	14	180	0.306	54	0.2	0.4	28.547	D
C-A	901	225			901				
C-B	141	35	565	0.249	141	0.2	0.3	8.466	A
A-B	7	2			7				
A-C	799	200			799				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	250	62	518	0.482	250	0.9	0.9	13.411	B
B-A	55	14	180	0.307	55	0.4	0.4	28.885	D
C-A	901	225			901				
C-B	141	35	565	0.249	141	0.3	0.3	8.480	A
A-B	7	2			7				
A-C	799	200			799				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	204	51	569	0.359	205	0.9	0.6	9.951	A
B-A	45	11	231	0.195	46	0.4	0.2	19.534	C
C-A	735	184			735				
C-B	115	29	601	0.191	115	0.3	0.2	7.411	A
A-B	5	1			5				
A-C	653	163			653				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	171	43	602	0.284	172	0.6	0.4	8.369	A
B-A	38	9	267	0.141	38	0.2	0.2	15.757	C
C-A	616	154			616				
C-B	96	24	628	0.154	97	0.2	0.2	6.782	A
A-B	5	1			5				
A-C	547	137			547				

2022 + 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	York Road Junction	T-Junction	Two-way		1.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 + Dev	PM	ONE HOUR	16:30	18:00	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 - Guildford Road (S)		ONE HOUR	✓	594	100.000
B - York Road		ONE HOUR	✓	183	100.000
C - Guildford Road (N)		ONE HOUR	✓	1123	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	16	578
	B - York Road	32	0	151
	C - Guildford Road (N)	992	131	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	2
	B - York Road	0	0	2
	C - Guildford Road (N)	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.29	9.03	0.4	A	139	208
B-A	0.19	23.35	0.2	C	29	44
C-A					910	1365
C-B	0.24	7.93	0.3	A	120	180
A-B					15	22
A-C					530	796

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114	28	627	0.181	113	0.0	0.2	6.986	A
B-A	24	6	272	0.089	24	0.0	0.1	14.504	B
C-A	747	187			747				
C-B	99	25	648	0.152	98	0.0	0.2	6.541	A
A-B	12	3			12				
A-C	435	109			435				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	136	34	602	0.225	135	0.2	0.3	7.710	A
B-A	29	7	237	0.121	29	0.1	0.1	17.269	C
C-A	892	223			892				
C-B	118	29	627	0.188	118	0.2	0.2	7.065	A
A-B	14	4			14				
A-C	520	130			520				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	166	42	565	0.294	166	0.3	0.4	9.003	A
B-A	35	9	189	0.186	35	0.1	0.2	23.250	C
C-A	1092	273			1092				
C-B	144	36	598	0.241	144	0.2	0.3	7.919	A
A-B	18	4			18				
A-C	636	159			636				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	166	42	565	0.294	166	0.4	0.4	9.034	A
B-A	35	9	189	0.186	35	0.2	0.2	23.351	C
C-A	1092	273			1092				
C-B	144	36	598	0.241	144	0.3	0.3	7.930	A
A-B	18	4			18				
A-C	636	159			636				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	136	34	601	0.226	136	0.4	0.3	7.746	A
B-A	29	7	237	0.121	29	0.2	0.1	17.336	C
C-A	892	223			892				
C-B	118	29	627	0.188	118	0.3	0.2	7.079	A
A-B	14	4			14				
A-C	520	130			520				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114	28	627	0.181	114	0.3	0.2	7.028	A
B-A	24	6	272	0.089	24	0.1	0.1	14.571	B
C-A	747	187			747				
C-B	99	25	648	0.152	99	0.2	0.2	6.564	A
A-B	12	3			12				
A-C	435	109			435				

2022 + Dev, Saturday Peak

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	York Road Junction	T-Junction	Two-way		1.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2022 + Dev	Saturday Peak	ONE HOUR	12:45	14:15	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 - Guildford Road (S)		ONE HOUR	✓	669	100.000
B - York Road		ONE HOUR	✓	140	100.000
C - Guildford Road (N)		ONE HOUR	✓	815	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	8	661
	B - York Road	18	0	122
	C - Guildford Road (N)	732	83	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guildford Road (S)	B - York Road	C - Guildford Road (N)
From	A - Guildford Road (S)	0	0	1
	B - York Road	0	0	4
	C - Guildford Road (N)	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.24	8.55	0.3	A	112	168
B-A	0.09	18.38	0.1	C	17	25
C-A					672	1008
C-B	0.16	7.54	0.2	A	76	114
A-B					7	11
A-C					607	910

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	615	0.149	91	0.0	0.2	6.867	A
B-A	14	3	288	0.047	13	0.0	0.0	13.110	B
C-A	551	138			551				
C-B	62	16	623	0.100	62	0.0	0.1	6.406	A
A-B	6	2			6				
A-C	498	124			498				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	590	0.186	109	0.2	0.2	7.487	A
B-A	16	4	258	0.063	16	0.0	0.1	14.907	B
C-A	658	165			658				
C-B	75	19	600	0.124	74	0.1	0.1	6.842	A
A-B	7	2			7				
A-C	594	149			594				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	555	0.242	134	0.2	0.3	8.539	A
B-A	20	5	216	0.092	20	0.1	0.1	18.348	C
C-A	806	201			806				
C-B	91	23	569	0.161	91	0.1	0.2	7.530	A
A-B	9	2			9				
A-C	728	182			728				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	555	0.242	134	0.3	0.3	8.555	A
B-A	20	5	216	0.092	20	0.1	0.1	18.376	C
C-A	806	201			806				
C-B	91	23	569	0.161	91	0.2	0.2	7.535	A
A-B	9	2			9				
A-C	728	182			728				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	590	0.186	110	0.3	0.2	7.510	A
B-A	16	4	257	0.063	16	0.1	0.1	14.936	B
C-A	658	165			658				
C-B	75	19	600	0.124	75	0.2	0.1	6.853	A
A-B	7	2			7				
A-C	594	149			594				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	615	0.149	92	0.2	0.2	6.895	A
B-A	14	3	288	0.047	14	0.1	0.1	13.138	B
C-A	551	138			551				
C-B	62	16	623	0.100	63	0.1	0.1	6.423	A
A-B	6	2			6				
A-C	498	124			498				

APPENDIX J

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: Westfield Avenue_Kingfield Road Junction 190813.j9
Path: X:\Projects\180000\183923A -Egley Road\MODELLING\PICADY
Report generation date: 13/11/2019 10:28:48

Summary of junction performance

	AM					PM					Saturday Peak				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2019														
Stream B-C	D1	1.7	19.70	0.64	C	D2	0.6	10.74	0.36	B	D3	0.5	9.38	0.32	A
Stream B-A		0.6	42.58	0.38	E		0.3	32.27	0.26	D		0.2	20.81	0.14	C
Stream C-AB		0.7	12.67	0.43	B		0.9	13.46	0.48	B		0.5	9.99	0.32	A
	2022														
Stream B-C	D4	2.0	23.09	0.68	C	D5	0.6	11.33	0.38	B	D6	0.5	9.75	0.34	A
Stream B-A		0.7	52.12	0.44	F		0.4	36.30	0.29	E		0.2	22.29	0.15	C
Stream C-AB		0.8	13.29	0.45	B		1.0	14.18	0.50	B		0.5	10.34	0.33	B
	2022 + Dev														
Stream B-C	D7	1.3	16.99	0.58	C	D8	0.3	8.30	0.24	A	D9	0.3	8.03	0.23	A
Stream B-A		0.5	36.62	0.33	E		0.1	22.37	0.09	C		0.0	18.27	0.05	C
Stream C-AB		0.5	10.95	0.32	B		0.5	10.50	0.34	B		0.3	9.11	0.25	A

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

File summary

File Description

Title	Westfield Avenue / Kingfield Road
Location	Woking FC
Site number	
Date	17/07/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	183923
Enumerator	VECTOS\frances.cathcartburn
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	AM	ONE HOUR	07:30	09:00	15	✓
D2	2019	PM	ONE HOUR	16:30	18:00	15	✓
D3	2019	Saturday Peak	ONE HOUR	12:45	14:15	15	✓
D4	2022	AM	ONE HOUR	07:30	09:00	15	✓
D5	2022	PM	ONE HOUR	16:30	18:00	15	✓
D6	2022	Saturday Peak	ONE HOUR	12:45	14:15	15	✓
D7	2022 + Dev	AM	ONE HOUR	07:30	09:00	15	✓
D8	2022 + Dev	PM	ONE HOUR	16:30	18:00	15	✓
D9	2022 + Dev	Saturday Peak	ONE HOUR	12:45	14:15	15	✓

Analysis Set Details

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

2019, 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	T-Junction	Two-way		5.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kingfield Road (E)		Major
B	Westfield Avenue		Minor
C	Kingfield Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kingfield Road (W)	7.15		✓	3.10	80.8	✓	6.00

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 - Westfield Avenue	One lane plus flare	10.00	7.30	5.60	5.10	5.10	✓	3.00	39	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	451	0.078	0.197	0.124	0.282
B-C	758	0.110	0.279	-	-
C-B	682	0.251	0.251	-	-

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	2019	AM	ONE HOUR	07:30	09:00	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 - Kingfield Road (E)		ONE HOUR	✓	662	100.000
B - Westfield Avenue		ONE HOUR	✓	336	100.000
C - Kingfield Road (W)		ONE HOUR	✓	934	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	28	634
	B - Westfield Avenue	46	0	290
	C - Kingfield Road (W)	744	190	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	2
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.64	19.70	1.7	C	266	399
B-A	0.38	42.58	0.6	E	42	63
C-AB	0.43	12.67	0.7	B	175	263
C-A					682	1023
A-B					26	39
A-C					582	873

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	218	55	598	0.365	216	0.0	0.6	9.380	A
B-A	35	9	241	0.144	34	0.0	0.2	17.344	C
C-AB	143	36	549	0.261	142	0.0	0.3	8.813	A
C-A	560	140			560				
A-B	21	5			21				
A-C	477	119			477				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	261	65	562	0.464	260	0.6	0.8	11.873	B
B-A	41	10	198	0.209	41	0.2	0.3	22.857	C
C-AB	171	43	525	0.326	171	0.3	0.5	10.141	B
C-A	669	167			669				
A-B	25	6			25				
A-C	570	142			570				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	319	80	503	0.635	316	0.8	1.6	18.930	C
B-A	51	13	136	0.373	49	0.3	0.6	41.209	E
C-AB	211	53	495	0.427	210	0.5	0.7	12.582	B
C-A	817	204			817				
A-B	31	8			31				
A-C	698	175			698				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	319	80	501	0.637	319	1.6	1.7	19.698	C
B-A	51	13	135	0.376	51	0.6	0.6	42.585	E
C-AB	211	53	496	0.427	211	0.7	0.7	12.668	B
C-A	817	204			817				
A-B	31	8			31				
A-C	698	175			698				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	261	65	560	0.466	264	1.7	0.9	12.290	B
B-A	41	10	198	0.209	43	0.6	0.3	23.399	C
C-AB	171	43	525	0.326	172	0.7	0.5	10.228	B
C-A	669	167			669				
A-B	25	6			25				
A-C	570	142			570				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	218	55	597	0.366	220	0.9	0.6	9.577	A
B-A	35	9	240	0.144	35	0.3	0.2	17.564	C
C-AB	143	36	549	0.261	144	0.5	0.4	8.897	A
C-A	560	140			560				
A-B	21	5			21				
A-C	477	119			477				

2019, 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	T-Junction	Two-way		3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019	PM	ONE HOUR	16:30	18:00	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 - Kingfield Road (E)		ONE HOUR	✓	650	100.000
B - Westfield Avenue		ONE HOUR	✓	207	100.000
C - Kingfield Road (W)		ONE HOUR	✓	939	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	59	591
	B - Westfield Avenue	35	0	172
	C - Kingfield Road (W)	723	216	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.36	10.74	0.6	B	158	237
B-A	0.26	32.27	0.3	D	32	48
C-AB	0.48	13.46	0.9	B	200	300
C-A					662	993
A-B					54	81
A-C					542	813

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	606	0.214	128	0.0	0.3	7.525	A
B-A	26	7	248	0.106	26	0.0	0.1	16.187	C
C-AB	163	41	558	0.292	161	0.0	0.4	9.033	A
C-A	544	136			544				
A-B	44	11			44				
A-C	445	111			445				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	574	0.269	154	0.3	0.4	8.568	A
B-A	31	8	207	0.152	31	0.1	0.2	20.475	C
C-AB	195	49	535	0.364	194	0.4	0.6	10.535	B
C-A	649	162			649				
A-B	53	13			53				
A-C	531	133			531				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	525	0.361	189	0.4	0.6	10.668	B
B-A	39	10	150	0.256	38	0.2	0.3	31.865	D
C-AB	242	61	510	0.475	241	0.6	0.9	13.333	B
C-A	792	198			792				
A-B	65	16			65				
A-C	651	163			651				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	524	0.361	189	0.6	0.6	10.743	B
B-A	39	10	150	0.257	39	0.3	0.3	32.270	D
C-AB	242	61	510	0.475	242	0.9	0.9	13.460	B
C-A	792	198			792				
A-B	65	16			65				
A-C	651	163			651				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	573	0.270	155	0.6	0.4	8.639	A
B-A	31	8	206	0.152	32	0.3	0.2	20.713	C
C-AB	195	49	535	0.364	196	0.9	0.6	10.657	B
C-A	649	162			649				
A-B	53	13			53				
A-C	531	133			531				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	605	0.214	130	0.4	0.3	7.587	A
B-A	26	7	247	0.107	27	0.2	0.1	16.328	C
C-AB	163	41	558	0.292	163	0.6	0.4	9.139	A
C-A	544	136			544				
A-B	44	11			44				
A-C	445	111			445				

2019, Saturday Peak

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	T-Junction	Two-way		2.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019	Saturday Peak	ONE HOUR	12:45	14:15	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 - Kingfield Road (E)		ONE HOUR	✓	549	100.000
B - Westfield Avenue		ONE HOUR	✓	191	100.000
C - Kingfield Road (W)		ONE HOUR	✓	772	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	24	525
	B - Westfield Avenue	25	0	166
	C - Kingfield Road (W)	619	153	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	1
	C - Kingfield Road (W)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.32	9.38	0.5	A	152	228
B-A	0.14	20.81	0.2	C	23	34
C-AB	0.32	9.99	0.5	A	140	211
C-A					568	852
A-B					22	33
A-C					482	723

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	125	31	629	0.199	124	0.0	0.2	7.119	A
B-A	19	5	280	0.067	19	0.0	0.1	13.753	B
C-AB	115	29	577	0.200	114	0.0	0.2	7.764	A
C-A	466	117			466				
A-B	18	5			18				
A-C	395	99			395				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	149	37	603	0.247	149	0.2	0.3	7.916	A
B-A	22	6	247	0.091	22	0.1	0.1	16.039	C
C-AB	138	34	557	0.247	137	0.2	0.3	8.577	A
C-A	556	139			556				
A-B	22	5			22				
A-C	472	118			472				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	567	0.322	182	0.3	0.5	9.342	A
B-A	28	7	201	0.137	27	0.1	0.2	20.741	C
C-AB	169	42	529	0.319	168	0.3	0.5	9.956	A
C-A	681	170			681				
A-B	26	7			26				
A-C	578	145			578				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	567	0.323	183	0.5	0.5	9.376	A
B-A	28	7	201	0.137	28	0.2	0.2	20.809	C
C-AB	169	42	529	0.319	169	0.5	0.5	9.985	A
C-A	681	170			681				
A-B	26	7			26				
A-C	578	145			578				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	149	37	603	0.248	150	0.5	0.3	7.953	A
B-A	22	6	247	0.091	23	0.2	0.1	16.099	C
C-AB	138	34	557	0.247	138	0.5	0.3	8.611	A
C-A	556	139			556				
A-B	22	5			22				
A-C	472	118			472				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	125	31	628	0.199	125	0.3	0.3	7.163	A
B-A	19	5	280	0.067	19	0.1	0.1	13.808	B
C-AB	115	29	577	0.200	116	0.3	0.3	7.807	A
C-A	466	117			466				
A-B	18	5			18				
A-C	395	99			395				

2022, 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	T-Junction	Two-way		5.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022	AM	ONE HOUR	07:30	09:00	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 - Kingfield Road (E)		ONE HOUR	✓	686	100.000
B - Westfield Avenue		ONE HOUR	✓	348	100.000
C - Kingfield Road (W)		ONE HOUR	✓	967	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	29	657
	B - Westfield Avenue	48	0	300
	C - Kingfield Road (W)	770	197	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	2
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.68	23.09	2.0	C	275	413
B-A	0.44	52.12	0.7	F	44	66
C-AB	0.45	13.29	0.8	B	182	273
C-A					705	1058
A-B					27	40
A-C					603	904

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	226	56	591	0.382	223	0.0	0.6	9.733	A
B-A	36	9	233	0.155	35	0.0	0.2	18.134	C
C-AB	148	37	544	0.273	147	0.0	0.4	9.025	A
C-A	580	145			580				
A-B	22	5			22				
A-C	495	124			495				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	270	67	553	0.488	268	0.6	0.9	12.600	B
B-A	43	11	189	0.229	43	0.2	0.3	24.607	C
C-AB	177	44	520	0.341	177	0.4	0.5	10.479	B
C-A	692	173			692				
A-B	26	7			26				
A-C	591	148			591				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	330	83	488	0.677	326	0.9	2.0	21.741	C
B-A	53	13	123	0.431	51	0.3	0.7	49.426	E
C-AB	220	55	491	0.449	219	0.5	0.8	13.185	B
C-A	845	211			845				
A-B	32	8			32				
A-C	723	181			723				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	330	83	485	0.681	330	2.0	2.0	23.093	C
B-A	53	13	121	0.435	53	0.7	0.7	52.120	F
C-AB	220	55	491	0.449	220	0.8	0.8	13.295	B
C-A	845	211			845				
A-B	32	8			32				
A-C	723	181			723				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	270	67	550	0.490	274	2.0	1.0	13.211	B
B-A	43	11	188	0.230	45	0.7	0.3	25.443	D
C-AB	177	44	520	0.341	179	0.8	0.5	10.584	B
C-A	692	173			692				
A-B	26	7			26				
A-C	591	148			591				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	226	56	590	0.383	227	1.0	0.6	9.971	A
B-A	36	9	233	0.155	37	0.3	0.2	18.403	C
C-AB	148	37	544	0.273	149	0.5	0.4	9.119	A
C-A	580	145			580				
A-B	22	5			22				
A-C	495	124			495				

2022, 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	T-Junction	Two-way		3.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2022	PM	ONE HOUR	16:30	18:00	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 - Kingfield Road (E)		ONE HOUR	✓	673	100.000
B - Westfield Avenue		ONE HOUR	✓	214	100.000
C - Kingfield Road (W)		ONE HOUR	✓	973	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	61	612
	B - Westfield Avenue	36	0	178
	C - Kingfield Road (W)	749	224	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.38	11.33	0.6	B	163	245
B-A	0.29	36.30	0.4	E	33	50
C-AB	0.50	14.18	1.0	B	208	312
C-A					685	1027
A-B					56	84
A-C					562	842

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	600	0.223	133	0.0	0.3	7.681	A
B-A	27	7	240	0.113	27	0.0	0.1	16.815	C
C-AB	169	42	554	0.305	167	0.0	0.4	9.270	A
C-A	564	141			564				
A-B	46	11			46				
A-C	461	115			461				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	40	567	0.282	160	0.3	0.4	8.825	A
B-A	32	8	198	0.164	32	0.1	0.2	21.699	C
C-AB	202	51	530	0.381	201	0.4	0.6	10.919	B
C-A	673	168			673				
A-B	55	14			55				
A-C	550	138			550				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	196	49	515	0.381	195	0.4	0.6	11.230	B
B-A	40	10	139	0.285	39	0.2	0.4	35.648	E
C-AB	253	63	507	0.499	251	0.6	1.0	14.025	B
C-A	818	205			818				
A-B	67	17			67				
A-C	674	168			674				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	196	49	514	0.382	196	0.6	0.6	11.330	B
B-A	40	10	139	0.286	40	0.4	0.4	36.297	E
C-AB	253	63	507	0.499	253	1.0	1.0	14.183	B
C-A	818	205			818				
A-B	67	17			67				
A-C	674	168			674				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	40	566	0.283	161	0.6	0.4	8.911	A
B-A	32	8	197	0.164	33	0.4	0.2	22.020	C
C-AB	202	51	531	0.381	204	1.0	0.6	11.065	B
C-A	673	168			673				
A-B	55	14			55				
A-C	550	138			550				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	599	0.224	134	0.4	0.3	7.749	A
B-A	27	7	240	0.113	27	0.2	0.1	16.977	C
C-AB	169	42	554	0.305	170	0.6	0.4	9.387	A
C-A	564	141			564				
A-B	46	11			46				
A-C	461	115			461				

2022, Saturday Peak

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	T-Junction	Two-way		2.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2022	Saturday Peak	ONE HOUR	12:45	14:15	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 - Kingfield Road (E)		ONE HOUR	✓	570	100.000
B - Westfield Avenue		ONE HOUR	✓	198	100.000
C - Kingfield Road (W)		ONE HOUR	✓	801	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	25	545
	B - Westfield Avenue	26	0	172
	C - Kingfield Road (W)	642	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	1
	C - Kingfield Road (W)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.34	9.75	0.5	A	158	237
B-A	0.15	22.29	0.2	C	24	36
C-AB	0.33	10.34	0.5	B	146	219
C-A					589	883
A-B					23	34
A-C					500	750

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	624	0.208	128	0.0	0.3	7.253	A
B-A	20	5	273	0.072	19	0.0	0.1	14.166	B
C-AB	120	30	573	0.209	119	0.0	0.3	7.907	A
C-A	483	121			483				
A-B	19	5			19				
A-C	410	103			410				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	597	0.259	154	0.3	0.3	8.121	A
B-A	23	6	238	0.098	23	0.1	0.1	16.731	C
C-AB	143	36	552	0.259	143	0.3	0.3	8.788	A
C-A	577	144			577				
A-B	22	6			22				
A-C	490	122			490				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	559	0.339	189	0.3	0.5	9.710	A
B-A	29	7	190	0.151	28	0.1	0.2	22.207	C
C-AB	175	44	524	0.335	175	0.3	0.5	10.304	B
C-A	707	177			707				
A-B	28	7			28				
A-C	600	150			600				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	559	0.339	189	0.5	0.5	9.751	A
B-A	29	7	190	0.151	29	0.2	0.2	22.293	C
C-AB	175	44	524	0.335	175	0.5	0.5	10.337	B
C-A	707	177			707				
A-B	28	7			28				
A-C	600	150			600				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	597	0.259	155	0.5	0.4	8.165	A
B-A	23	6	238	0.098	24	0.2	0.1	16.808	C
C-AB	143	36	552	0.259	144	0.5	0.4	8.827	A
C-A	577	144			577				
A-B	22	6			22				
A-C	490	122			490				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	623	0.208	130	0.4	0.3	7.300	A
B-A	20	5	273	0.072	20	0.1	0.1	14.236	B
C-AB	120	30	573	0.209	120	0.4	0.3	7.957	A
C-A	483	121			483				
A-B	19	5			19				
A-C	410	103			410				

2022 + 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	T-Junction	Two-way		3.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 + Dev	AM	ONE HOUR	07:30	09:00	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 - Kingfield Road (E)		ONE HOUR	✓	683	100.000
B - Westfield Avenue		ONE HOUR	✓	307	100.000
C - Kingfield Road (W)		ONE HOUR	✓	905	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	28	655
	B - Westfield Avenue	44	0	263
	C - Kingfield Road (W)	763	142	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	2
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.58	16.99	1.3	C	241	362
B-A	0.33	36.62	0.5	E	40	61
C-AB	0.32	10.95	0.5	B	130	196
C-A					700	1050
A-B					26	39
A-C					601	902

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	198	50	594	0.333	196	0.0	0.5	9.009	A
B-A	33	8	247	0.134	33	0.0	0.2	16.729	C
C-AB	107	27	545	0.196	106	0.0	0.2	8.187	A
C-A	574	144			574				
A-B	21	5			21				
A-C	493	123			493				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	236	59	558	0.424	236	0.5	0.7	11.130	B
B-A	40	10	206	0.192	39	0.2	0.2	21.550	C
C-AB	128	32	520	0.246	127	0.2	0.3	9.172	A
C-A	686	171			686				
A-B	25	6			25				
A-C	589	147			589				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	290	72	502	0.577	287	0.7	1.3	16.567	C
B-A	48	12	147	0.330	48	0.2	0.5	35.872	E
C-AB	157	39	485	0.323	156	0.3	0.5	10.910	B
C-A	840	210			840				
A-B	31	8			31				
A-C	721	180			721				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	290	72	501	0.578	289	1.3	1.3	16.995	C
B-A	48	12	147	0.331	48	0.5	0.5	36.616	E
C-AB	157	39	485	0.323	157	0.5	0.5	10.948	B
C-A	840	210			840				
A-B	31	8			31				
A-C	721	180			721				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	236	59	557	0.425	239	1.3	0.8	11.403	B
B-A	40	10	206	0.192	40	0.5	0.2	21.899	C
C-AB	128	32	520	0.246	128	0.5	0.3	9.215	A
C-A	686	171			686				
A-B	25	6			25				
A-C	589	147			589				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	198	50	593	0.334	199	0.8	0.5	9.164	A
B-A	33	8	247	0.134	33	0.2	0.2	16.899	C
C-AB	107	27	545	0.196	107	0.3	0.2	8.237	A
C-A	574	144			574				
A-B	21	5			21				
A-C	493	123			493				

2022 + 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	T-Junction	Two-way		1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 + Dev	PM	ONE HOUR	16:30	18:00	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 - Kingfield Road (E)		ONE HOUR	✓	594	100.000
B - Westfield Avenue		ONE HOUR	✓	140	100.000
C - Kingfield Road (W)		ONE HOUR	✓	863	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	34	560
	B - Westfield Avenue	14	0	126
	C - Kingfield Road (W)	705	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	0
	C - Kingfield Road (W)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.24	8.30	0.3	A	116	173
B-A	0.09	22.37	0.1	C	13	19
C-AB	0.34	10.50	0.5	B	145	218
C-A					647	970
A-B					31	47
A-C					514	771

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	636	0.149	94	0.0	0.2	6.637	A
B-A	11	3	262	0.040	10	0.0	0.0	14.300	B
C-AB	119	30	568	0.209	118	0.0	0.3	7.974	A
C-A	531	133			531				
A-B	26	6			26				
A-C	422	105			422				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	610	0.186	113	0.2	0.2	7.245	A
B-A	13	3	226	0.056	13	0.0	0.1	16.859	C
C-AB	142	36	547	0.260	142	0.3	0.3	8.886	A
C-A	634	158			634				
A-B	31	8			31				
A-C	503	126			503				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	572	0.242	138	0.2	0.3	8.286	A
B-A	15	4	176	0.087	15	0.1	0.1	22.313	C
C-AB	174	44	517	0.337	174	0.3	0.5	10.466	B
C-A	776	194			776				
A-B	37	9			37				
A-C	617	154			617				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	572	0.242	139	0.3	0.3	8.302	A
B-A	15	4	176	0.087	15	0.1	0.1	22.371	C
C-AB	174	44	517	0.337	174	0.5	0.5	10.502	B
C-A	776	194			776				
A-B	37	9			37				
A-C	617	154			617				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	609	0.186	114	0.3	0.2	7.267	A
B-A	13	3	226	0.056	13	0.1	0.1	16.910	C
C-AB	142	36	547	0.260	143	0.5	0.4	8.927	A
C-A	634	158			634				
A-B	31	8			31				
A-C	503	126			503				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	636	0.149	95	0.2	0.2	6.662	A
B-A	11	3	262	0.040	11	0.1	0.0	14.344	B
C-AB	119	30	568	0.209	119	0.4	0.3	8.024	A
C-A	531	133			531				
A-B	26	6			26				
A-C	422	105			422				

2022 + Dev, Saturday Peak

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	T-Junction	Two-way		1.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2022 + Dev	Saturday Peak	ONE HOUR	12:45	14:15	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 - Kingfield Road (E)		ONE HOUR	✓	557	100.000
B - Westfield Avenue		ONE HOUR	✓	133	100.000
C - Kingfield Road (W)		ONE HOUR	✓	729	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	21	536
	B - Westfield Avenue	9	0	124
	C - Kingfield Road (W)	610	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Kingfield Road (E)	B - Westfield Avenue	C - Kingfield Road (W)
From	A - Kingfield Road (E)	0	0	1
	B - Westfield Avenue	0	0	1
	C - Kingfield Road (W)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.23	8.03	0.3	A	114	171
B-A	0.05	18.27	0.0	C	8	12
C-AB	0.25	9.11	0.3	A	109	164
C-A					560	840
A-B					19	29
A-C					492	738

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	642	0.145	93	0.0	0.2	6.546	A
B-A	7	2	282	0.024	7	0.0	0.0	13.085	B
C-AB	90	22	575	0.156	89	0.0	0.2	7.389	A
C-A	459	115			459				
A-B	16	4			16				
A-C	404	101			404				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	618	0.180	111	0.2	0.2	7.097	A
B-A	8	2	250	0.032	8	0.0	0.0	14.859	B
C-AB	107	27	555	0.193	107	0.2	0.2	8.031	A
C-A	548	137			548				
A-B	19	5			19				
A-C	482	120			482				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	585	0.233	136	0.2	0.3	8.017	A
B-A	10	2	207	0.048	10	0.0	0.0	18.253	C
C-AB	131	33	526	0.249	131	0.2	0.3	9.089	A
C-A	672	168			672				
A-B	23	6			23				
A-C	590	148			590				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	585	0.233	137	0.3	0.3	8.030	A
B-A	10	2	207	0.048	10	0.0	0.0	18.272	C
C-AB	131	33	526	0.249	131	0.3	0.3	9.105	A
C-A	672	168			672				
A-B	23	6			23				
A-C	590	148			590				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	618	0.180	112	0.3	0.2	7.115	A
B-A	8	2	250	0.032	8	0.0	0.0	14.878	B
C-AB	107	27	555	0.193	107	0.3	0.2	8.052	A
C-A	548	137			548				
A-B	19	5			19				
A-C	482	120			482				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	642	0.145	94	0.2	0.2	6.568	A
B-A	7	2	281	0.024	7	0.0	0.0	13.110	B
C-AB	90	22	575	0.156	90	0.2	0.2	7.419	A
C-A	459	115			459				
A-B	16	4			16				
A-C	404	101			404				

APPENDIX K

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

Filename: Mayford Green_Egley Road_Kingfield Road Roundabout 190812.j9
Path: X:\Projects\180000\183923A -Egley Road\MODELLING\ARCADY
Report generation date: 13/11/2019 10:21:57

Summary of junction performance

	AM					PM					Saturday Peak				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2019														
1 - Guildford Road	D1	0.7	4.32	0.41	A	D2	0.5	3.87	0.35	A	D3	0.3	2.98	0.22	A
2 - Egley Road (S)		1.8	8.93	0.64	A		2.0	8.61	0.67	A		1.1	5.50	0.52	A
3 - Mayford Green Road		1.0	5.04	0.50	A		0.4	3.62	0.30	A		0.3	3.22	0.25	A
4 - Egley Road (N)		1.0	4.08	0.50	A		1.0	3.68	0.50	A		0.6	2.91	0.37	A
	2022														
1 - Guildford Road	D4	0.8	4.86	0.45	A	D5	0.6	4.05	0.37	A	D6	0.3	3.08	0.23	A
2 - Egley Road (S)		2.6	12.17	0.73	B		2.2	9.53	0.70	A		1.2	5.81	0.54	A
3 - Mayford Green Road		1.2	5.95	0.55	A		0.5	3.74	0.32	A		0.4	3.31	0.26	A
4 - Egley Road (N)		1.3	4.69	0.57	A		1.1	3.85	0.52	A		0.6	3.00	0.38	A
	2022 + Dev														
1 - Guildford Road	D7	0.8	5.00	0.46	A	D8	0.6	4.05	0.36	A	D9	0.3	3.11	0.24	A
2 - Egley Road (S)		2.7	12.40	0.73	B		2.2	9.66	0.70	A		1.2	5.76	0.54	A
3 - Mayford Green Road		1.3	6.11	0.56	A		0.5	3.79	0.32	A		0.4	3.32	0.27	A
4 - Egley Road (N)		1.4	4.78	0.58	A		1.1	3.94	0.53	A		0.7	3.03	0.40	A

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

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

File summary

File Description

Title	Mayford Green / Egley Raod / Kingfield Road ARCADY
Location	Woking
Site number	
Date	17/07/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	183923
Enumerator	VECTOS\frances.cathcartburn
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	AM	ONE HOUR	07:30	09:00	15	✓
D2	2019	PM	ONE HOUR	16:30	18:00	15	✓
D3	2019	Saturday Peak	ONE HOUR	12:45	14:15	15	✓
D4	2022	AM	ONE HOUR	07:30	09:00	15	✓
D5	2022	PM	ONE HOUR	16:30	18:00	15	✓
D6	2022	Saturday Peak	ONE HOUR	12:45	14:15	15	✓
D7	2022 + Dev	AM	ONE HOUR	07:30	09:00	15	✓
D8	2022 + Dev	PM	ONE HOUR	16:30	18:00	15	✓
D9	2022 + Dev	Saturday Peak	ONE HOUR	12:45	14:15	15	✓

Analysis Set Details

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

2019, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	5.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Guildford Road	
2	Egley Road (S)	
3	Mayford Green Road	
4	Egley Road (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Guildford Road	4.90	7.40	14.3	35.8	56.8	17.0	
2 - Egley Road (S)	3.60	5.50	9.4	30.0	56.8	9.0	
3 - Mayford Green Road	3.50	7.20	24.8	17.0	56.8	9.5	
4 - Egley Road (N)	3.90	8.10	32.3	43.5	56.8	13.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Guildford Road	0.665	2102
2 - Egley Road (S)	0.575	1569
3 - Mayford Green Road	0.633	1933
4 - Egley Road (N)	0.697	2254

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	2019	AM	ONE HOUR	07:30	09:00	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 - Guildford Road		ONE HOUR	✓	523	100.000
2 - Egley Road (S)		ONE HOUR	✓	652	100.000
3 - Mayford Green Road		ONE HOUR	✓	637	100.000
4 - Egley Road (N)		ONE HOUR	✓	814	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	2	98	286	137
	2 - Egley Road (S)	102	2	125	423
	3 - Mayford Green Road	262	188	1	186
	4 - Egley Road (N)	112	494	198	10

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	3	1	2
	2 - Egley Road (S)	3	0	5	3
	3 - Mayford Green Road	2	3	0	2
	4 - Egley Road (N)	0	2	3	20

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.41	4.32	0.7	A	480	720
2 - Egley Road (S)	0.64	8.93	1.8	A	598	897
3 - Mayford Green Road	0.50	5.04	1.0	A	585	877
4 - Egley Road (N)	0.50	4.08	1.0	A	747	1120

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	394	98	670	1618	0.243	392	358	0.0	0.3	2.934	A
2 - Egley Road (S)	491	123	476	1247	0.394	488	587	0.0	0.6	4.728	A
3 - Mayford Green Road	480	120	506	1567	0.306	478	458	0.0	0.4	3.300	A
4 - Egley Road (N)	613	153	418	1914	0.320	611	567	0.0	0.5	2.758	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	470	118	802	1530	0.307	470	429	0.3	0.4	3.393	A
2 - Egley Road (S)	586	147	569	1194	0.491	585	702	0.6	1.0	5.899	A
3 - Mayford Green Road	573	143	607	1503	0.381	572	548	0.4	0.6	3.865	A
4 - Egley Road (N)	732	183	500	1857	0.394	731	678	0.5	0.6	3.196	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	576	144	982	1409	0.409	575	525	0.4	0.7	4.307	A
2 - Egley Road (S)	718	179	697	1121	0.640	715	860	1.0	1.7	8.784	A
3 - Mayford Green Road	701	175	741	1417	0.495	700	670	0.6	1.0	5.012	A
4 - Egley Road (N)	896	224	612	1779	0.504	895	830	0.6	1.0	4.066	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	576	144	983	1408	0.409	576	526	0.7	0.7	4.324	A
2 - Egley Road (S)	718	179	698	1121	0.641	718	861	1.7	1.8	8.927	A
3 - Mayford Green Road	701	175	744	1415	0.496	701	672	1.0	1.0	5.043	A
4 - Egley Road (N)	896	224	613	1778	0.504	896	832	1.0	1.0	4.083	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	470	118	804	1528	0.308	471	431	0.7	0.4	3.407	A
2 - Egley Road (S)	586	147	571	1193	0.491	589	704	1.8	1.0	5.993	A
3 - Mayford Green Road	573	143	611	1500	0.382	574	550	1.0	0.6	3.893	A
4 - Egley Road (N)	732	183	502	1855	0.394	733	682	1.0	0.7	3.214	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	394	98	673	1616	0.244	394	360	0.4	0.3	2.948	A
2 - Egley Road (S)	491	123	478	1246	0.394	492	589	1.0	0.7	4.783	A
3 - Mayford Green Road	480	120	510	1564	0.307	480	460	0.6	0.4	3.324	A
4 - Egley Road (N)	613	153	420	1913	0.320	614	570	0.7	0.5	2.774	A

2019, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019	PM	ONE HOUR	16:30	18:00	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 - Guildford Road		ONE HOUR	✓	462	100.000
2 - Egley Road (S)		ONE HOUR	✓	756	100.000
3 - Mayford Green Road		ONE HOUR	✓	388	100.000
4 - Egley Road (N)		ONE HOUR	✓	874	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	1	126	229	106
	2 - Egley Road (S)	108	2	163	483
	3 - Mayford Green Road	184	87	0	117
	4 - Egley Road (N)	73	641	156	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	1	1	0	2
	4 - Egley Road (N)	1	1	0	25

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.35	3.87	0.5	A	424	636
2 - Egley Road (S)	0.67	8.61	2.0	A	694	1041
3 - Mayford Green Road	0.30	3.62	0.4	A	356	534
4 - Egley Road (N)	0.50	3.68	1.0	A	802	1203

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	348	87	668	1646	0.211	347	275	0.0	0.3	2.767	A
2 - Egley Road (S)	569	142	372	1350	0.421	566	643	0.0	0.7	4.575	A
3 - Mayford Green Road	292	73	527	1577	0.185	291	411	0.0	0.2	2.799	A
4 - Egley Road (N)	658	164	287	2035	0.323	656	532	0.0	0.5	2.608	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	415	104	799	1558	0.267	415	329	0.3	0.4	3.148	A
2 - Egley Road (S)	680	170	445	1308	0.520	678	769	0.7	1.1	5.703	A
3 - Mayford Green Road	349	87	632	1512	0.231	349	492	0.2	0.3	3.095	A
4 - Egley Road (N)	786	196	343	1995	0.394	785	637	0.5	0.6	2.973	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	509	127	979	1439	0.354	508	402	0.4	0.5	3.861	A
2 - Egley Road (S)	832	208	545	1250	0.666	829	941	1.1	1.9	8.471	A
3 - Mayford Green Road	427	107	772	1423	0.300	427	602	0.3	0.4	3.610	A
4 - Egley Road (N)	962	241	420	1942	0.496	961	779	0.6	1.0	3.665	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	509	127	980	1438	0.354	509	403	0.5	0.5	3.873	A
2 - Egley Road (S)	832	208	546	1250	0.666	832	942	1.9	2.0	8.613	A
3 - Mayford Green Road	427	107	775	1422	0.301	427	603	0.4	0.4	3.619	A
4 - Egley Road (N)	962	241	421	1941	0.496	962	782	1.0	1.0	3.676	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	415	104	801	1557	0.267	416	330	0.5	0.4	3.158	A
2 - Egley Road (S)	680	170	447	1307	0.520	683	771	2.0	1.1	5.800	A
3 - Mayford Green Road	349	87	636	1509	0.231	349	494	0.4	0.3	3.105	A
4 - Egley Road (N)	786	196	344	1994	0.394	787	641	1.0	0.7	2.986	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	348	87	671	1644	0.212	348	276	0.4	0.3	2.777	A
2 - Egley Road (S)	569	142	374	1349	0.422	571	645	1.1	0.7	4.632	A
3 - Mayford Green Road	292	73	531	1575	0.186	292	413	0.3	0.2	2.809	A
4 - Egley Road (N)	658	164	288	2033	0.324	659	536	0.7	0.5	2.619	A

2019, Saturday Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019	Saturday Peak	ONE HOUR	12:45	14:15	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 - Guildford Road		ONE HOUR	✓	312	100.000
2 - Egley Road (S)		ONE HOUR	✓	650	100.000
3 - Mayford Green Road		ONE HOUR	✓	339	100.000
4 - Egley Road (N)		ONE HOUR	✓	654	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	1	109	131	71
	2 - Egley Road (S)	103	9	101	437
	3 - Mayford Green Road	139	108	2	90
	4 - Egley Road (N)	54	498	97	5

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	1	2	1
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	0	1	0	0
	4 - Egley Road (N)	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.22	2.98	0.3	A	286	429
2 - Egley Road (S)	0.52	5.50	1.1	A	596	895
3 - Mayford Green Road	0.25	3.22	0.3	A	311	467
4 - Egley Road (N)	0.37	2.91	0.6	A	600	900

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	235	59	540	1716	0.137	234	223	0.0	0.2	2.428	A
2 - Egley Road (S)	489	122	231	1433	0.342	487	544	0.0	0.5	3.801	A
3 - Mayford Green Road	255	64	469	1630	0.157	254	248	0.0	0.2	2.615	A
4 - Egley Road (N)	492	123	272	2046	0.241	491	452	0.0	0.3	2.313	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	280	70	646	1646	0.170	280	267	0.2	0.2	2.636	A
2 - Egley Road (S)	584	146	276	1406	0.416	584	650	0.5	0.7	4.373	A
3 - Mayford Green Road	305	76	562	1572	0.194	305	297	0.2	0.2	2.840	A
4 - Egley Road (N)	588	147	325	2009	0.293	588	541	0.3	0.4	2.533	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	344	86	791	1550	0.222	343	327	0.2	0.3	2.983	A
2 - Egley Road (S)	716	179	338	1370	0.522	714	796	0.7	1.1	5.475	A
3 - Mayford Green Road	373	93	688	1492	0.250	373	364	0.2	0.3	3.216	A
4 - Egley Road (N)	720	180	398	1958	0.368	719	663	0.4	0.6	2.904	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	344	86	792	1549	0.222	344	327	0.3	0.3	2.984	A
2 - Egley Road (S)	716	179	338	1370	0.522	716	797	1.1	1.1	5.500	A
3 - Mayford Green Road	373	93	689	1491	0.250	373	364	0.3	0.3	3.219	A
4 - Egley Road (N)	720	180	399	1958	0.368	720	664	0.6	0.6	2.907	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	280	70	647	1645	0.171	281	267	0.3	0.2	2.641	A
2 - Egley Road (S)	584	146	276	1406	0.416	586	652	1.1	0.7	4.397	A
3 - Mayford Green Road	305	76	564	1570	0.194	305	298	0.3	0.2	2.847	A
4 - Egley Road (N)	588	147	326	2008	0.293	589	543	0.6	0.4	2.538	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	235	59	542	1714	0.137	235	224	0.2	0.2	2.435	A
2 - Egley Road (S)	489	122	231	1432	0.342	490	546	0.7	0.5	3.824	A
3 - Mayford Green Road	255	64	472	1629	0.157	255	249	0.2	0.2	2.623	A
4 - Egley Road (N)	492	123	273	2045	0.241	493	455	0.4	0.3	2.321	A

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	6.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022	AM	ONE HOUR	07:30	09:00	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 - Guildford Road		ONE HOUR	✓	546	100.000
2 - Egley Road (S)		ONE HOUR	✓	724	100.000
3 - Mayford Green Road		ONE HOUR	✓	685	100.000
4 - Egley Road (N)		ONE HOUR	✓	907	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	2	101	296	147
	2 - Egley Road (S)	106	2	129	487
	3 - Mayford Green Road	271	195	1	218
	4 - Egley Road (N)	121	551	225	10

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	2	1	3
	2 - Egley Road (S)	3	0	5	3
	3 - Mayford Green Road	2	3	0	2
	4 - Egley Road (N)	0	2	2	20

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.45	4.86	0.8	A	501	752
2 - Egley Road (S)	0.73	12.17	2.6	B	664	997
3 - Mayford Green Road	0.55	5.95	1.2	A	629	943
4 - Egley Road (N)	0.57	4.69	1.3	A	832	1248

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	411	103	738	1572	0.261	410	375	0.0	0.4	3.091	A
2 - Egley Road (S)	545	136	511	1228	0.444	542	637	0.0	0.8	5.225	A
3 - Mayford Green Road	516	129	565	1529	0.337	514	488	0.0	0.5	3.537	A
4 - Egley Road (N)	683	171	433	1909	0.358	681	646	0.0	0.6	2.926	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	491	123	884	1475	0.333	490	449	0.4	0.5	3.653	A
2 - Egley Road (S)	651	163	611	1171	0.556	649	762	0.8	1.2	6.879	A
3 - Mayford Green Road	616	154	676	1458	0.422	615	584	0.5	0.7	4.266	A
4 - Egley Road (N)	815	204	518	1849	0.441	814	773	0.6	0.8	3.476	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	601	150	1081	1343	0.448	600	549	0.5	0.8	4.836	A
2 - Egley Road (S)	797	199	748	1093	0.729	792	933	1.2	2.6	11.748	B
3 - Mayford Green Road	754	189	825	1362	0.554	752	715	0.7	1.2	5.881	A
4 - Egley Road (N)	999	250	633	1768	0.565	997	944	0.8	1.3	4.653	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	601	150	1083	1342	0.448	601	550	0.8	0.8	4.861	A
2 - Egley Road (S)	797	199	750	1092	0.730	797	935	2.6	2.6	12.168	B
3 - Mayford Green Road	754	189	830	1360	0.555	754	717	1.2	1.2	5.946	A
4 - Egley Road (N)	999	250	635	1767	0.565	999	949	1.3	1.3	4.686	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	491	123	887	1473	0.333	492	451	0.8	0.5	3.676	A
2 - Egley Road (S)	651	163	614	1169	0.557	656	765	2.6	1.3	7.088	A
3 - Mayford Green Road	616	154	683	1454	0.424	618	587	1.2	0.7	4.316	A
4 - Egley Road (N)	815	204	521	1847	0.441	817	780	1.3	0.8	3.502	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	411	103	742	1570	0.262	412	377	0.5	0.4	3.110	A
2 - Egley Road (S)	545	136	513	1226	0.444	547	640	1.3	0.8	5.312	A
3 - Mayford Green Road	516	129	569	1526	0.338	517	491	0.7	0.5	3.571	A
4 - Egley Road (N)	683	171	435	1907	0.358	684	651	0.8	0.6	2.947	A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	5.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2022	PM	ONE HOUR	16:30	18:00	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 - Guildford Road		ONE HOUR	✓	478	100.000
2 - Egley Road (S)		ONE HOUR	✓	783	100.000
3 - Mayford Green Road		ONE HOUR	✓	402	100.000
4 - Egley Road (N)		ONE HOUR	✓	906	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	131	237	110
	2 - Egley Road (S)	112	2	169	500
	3 - Mayford Green Road	191	90	0	121
	4 - Egley Road (N)	76	664	162	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	1	1	0	2
	4 - Egley Road (N)	1	1	0	25

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.37	4.05	0.6	A	439	658
2 - Egley Road (S)	0.70	9.53	2.2	A	718	1078
3 - Mayford Green Road	0.32	3.74	0.5	A	369	553
4 - Egley Road (N)	0.52	3.85	1.1	A	831	1247

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	360	90	692	1630	0.221	359	284	0.0	0.3	2.829	A
2 - Egley Road (S)	589	147	385	1343	0.439	586	666	0.0	0.8	4.739	A
3 - Mayford Green Road	303	76	545	1566	0.193	302	426	0.0	0.2	2.847	A
4 - Egley Road (N)	682	171	296	2028	0.336	680	551	0.0	0.5	2.668	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	430	107	828	1539	0.279	429	340	0.3	0.4	3.243	A
2 - Egley Road (S)	704	176	461	1299	0.542	702	797	0.8	1.2	6.015	A
3 - Mayford Green Road	361	90	653	1498	0.241	361	510	0.2	0.3	3.166	A
4 - Egley Road (N)	814	204	355	1987	0.410	814	660	0.5	0.7	3.066	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	526	132	1014	1415	0.372	525	416	0.4	0.6	4.042	A
2 - Egley Road (S)	862	216	564	1240	0.695	858	975	1.2	2.2	9.329	A
3 - Mayford Green Road	443	111	798	1407	0.315	442	624	0.3	0.5	3.728	A
4 - Egley Road (N)	998	249	434	1932	0.516	996	806	0.7	1.1	3.839	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	526	132	1015	1414	0.372	526	417	0.6	0.6	4.053	A
2 - Egley Road (S)	862	216	565	1239	0.696	862	977	2.2	2.2	9.535	A
3 - Mayford Green Road	443	111	801	1405	0.315	443	625	0.5	0.5	3.739	A
4 - Egley Road (N)	998	249	435	1931	0.516	998	809	1.1	1.1	3.854	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	430	107	830	1538	0.279	431	342	0.6	0.4	3.252	A
2 - Egley Road (S)	704	176	462	1298	0.542	708	799	2.2	1.2	6.141	A
3 - Mayford Green Road	361	90	658	1495	0.242	362	512	0.5	0.3	3.180	A
4 - Egley Road (N)	814	204	356	1986	0.410	816	664	1.1	0.7	3.081	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	360	90	695	1628	0.221	360	286	0.4	0.3	2.841	A
2 - Egley Road (S)	589	147	387	1342	0.439	591	669	1.2	0.8	4.804	A
3 - Mayford Green Road	303	76	549	1563	0.194	303	428	0.3	0.2	2.856	A
4 - Egley Road (N)	682	171	298	2027	0.337	683	555	0.7	0.5	2.681	A

2022, Saturday Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2022	Saturday Peak	ONE HOUR	12:45	14:15	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 - Guildford Road		ONE HOUR	✓	324	100.000
2 - Egley Road (S)		ONE HOUR	✓	674	100.000
3 - Mayford Green Road		ONE HOUR	✓	351	100.000
4 - Egley Road (N)		ONE HOUR	✓	679	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	1	113	136	74
	2 - Egley Road (S)	107	9	105	453
	3 - Mayford Green Road	144	112	2	93
	4 - Egley Road (N)	56	517	101	5

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	1	2	2
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	0	1	0	0
	4 - Egley Road (N)	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.23	3.08	0.3	A	297	446
2 - Egley Road (S)	0.54	5.81	1.2	A	618	928
3 - Mayford Green Road	0.26	3.31	0.4	A	322	483
4 - Egley Road (N)	0.38	3.00	0.6	A	623	935

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	244	61	560	1699	0.144	243	231	0.0	0.2	2.472	A
2 - Egley Road (S)	507	127	240	1427	0.356	505	564	0.0	0.5	3.896	A
3 - Mayford Green Road	264	66	487	1619	0.163	263	258	0.0	0.2	2.654	A
4 - Egley Road (N)	511	128	281	2039	0.251	510	469	0.0	0.3	2.352	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	291	73	670	1626	0.179	291	277	0.2	0.2	2.696	A
2 - Egley Road (S)	606	151	287	1400	0.433	605	675	0.5	0.8	4.526	A
3 - Mayford Green Road	316	79	583	1558	0.203	315	309	0.2	0.3	2.896	A
4 - Egley Road (N)	610	153	337	2001	0.305	610	561	0.3	0.4	2.589	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	357	89	821	1527	0.234	356	339	0.2	0.3	3.076	A
2 - Egley Road (S)	742	186	351	1362	0.545	740	826	0.8	1.2	5.773	A
3 - Mayford Green Road	386	97	713	1476	0.262	386	378	0.3	0.4	3.304	A
4 - Egley Road (N)	748	187	412	1948	0.384	747	687	0.4	0.6	2.995	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	357	89	821	1526	0.234	357	339	0.3	0.3	3.077	A
2 - Egley Road (S)	742	186	351	1362	0.545	742	827	1.2	1.2	5.807	A
3 - Mayford Green Road	386	97	715	1475	0.262	386	379	0.4	0.4	3.307	A
4 - Egley Road (N)	748	187	413	1948	0.384	748	688	0.6	0.6	2.998	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	291	73	671	1625	0.179	292	277	0.3	0.2	2.699	A
2 - Egley Road (S)	606	151	287	1399	0.433	608	676	1.2	0.8	4.556	A
3 - Mayford Green Road	316	79	585	1557	0.203	316	310	0.4	0.3	2.901	A
4 - Egley Road (N)	610	153	338	2000	0.305	611	563	0.6	0.4	2.592	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	244	61	562	1697	0.144	244	232	0.2	0.2	2.479	A
2 - Egley Road (S)	507	127	240	1426	0.356	508	566	0.8	0.6	3.925	A
3 - Mayford Green Road	264	66	489	1617	0.163	264	259	0.3	0.2	2.663	A
4 - Egley Road (N)	511	128	283	2038	0.251	512	471	0.4	0.3	2.360	A

2022 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	7.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 + Dev	AM	ONE HOUR	07:30	09:00	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 - Guildford Road		ONE HOUR	✓	555	100.000
2 - Egley Road (S)		ONE HOUR	✓	725	100.000
3 - Mayford Green Road		ONE HOUR	✓	692	100.000
4 - Egley Road (N)		ONE HOUR	✓	932	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	2	98	291	164
	2 - Egley Road (S)	98	2	129	496
	3 - Mayford Green Road	264	195	1	232
	4 - Egley Road (N)	131	558	233	10

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	3	1	2
	2 - Egley Road (S)	3	0	5	2
	3 - Mayford Green Road	2	3	0	2
	4 - Egley Road (N)	0	2	2	20

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.46	5.00	0.8	A	509	764
2 - Egley Road (S)	0.73	12.40	2.7	B	665	998
3 - Mayford Green Road	0.56	6.11	1.3	A	635	952
4 - Egley Road (N)	0.58	4.78	1.4	A	855	1283

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	418	104	750	1566	0.267	416	371	0.0	0.4	3.126	A
2 - Egley Road (S)	546	136	526	1228	0.445	543	640	0.0	0.8	5.229	A
3 - Mayford Green Road	521	130	578	1524	0.342	519	490	0.0	0.5	3.575	A
4 - Egley Road (N)	702	175	421	1917	0.366	699	676	0.0	0.6	2.952	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	499	125	897	1467	0.340	498	444	0.4	0.5	3.713	A
2 - Egley Road (S)	652	163	629	1169	0.558	650	766	0.8	1.2	6.914	A
3 - Mayford Green Road	622	156	692	1451	0.429	621	587	0.5	0.7	4.333	A
4 - Egley Road (N)	838	209	504	1859	0.451	837	809	0.6	0.8	3.519	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	611	153	1097	1333	0.458	610	543	0.5	0.8	4.967	A
2 - Egley Road (S)	798	200	770	1089	0.733	793	937	1.2	2.6	11.950	B
3 - Mayford Green Road	762	190	845	1354	0.563	760	718	0.7	1.3	6.032	A
4 - Egley Road (N)	1026	257	617	1780	0.576	1024	988	0.8	1.3	4.747	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	611	153	1100	1332	0.459	611	545	0.8	0.8	4.995	A
2 - Egley Road (S)	798	200	772	1088	0.734	798	939	2.6	2.7	12.398	B
3 - Mayford Green Road	762	190	850	1351	0.564	762	720	1.3	1.3	6.105	A
4 - Egley Road (N)	1026	257	619	1779	0.577	1026	993	1.3	1.4	4.783	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	499	125	900	1465	0.341	500	447	0.8	0.5	3.735	A
2 - Egley Road (S)	652	163	632	1168	0.558	657	769	2.7	1.3	7.134	A
3 - Mayford Green Road	622	156	699	1447	0.430	624	590	1.3	0.8	4.386	A
4 - Egley Road (N)	838	209	507	1857	0.451	840	816	1.4	0.8	3.547	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	418	104	753	1564	0.267	418	373	0.5	0.4	3.146	A
2 - Egley Road (S)	546	136	529	1226	0.445	548	643	1.3	0.8	5.320	A
3 - Mayford Green Road	521	130	583	1521	0.343	522	493	0.8	0.5	3.607	A
4 - Egley Road (N)	702	175	424	1915	0.366	703	681	0.8	0.6	2.970	A

2022 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	5.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 + Dev	PM	ONE HOUR	16:30	18:00	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 - Guildford Road		ONE HOUR	✓	458	100.000
2 - Egley Road (S)		ONE HOUR	✓	771	100.000
3 - Mayford Green Road		ONE HOUR	✓	412	100.000
4 - Egley Road (N)		ONE HOUR	✓	950	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	99	229	130
	2 - Egley Road (S)	85	2	169	515
	3 - Mayford Green Road	181	90	0	141
	4 - Egley Road (N)	93	675	178	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	0	0	2
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	1	1	0	1
	4 - Egley Road (N)	1	1	0	25

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.36	4.05	0.6	A	420	630
2 - Egley Road (S)	0.70	9.66	2.2	A	707	1061
3 - Mayford Green Road	0.32	3.79	0.5	A	378	567
4 - Egley Road (N)	0.53	3.94	1.1	A	872	1308

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	345	86	712	1615	0.214	344	269	0.0	0.3	2.829	A
2 - Egley Road (S)	580	145	406	1331	0.436	577	650	0.0	0.8	4.760	A
3 - Mayford Green Road	310	78	551	1566	0.198	309	432	0.0	0.2	2.863	A
4 - Egley Road (N)	715	179	269	2047	0.349	713	592	0.0	0.5	2.693	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	412	103	852	1522	0.271	411	322	0.3	0.4	3.242	A
2 - Egley Road (S)	693	173	486	1285	0.540	692	778	0.8	1.2	6.055	A
3 - Mayford Green Road	370	93	660	1498	0.247	370	517	0.2	0.3	3.192	A
4 - Egley Road (N)	854	214	321	2010	0.425	853	709	0.5	0.7	3.109	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	504	126	1043	1394	0.362	503	394	0.4	0.6	4.038	A
2 - Egley Road (S)	849	212	595	1222	0.695	845	952	1.2	2.2	9.446	A
3 - Mayford Green Road	454	113	807	1405	0.323	453	633	0.3	0.5	3.778	A
4 - Egley Road (N)	1046	261	393	1961	0.534	1044	867	0.7	1.1	3.923	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	504	126	1045	1393	0.362	504	395	0.6	0.6	4.049	A
2 - Egley Road (S)	849	212	596	1221	0.695	849	953	2.2	2.2	9.657	A
3 - Mayford Green Road	454	113	810	1403	0.323	454	634	0.5	0.5	3.789	A
4 - Egley Road (N)	1046	261	394	1960	0.534	1046	870	1.1	1.1	3.938	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	412	103	855	1520	0.271	412	324	0.6	0.4	3.254	A
2 - Egley Road (S)	693	173	487	1284	0.540	697	780	2.2	1.2	6.183	A
3 - Mayford Green Road	370	93	665	1495	0.248	371	519	0.5	0.3	3.204	A
4 - Egley Road (N)	854	214	323	2010	0.425	856	713	1.1	0.7	3.123	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	345	86	715	1613	0.214	345	271	0.4	0.3	2.842	A
2 - Egley Road (S)	580	145	408	1330	0.437	582	653	1.2	0.8	4.825	A
3 - Mayford Green Road	310	78	555	1564	0.198	311	434	0.3	0.2	2.872	A
4 - Egley Road (N)	715	179	270	2046	0.350	716	596	0.7	0.5	2.709	A

2022 + Dev, Saturday Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Egley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mayford Green Roundabout	Standard Roundabout		1, 2, 3, 4	3.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2022 + Dev	Saturday Peak	ONE HOUR	12:45	14:15	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 - Guildford Road		ONE HOUR	✓	326	100.000
2 - Egley Road (S)		ONE HOUR	✓	660	100.000
3 - Mayford Green Road		ONE HOUR	✓	358	100.000
4 - Egley Road (N)		ONE HOUR	✓	707	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	1	108	134	83
	2 - Egley Road (S)	85	9	105	461
	3 - Mayford Green Road	141	112	2	103
	4 - Egley Road (N)	67	524	111	5

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Egley Road (S)	3 - Mayford Green Road	4 - Egley Road (N)
From	1 - Guildford Road	0	1	2	1
	2 - Egley Road (S)	0	0	1	0
	3 - Mayford Green Road	0	1	0	0
	4 - Egley Road (N)	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.24	3.11	0.3	A	299	449
2 - Egley Road (S)	0.54	5.76	1.2	A	606	908
3 - Mayford Green Road	0.27	3.32	0.4	A	329	493
4 - Egley Road (N)	0.40	3.03	0.7	A	649	973

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	245	61	573	1694	0.145	245	221	0.0	0.2	2.482	A
2 - Egley Road (S)	497	124	252	1420	0.350	495	565	0.0	0.5	3.883	A
3 - Mayford Green Road	270	67	483	1622	0.166	269	264	0.0	0.2	2.659	A
4 - Egley Road (N)	532	133	263	2052	0.259	531	489	0.0	0.3	2.364	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	293	73	685	1620	0.181	293	264	0.2	0.2	2.713	A
2 - Egley Road (S)	593	148	302	1391	0.427	593	676	0.5	0.7	4.503	A
3 - Mayford Green Road	322	80	578	1561	0.206	322	316	0.2	0.3	2.903	A
4 - Egley Road (N)	636	159	314	2016	0.315	635	585	0.3	0.5	2.607	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	359	90	839	1518	0.236	359	323	0.2	0.3	3.105	A
2 - Egley Road (S)	727	182	370	1352	0.538	725	828	0.7	1.1	5.729	A
3 - Mayford Green Road	394	99	708	1480	0.266	394	387	0.3	0.4	3.315	A
4 - Egley Road (N)	778	195	385	1967	0.396	778	717	0.5	0.7	3.025	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	359	90	840	1518	0.237	359	324	0.3	0.3	3.106	A
2 - Egley Road (S)	727	182	370	1352	0.538	727	829	1.1	1.2	5.760	A
3 - Mayford Green Road	394	99	709	1479	0.267	394	388	0.4	0.4	3.318	A
4 - Egley Road (N)	778	195	385	1967	0.396	778	718	0.7	0.7	3.028	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	293	73	687	1619	0.181	293	265	0.3	0.2	2.718	A
2 - Egley Road (S)	593	148	302	1391	0.427	595	678	1.2	0.8	4.534	A
3 - Mayford Green Road	322	80	580	1560	0.206	322	317	0.4	0.3	2.910	A
4 - Egley Road (N)	636	159	315	2015	0.315	636	587	0.7	0.5	2.613	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	245	61	575	1693	0.145	246	222	0.2	0.2	2.487	A
2 - Egley Road (S)	497	124	253	1419	0.350	498	567	0.8	0.5	3.909	A
3 - Mayford Green Road	270	67	486	1620	0.166	270	265	0.3	0.2	2.668	A
4 - Egley Road (N)	532	133	264	2051	0.260	533	492	0.5	0.4	2.373	A

APPENDIX L

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

Filename: High Street_Kingfield Road_Vicarage Road Roundabout 190812.j9
Path: X:\Projects\180000\183923A -Egley Road\MODELLING\ARCADY
Report generation date: 13/11/2019 10:17:25

Summary of junction performance

	AM					PM					Saturday Peak				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2019														
1 - Kingfield Road	D1	0.8	8.58	0.44	A	D2	1.9	13.38	0.66	B	D3	1.6	11.63	0.62	B
2 - High Street		2.8	14.01	0.74	B		6.5	28.56	0.87	D		2.0	11.00	0.67	B
3 - Vicarage Road		1.2	11.31	0.54	B		1.0	10.65	0.50	B		0.8	9.28	0.45	A
	2022														
1 - Kingfield Road	D4	0.9	9.05	0.46	A	D5	2.2	14.83	0.69	B	D6	1.8	12.69	0.65	B
2 - High Street		3.3	15.99	0.77	C		8.8	37.69	0.90	E		2.2	11.93	0.69	B
3 - Vicarage Road		1.3	12.25	0.57	B		1.1	11.33	0.52	B		0.9	9.75	0.47	A
	2022 + Dev														
1 - Kingfield Road	D7	0.9	9.09	0.46	A	D8	2.0	13.93	0.67	B	D9	1.5	11.42	0.61	B
2 - High Street		3.3	15.84	0.77	C		8.4	36.08	0.90	E		2.0	11.23	0.67	B
3 - Vicarage Road		1.3	12.14	0.57	B		1.1	11.30	0.53	B		0.9	9.55	0.47	A

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

File summary

File Description

Title	High Street / Kingfield Road / Vicarge Road ARCADY
Location	
Site number	
Date	03/07/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	183923
Enumerator	VECTOS\frances.cathcartburn
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	AM	FLAT	07:30	09:00	90	15	✓
D2	2019	PM	FLAT	16:30	18:00	90	15	✓
D3	2019	Saturday Peak	FLAT	12:45	14:15	90	15	✓
D4	2022	AM	FLAT	07:30	09:00	90	15	✓
D5	2022	PM	FLAT	16:30	18:00	90	15	✓
D6	2022	Saturday Peak	FLAT	12:45	14:15	90	15	✓
D7	2022 + Dev	AM	FLAT	07:30	09:00	90	15	✓
D8	2022 + Dev	PM	FLAT	16:30	18:00	90	15	✓
D9	2022 + Dev	Saturday Peak	FLAT	12:45	14:15	90	15	✓

Analysis Set Details

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

2019, 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	High Street Roundabout	Mini-roundabout		1, 2, 3	12.04	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Kingfield Road	
2	High Street	
3	Vicarage Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Kingfield Road	4.10	4.10	5.70	2.7	17.10	15.10	0.0	
2 - High Street	3.50	3.20	6.20	4.8	16.80	14.60	0.0	
3 - Vicarage Road	3.40	3.40	4.90	5.4	13.40	9.70	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Kingfield Road	0.679	1012
2 - High Street	0.656	1029
3 - Vicarage Road	0.637	918

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	AM	FLAT	07:30	09:00	90	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 - Kingfield Road		FLAT	✓	332	100.000
2 - High Street		FLAT	✓	724	100.000
3 - Vicarage Road		FLAT	✓	368	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	4	292	36
	2 - High Street	326	4	394
	3 - Vicarage Road	28	340	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	2	11
	2 - High Street	2	0	2
	3 - Vicarage Road	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.44	8.58	0.8	A	332	498
2 - High Street	0.74	14.01	2.8	B	724	1086
3 - Vicarage Road	0.54	11.31	1.2	B	368	552

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	332	83	340	755	0.440	329	353	0.0	0.8	8.400	A
2 - High Street	724	181	40	981	0.738	713	629	0.0	2.7	12.986	B
3 - Vicarage Road	368	92	329	689	0.534	364	424	0.0	1.1	10.903	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	332	83	344	752	0.442	332	358	0.8	0.8	8.574	A
2 - High Street	724	181	40	981	0.738	724	636	2.7	2.7	13.962	B
3 - Vicarage Road	368	92	334	686	0.536	368	430	1.1	1.1	11.296	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	332	83	344	752	0.442	332	358	0.8	0.8	8.576	A
2 - High Street	724	181	40	981	0.738	724	636	2.7	2.8	13.994	B
3 - Vicarage Road	368	92	334	686	0.536	368	430	1.1	1.1	11.303	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	332	83	344	752	0.442	332	358	0.8	0.8	8.577	A
2 - High Street	724	181	40	981	0.738	724	636	2.8	2.8	14.005	B
3 - Vicarage Road	368	92	334	686	0.536	368	430	1.1	1.1	11.305	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	332	83	344	752	0.442	332	358	0.8	0.8	8.577	A
2 - High Street	724	181	40	981	0.738	724	636	2.8	2.8	14.011	B
3 - Vicarage Road	368	92	334	686	0.536	368	430	1.1	1.1	11.306	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	332	83	344	752	0.442	332	358	0.8	0.8	8.577	A
2 - High Street	724	181	40	981	0.738	724	636	2.8	2.8	14.013	B
3 - Vicarage Road	368	92	334	686	0.536	368	430	1.1	1.2	11.308	B

2019, 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	High Street Roundabout	Mini-roundabout		1, 2, 3	20.34	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	PM	FLAT	16:30	18:00	90	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 - Kingfield Road		FLAT	✓	522	100.000
2 - High Street		FLAT	✓	839	100.000
3 - Vicarage Road		FLAT	✓	339	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	2	440	80
	2 - High Street	363	3	473
	3 - Vicarage Road	24	315	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	50	0	3
	2 - High Street	1	0	1
	3 - Vicarage Road	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.66	13.38	1.9	B	522	783
2 - High Street	0.87	28.56	6.5	D	839	1259
3 - Vicarage Road	0.50	10.65	1.0	B	339	509

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	522	131	314	793	0.658	515	379	0.0	1.8	12.602	B
2 - High Street	839	210	81	964	0.870	817	748	0.0	5.5	21.930	C
3 - Vicarage Road	339	85	358	683	0.496	335	539	0.0	1.0	10.241	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	522	131	318	791	0.660	522	388	1.8	1.9	13.344	B
2 - High Street	839	210	82	963	0.871	837	758	5.5	6.0	27.496	D
3 - Vicarage Road	339	85	367	677	0.500	339	552	1.0	1.0	10.630	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	522	131	318	791	0.660	522	389	1.9	1.9	13.365	B
2 - High Street	839	210	82	963	0.871	838	758	6.0	6.3	28.093	D
3 - Vicarage Road	339	85	368	677	0.501	339	553	1.0	1.0	10.647	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	522	131	318	791	0.660	522	389	1.9	1.9	13.370	B
2 - High Street	839	210	82	963	0.871	839	758	6.3	6.4	28.339	D
3 - Vicarage Road	339	85	368	677	0.501	339	553	1.0	1.0	10.650	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	522	131	318	791	0.660	522	389	1.9	1.9	13.373	B
2 - High Street	839	210	82	963	0.871	839	758	6.4	6.4	28.472	D
3 - Vicarage Road	339	85	368	677	0.501	339	553	1.0	1.0	10.654	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	522	131	318	791	0.660	522	389	1.9	1.9	13.376	B
2 - High Street	839	210	82	963	0.871	839	758	6.4	6.5	28.560	D
3 - Vicarage Road	339	85	368	677	0.501	339	553	1.0	1.0	10.654	B

2019, Saturday Peak

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	High Street Roundabout	Mini-roundabout		1, 2, 3	10.86	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2019	Saturday Peak	FLAT	12:45	14:15	90	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 - Kingfield Road		FLAT	✓	509	100.000
2 - High Street		FLAT	✓	654	100.000
3 - Vicarage Road		FLAT	✓	311	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	2	446	61
	2 - High Street	331	4	319
	3 - Vicarage Road	34	276	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	3
	2 - High Street	0	0	1
	3 - Vicarage Road	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.62	11.63	1.6	B	509	763
2 - High Street	0.67	11.00	2.0	B	654	981
3 - Vicarage Road	0.45	9.28	0.8	A	311	466

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	509	127	278	820	0.621	503	363	0.0	1.6	11.127	B
2 - High Street	654	163	63	982	0.666	646	718	0.0	1.9	10.510	B
3 - Vicarage Road	311	78	333	701	0.443	308	376	0.0	0.8	9.081	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	509	127	281	818	0.622	509	367	1.6	1.6	11.620	B
2 - High Street	654	163	64	981	0.667	654	726	1.9	2.0	10.989	B
3 - Vicarage Road	311	78	337	699	0.445	311	381	0.8	0.8	9.281	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	509	127	281	818	0.622	509	367	1.6	1.6	11.629	B
2 - High Street	654	163	64	981	0.667	654	726	2.0	2.0	10.998	B
3 - Vicarage Road	311	78	337	699	0.445	311	381	0.8	0.8	9.283	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	509	127	281	818	0.622	509	367	1.6	1.6	11.632	B
2 - High Street	654	163	64	981	0.667	654	726	2.0	2.0	11.002	B
3 - Vicarage Road	311	78	337	699	0.445	311	381	0.8	0.8	9.283	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	509	127	281	818	0.622	509	367	1.6	1.6	11.634	B
2 - High Street	654	163	64	981	0.667	654	726	2.0	2.0	11.002	B
3 - Vicarage Road	311	78	337	699	0.445	311	381	0.8	0.8	9.283	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	509	127	281	818	0.622	509	367	1.6	1.6	11.634	B
2 - High Street	654	163	64	981	0.667	654	726	2.0	2.0	11.004	B
3 - Vicarage Road	311	78	337	699	0.445	311	381	0.8	0.8	9.283	A

2022, 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	High Street Roundabout	Mini-roundabout		1, 2, 3	13.40	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2022	AM	FLAT	07:30	09:00	90	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 - Kingfield Road		FLAT	✓	343	100.000
2 - High Street		FLAT	✓	755	100.000
3 - Vicarage Road		FLAT	✓	385	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	4	302	37
	2 - High Street	338	4	413
	3 - Vicarage Road	29	356	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	2	11
	2 - High Street	2	0	2
	3 - Vicarage Road	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.46	9.05	0.9	A	343	514
2 - High Street	0.77	15.99	3.3	C	755	1133
3 - Vicarage Road	0.57	12.25	1.3	B	385	577

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	343	86	355	744	0.461	340	365	0.0	0.8	8.830	A
2 - High Street	755	189	41	980	0.770	743	654	0.0	3.1	14.471	B
3 - Vicarage Road	385	96	340	682	0.564	380	443	0.0	1.3	11.724	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	343	86	360	741	0.463	343	371	0.8	0.9	9.040	A
2 - High Street	755	189	41	980	0.770	755	662	3.1	3.2	15.890	C
3 - Vicarage Road	385	96	346	679	0.567	385	450	1.3	1.3	12.234	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	343	86	360	741	0.463	343	371	0.9	0.9	9.045	A
2 - High Street	755	189	41	980	0.770	755	662	3.2	3.3	15.943	C
3 - Vicarage Road	385	96	346	679	0.567	385	450	1.3	1.3	12.247	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	343	86	360	741	0.463	343	371	0.9	0.9	9.045	A
2 - High Street	755	189	41	980	0.770	755	662	3.3	3.3	15.962	C
3 - Vicarage Road	385	96	346	679	0.567	385	450	1.3	1.3	12.254	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	343	86	360	741	0.463	343	371	0.9	0.9	9.045	A
2 - High Street	755	189	41	980	0.770	755	662	3.3	3.3	15.973	C
3 - Vicarage Road	385	96	346	679	0.567	385	450	1.3	1.3	12.253	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	343	86	360	741	0.463	343	371	0.9	0.9	9.045	A
2 - High Street	755	189	41	980	0.770	755	662	3.3	3.3	15.991	C
3 - Vicarage Road	385	96	346	679	0.567	385	450	1.3	1.3	12.253	B

2022, 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	High Street Roundabout	Mini-roundabout		1, 2, 3	25.44	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2022	PM	FLAT	16:30	18:00	90	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 - Kingfield Road		FLAT	✓	541	100.000
2 - High Street		FLAT	✓	869	100.000
3 - Vicarage Road		FLAT	✓	351	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	2	456	83
	2 - High Street	376	3	490
	3 - Vicarage Road	25	326	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	50	0	3
	2 - High Street	1	0	1
	3 - Vicarage Road	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.69	14.83	2.2	B	541	812
2 - High Street	0.90	37.69	8.8	E	869	1303
3 - Vicarage Road	0.52	11.33	1.1	B	351	526

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	541	135	325	786	0.688	533	391	0.0	2.1	13.772	B
2 - High Street	869	217	84	962	0.903	841	774	0.0	6.9	25.679	D
3 - Vicarage Road	351	88	369	676	0.519	347	556	0.0	1.1	10.795	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	541	135	329	784	0.690	541	401	2.1	2.2	14.775	B
2 - High Street	869	217	85	961	0.904	865	785	6.9	7.9	34.854	D
3 - Vicarage Road	351	88	379	669	0.524	351	571	1.1	1.1	11.288	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	541	135	329	784	0.690	541	402	2.2	2.2	14.808	B
2 - High Street	869	217	85	961	0.904	867	785	7.9	8.3	36.341	E
3 - Vicarage Road	351	88	380	669	0.525	351	572	1.1	1.1	11.318	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	541	135	329	784	0.690	541	403	2.2	2.2	14.818	B
2 - High Street	869	217	85	961	0.904	868	785	8.3	8.5	37.030	E
3 - Vicarage Road	351	88	381	669	0.525	351	572	1.1	1.1	11.327	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	541	135	329	784	0.690	541	403	2.2	2.2	14.824	B
2 - High Street	869	217	85	961	0.904	868	785	8.5	8.7	37.428	E
3 - Vicarage Road	351	88	381	669	0.525	351	573	1.1	1.1	11.330	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	541	135	329	784	0.690	541	403	2.2	2.2	14.827	B
2 - High Street	869	217	85	961	0.904	869	785	8.7	8.8	37.691	E
3 - Vicarage Road	351	88	381	669	0.525	351	573	1.1	1.1	11.334	B

2022, Saturday Peak

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	High Street Roundabout	Mini-roundabout		1, 2, 3	11.73	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2022	Saturday Peak	FLAT	12:45	14:15	90	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 - Kingfield Road		FLAT	✓	528	100.000
2 - High Street		FLAT	✓	678	100.000
3 - Vicarage Road		FLAT	✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	2	463	63
	2 - High Street	343	4	331
	3 - Vicarage Road	35	286	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	3
	2 - High Street	0	0	1
	3 - Vicarage Road	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.65	12.69	1.8	B	528	792
2 - High Street	0.69	11.93	2.2	B	678	1017
3 - Vicarage Road	0.47	9.75	0.9	A	322	483

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	528	132	288	814	0.649	521	375	0.0	1.8	12.025	B
2 - High Street	678	170	65	980	0.692	669	744	0.0	2.2	11.289	B
3 - Vicarage Road	322	81	345	694	0.464	319	390	0.0	0.8	9.507	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	528	132	291	812	0.651	528	380	1.8	1.8	12.665	B
2 - High Street	678	170	66	980	0.692	678	753	2.2	2.2	11.905	B
3 - Vicarage Road	322	81	349	691	0.466	322	395	0.8	0.9	9.745	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	528	132	291	812	0.651	528	380	1.8	1.8	12.681	B
2 - High Street	678	170	66	980	0.692	678	753	2.2	2.2	11.920	B
3 - Vicarage Road	322	81	349	691	0.466	322	395	0.9	0.9	9.748	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	528	132	291	812	0.651	528	380	1.8	1.8	12.686	B
2 - High Street	678	170	66	980	0.692	678	753	2.2	2.2	11.928	B
3 - Vicarage Road	322	81	349	691	0.466	322	395	0.9	0.9	9.750	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	528	132	291	812	0.651	528	380	1.8	1.8	12.688	B
2 - High Street	678	170	66	980	0.692	678	753	2.2	2.2	11.924	B
3 - Vicarage Road	322	81	349	691	0.466	322	395	0.9	0.9	9.750	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	528	132	291	812	0.651	528	380	1.8	1.8	12.688	B
2 - High Street	678	170	66	980	0.692	678	753	2.2	2.2	11.927	B
3 - Vicarage Road	322	81	349	691	0.466	322	395	0.9	0.9	9.750	A

2022 + 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	High Street Roundabout	Mini-roundabout		1, 2, 3	13.30	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2022 + Dev	AM	FLAT	07:30	09:00	90	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 - Kingfield Road		FLAT	✓	343	100.000
2 - High Street		FLAT	✓	753	100.000
3 - Vicarage Road		FLAT	✓	389	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	4	302	37
	2 - High Street	328	4	421
	3 - Vicarage Road	30	359	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	2	11
	2 - High Street	2	0	2
	3 - Vicarage Road	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.46	9.09	0.9	A	343	514
2 - High Street	0.77	15.84	3.3	C	753	1130
3 - Vicarage Road	0.57	12.14	1.3	B	389	584

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	343	86	358	742	0.462	340	356	0.0	0.8	8.873	A
2 - High Street	753	188	41	980	0.768	741	657	0.0	3.1	14.369	B
3 - Vicarage Road	389	97	331	689	0.565	384	451	0.0	1.3	11.619	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	343	86	363	739	0.464	343	362	0.8	0.9	9.086	A
2 - High Street	753	188	41	980	0.768	753	665	3.1	3.2	15.753	C
3 - Vicarage Road	389	97	336	686	0.567	389	458	1.3	1.3	12.119	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	343	86	363	739	0.464	343	362	0.9	0.9	9.091	A
2 - High Street	753	188	41	980	0.768	753	665	3.2	3.2	15.804	C
3 - Vicarage Road	389	97	336	686	0.567	389	458	1.3	1.3	12.129	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	343	86	363	739	0.464	343	362	0.9	0.9	9.091	A
2 - High Street	753	188	41	980	0.768	753	665	3.2	3.3	15.823	C
3 - Vicarage Road	389	97	336	686	0.567	389	458	1.3	1.3	12.135	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	343	86	363	739	0.464	343	362	0.9	0.9	9.091	A
2 - High Street	753	188	41	980	0.768	753	665	3.3	3.3	15.832	C
3 - Vicarage Road	389	97	336	686	0.567	389	458	1.3	1.3	12.135	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	343	86	363	739	0.464	343	362	0.9	0.9	9.091	A
2 - High Street	753	188	41	980	0.768	753	665	3.3	3.3	15.838	C
3 - Vicarage Road	389	97	336	686	0.567	389	458	1.3	1.3	12.135	B

2022 + 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	High Street Roundabout	Mini-roundabout		1, 2, 3	24.40	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2022 + Dev	PM	FLAT	16:30	18:00	90	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 - Kingfield Road		FLAT	✓	521	100.000
2 - High Street		FLAT	✓	865	100.000
3 - Vicarage Road		FLAT	✓	359	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	2	436	83
	2 - High Street	362	3	500
	3 - Vicarage Road	25	334	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	50	0	2
	2 - High Street	1	0	1
	3 - Vicarage Road	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.67	13.93	2.0	B	521	781
2 - High Street	0.90	36.08	8.4	E	865	1297
3 - Vicarage Road	0.53	11.30	1.1	B	359	539

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	521	130	333	782	0.666	513	377	0.0	1.9	13.057	B
2 - High Street	865	216	84	963	0.898	838	763	0.0	6.7	25.095	D
3 - Vicarage Road	359	90	356	685	0.524	355	566	0.0	1.1	10.772	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	521	130	337	779	0.668	521	388	1.9	2.0	13.892	B
2 - High Street	865	216	85	962	0.899	862	773	6.7	7.6	33.629	D
3 - Vicarage Road	359	90	366	678	0.529	359	581	1.1	1.1	11.255	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	521	130	337	779	0.669	521	388	2.0	2.0	13.917	B
2 - High Street	865	216	85	962	0.899	864	773	7.6	7.9	34.929	D
3 - Vicarage Road	359	90	366	678	0.530	359	582	1.1	1.1	11.283	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	521	130	337	779	0.669	521	389	2.0	2.0	13.926	B
2 - High Street	865	216	85	962	0.899	864	773	7.9	8.1	35.521	E
3 - Vicarage Road	359	90	367	678	0.530	359	583	1.1	1.1	11.291	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	521	130	337	779	0.669	521	389	2.0	2.0	13.929	B
2 - High Street	865	216	85	962	0.899	864	773	8.1	8.3	35.861	E
3 - Vicarage Road	359	90	367	678	0.530	359	583	1.1	1.1	11.294	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	521	130	337	779	0.669	521	389	2.0	2.0	13.931	B
2 - High Street	865	216	85	962	0.899	865	773	8.3	8.4	36.082	E
3 - Vicarage Road	359	90	367	678	0.530	359	583	1.1	1.1	11.298	B

2022 + Dev, Saturday Peak

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	High Street Roundabout	Mini-roundabout		1, 2, 3	10.92	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2022 + Dev	Saturday Peak	FLAT	12:45	14:15	90	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 - Kingfield Road		FLAT	✓	490	100.000
2 - High Street		FLAT	✓	659	100.000
3 - Vicarage Road		FLAT	✓	331	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	2	425	63
	2 - High Street	317	4	338
	3 - Vicarage Road	35	295	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Kingfield Road	2 - High Street	3 - Vicarage Road
From	1 - Kingfield Road	0	0	3
	2 - High Street	0	0	1
	3 - Vicarage Road	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Kingfield Road	0.61	11.42	1.5	B	490	735
2 - High Street	0.67	11.23	2.0	B	659	988
3 - Vicarage Road	0.47	9.55	0.9	A	331	497

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	490	122	297	807	0.607	484	350	0.0	1.5	10.941	B
2 - High Street	659	165	65	980	0.672	651	716	0.0	2.0	10.704	B
3 - Vicarage Road	331	83	319	710	0.466	328	397	0.0	0.9	9.327	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	490	122	300	805	0.608	490	354	1.5	1.5	11.403	B
2 - High Street	659	165	66	979	0.673	659	724	2.0	2.0	11.213	B
3 - Vicarage Road	331	83	323	708	0.468	331	402	0.9	0.9	9.549	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	490	122	300	805	0.608	490	354	1.5	1.5	11.411	B
2 - High Street	659	165	66	979	0.673	659	724	2.0	2.0	11.224	B
3 - Vicarage Road	331	83	323	708	0.468	331	402	0.9	0.9	9.552	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	490	122	300	805	0.608	490	354	1.5	1.5	11.413	B
2 - High Street	659	165	66	979	0.673	659	724	2.0	2.0	11.226	B
3 - Vicarage Road	331	83	323	708	0.468	331	402	0.9	0.9	9.554	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	490	122	300	805	0.608	490	354	1.5	1.5	11.415	B
2 - High Street	659	165	66	979	0.673	659	724	2.0	2.0	11.228	B
3 - Vicarage Road	331	83	323	708	0.468	331	402	0.9	0.9	9.554	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Kingfield Road	490	122	300	805	0.608	490	354	1.5	1.5	11.415	B
2 - High Street	659	165	66	979	0.673	659	724	2.0	2.0	11.231	B
3 - Vicarage Road	331	83	323	708	0.468	331	402	0.9	0.9	9.554	A

APPENDIX M

Junctions 9

ARCADY 9 - Roundabout Module

Filename: A247_Egley Road_Wych Hill Lane Roundabout 190813.j9
Path: X:\Projects\180000\183923A -Egley Road\MODELLING\ARCADY
Report generation date: 13/11/2019 10:13:11

Summary of junction performance

	AM					PM					Saturday Peak				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2019														
1 - Guildford Road	D1	0.9	6.20	0.47	A	D2	1.7	8.64	0.62	A	D3	0.6	4.89	0.37	A
2 - Wych Hill Lane (E)		6.5	23.58	0.87	C		3.6	16.21	0.79	C		1.4	6.72	0.58	A
3 - Egley Road		2.4	10.53	0.71	B		1.2	6.15	0.56	A		0.9	4.75	0.46	A
4 - Wych Hill Lane (W)		1.8	8.63	0.65	A		1.5	6.53	0.60	A		1.1	5.45	0.52	A
	2022														
1 - Guildford Road	D4	1.2	7.25	0.54	A	D5	1.9	9.66	0.66	A	D6	0.6	5.12	0.39	A
2 - Wych Hill Lane (E)		14.7	53.02	0.95	F		4.9	21.33	0.83	C		1.6	7.38	0.61	A
3 - Egley Road		3.6	14.51	0.78	B		1.4	6.68	0.59	A		0.9	5.04	0.48	A
4 - Wych Hill Lane (W)		2.3	10.75	0.70	B		1.7	7.14	0.63	A		1.2	5.87	0.55	A
	2022 + Dev														
1 - Guildford Road	D7	1.3	7.42	0.56	A	D8	2.1	10.14	0.68	B	D9	0.7	5.12	0.40	A
2 - Wych Hill Lane (E)		13.2	49.52	0.94	E		3.3	16.04	0.77	C		1.3	6.85	0.57	A
3 - Egley Road		3.7	14.70	0.79	B		1.5	6.59	0.60	A		1.0	5.05	0.50	A
4 - Wych Hill Lane (W)		2.3	10.42	0.69	B		1.5	6.61	0.60	A		1.1	5.57	0.53	A

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

File summary

File Description

Title	A247 / Egley Road / Wych Hill Lane ARCADY
Location	Woking
Site number	
Date	03/07/2019
Version	
Status	(new file)
Identifier	
Client	Woking Football Club
Jobnumber	
Enumerator	VECTOS\frances.cathcartburn
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	AM	FLAT	07:30	09:00	90	15	✓
D2	2019	PM	FLAT	16:30	18:00	90	15	✓
D3	2019	Saturday Peak	FLAT	12:45	14:15	90	15	✓
D4	2022	AM	FLAT	07:30	09:00	90	15	✓
D5	2022	PM	FLAT	16:30	18:00	90	15	✓
D6	2022	Saturday Peak	FLAT	12:45	14:15	90	15	✓
D7	2022 + Dev	AM	FLAT	07:30	09:00	90	15	✓
D8	2022 + Dev	PM	FLAT	16:30	18:00	90	15	✓
D9	2022 + Dev	Saturday Peak	FLAT	12:45	14:15	90	15	✓

Analysis Set Details

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

2019, 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	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	13.53	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Guildford Road	
2	Wych Hill Lane (E)	
3	Egley Road	
4	Wych Hill Lane (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Guildford Road	4.00	6.40	19.8	9.8	41.6	34.0	
2 - Wych Hill Lane (E)	3.70	5.90	18.7	25.8	41.6	12.0	
3 - Egley Road	4.90	6.80	12.0	17.5	41.6	23.5	
4 - Wych Hill Lane (W)	3.20	6.90	28.5	25.4	41.6	13.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Guildford Road	0.603	1624
2 - Wych Hill Lane (E)	0.665	1723
3 - Egley Road	0.681	1896
4 - Wych Hill Lane (W)	0.694	1881

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019	AM	FLAT	07:30	09:00	90	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 - Guildford Road		FLAT	✓	522	100.000
2 - Wych Hill Lane (E)		FLAT	✓	1010	100.000
3 - Egley Road		FLAT	✓	825	100.000
4 - Wych Hill Lane (W)		FLAT	✓	758	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	9	433	80
	2 - Wych Hill Lane (E)	304	1	82	623
	3 - Egley Road	564	97	0	164
	4 - Wych Hill Lane (W)	59	406	292	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	11	3	1
	2 - Wych Hill Lane (E)	3	0	1	0
	3 - Egley Road	2	2	0	7
	4 - Wych Hill Lane (W)	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.47	6.20	0.9	A	522	783
2 - Wych Hill Lane (E)	0.87	23.58	6.5	C	1010	1515
3 - Egley Road	0.71	10.53	2.4	B	825	1237
4 - Wych Hill Lane (W)	0.65	8.63	1.8	A	758	1137

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	522	131	790	1107	0.472	518	914	0.0	0.9	6.080	A
2 - Wych Hill Lane (E)	1010	253	800	1165	0.867	988	508	0.0	5.6	18.449	C
3 - Egley Road	825	206	988	1181	0.699	816	800	0.0	2.2	9.654	A
4 - Wych Hill Lane (W)	758	190	952	1185	0.640	751	852	0.0	1.7	8.179	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	522	131	797	1103	0.473	522	926	0.9	0.9	6.198	A
2 - Wych Hill Lane (E)	1010	253	806	1161	0.870	1008	513	5.6	6.1	22.829	C
3 - Egley Road	825	206	1007	1168	0.706	825	807	2.2	2.3	10.463	B
4 - Wych Hill Lane (W)	758	190	965	1176	0.645	758	867	1.7	1.8	8.608	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	522	131	797	1103	0.473	522	927	0.9	0.9	6.199	A
2 - Wych Hill Lane (E)	1010	253	806	1161	0.870	1009	513	6.1	6.3	23.269	C
3 - Egley Road	825	206	1008	1167	0.707	825	807	2.3	2.4	10.510	B
4 - Wych Hill Lane (W)	758	190	966	1175	0.645	758	868	1.8	1.8	8.624	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	522	131	797	1103	0.473	522	927	0.9	0.9	6.199	A
2 - Wych Hill Lane (E)	1010	253	806	1161	0.870	1010	513	6.3	6.4	23.436	C
3 - Egley Road	825	206	1009	1167	0.707	825	807	2.4	2.4	10.523	B
4 - Wych Hill Lane (W)	758	190	966	1175	0.645	758	868	1.8	1.8	8.630	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	522	131	797	1103	0.473	522	927	0.9	0.9	6.199	A
2 - Wych Hill Lane (E)	1010	253	806	1161	0.870	1010	513	6.4	6.4	23.525	C
3 - Egley Road	825	206	1009	1167	0.707	825	807	2.4	2.4	10.527	B
4 - Wych Hill Lane (W)	758	190	966	1175	0.645	758	868	1.8	1.8	8.631	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	522	131	797	1103	0.473	522	927	0.9	0.9	6.199	A
2 - Wych Hill Lane (E)	1010	253	806	1161	0.870	1010	513	6.4	6.5	23.578	C
3 - Egley Road	825	206	1009	1167	0.707	825	807	2.4	2.4	10.531	B
4 - Wych Hill Lane (W)	758	190	966	1175	0.645	758	868	1.8	1.8	8.631	A

2019, 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	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	9.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019	PM	FLAT	16:30	18:00	90	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 - Guildford Road		FLAT	✓	694	100.000
2 - Wych Hill Lane (E)		FLAT	✓	814	100.000
3 - Egley Road		FLAT	✓	734	100.000
4 - Wych Hill Lane (W)		FLAT	✓	814	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	2	16	602	74
	2 - Wych Hill Lane (E)	258	1	78	477
	3 - Egley Road	380	73	0	281
	4 - Wych Hill Lane (W)	63	419	331	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	1
	2 - Wych Hill Lane (E)	2	0	1	0
	3 - Egley Road	1	1	0	2
	4 - Wych Hill Lane (W)	2	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.62	8.64	1.7	A	694	1041
2 - Wych Hill Lane (E)	0.79	16.21	3.6	C	814	1221
3 - Egley Road	0.56	6.15	1.2	A	734	1101
4 - Wych Hill Lane (W)	0.60	6.53	1.5	A	814	1221

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	694	174	819	1114	0.623	688	696	0.0	1.6	8.320	A
2 - Wych Hill Lane (E)	814	203	1001	1041	0.782	801	505	0.0	3.3	14.266	B
3 - Egley Road	734	183	800	1328	0.553	729	1002	0.0	1.2	5.963	A
4 - Wych Hill Lane (W)	814	204	707	1370	0.594	808	823	0.0	1.4	6.341	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	694	174	825	1111	0.625	694	703	1.6	1.6	8.632	A
2 - Wych Hill Lane (E)	814	203	1010	1036	0.786	813	509	3.3	3.5	16.068	C
3 - Egley Road	734	183	812	1320	0.556	734	1011	1.2	1.2	6.140	A
4 - Wych Hill Lane (W)	814	204	714	1365	0.596	814	833	1.4	1.5	6.524	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	694	174	825	1111	0.625	694	703	1.6	1.7	8.638	A
2 - Wych Hill Lane (E)	814	203	1010	1036	0.786	814	509	3.5	3.6	16.163	C
3 - Egley Road	734	183	813	1320	0.556	734	1011	1.2	1.2	6.145	A
4 - Wych Hill Lane (W)	814	204	714	1365	0.596	814	833	1.5	1.5	6.528	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	694	174	825	1111	0.625	694	703	1.7	1.7	8.640	A
2 - Wych Hill Lane (E)	814	203	1010	1036	0.786	814	509	3.6	3.6	16.193	C
3 - Egley Road	734	183	813	1320	0.556	734	1011	1.2	1.2	6.146	A
4 - Wych Hill Lane (W)	814	204	714	1365	0.596	814	833	1.5	1.5	6.529	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	694	174	825	1111	0.625	694	703	1.7	1.7	8.640	A
2 - Wych Hill Lane (E)	814	203	1010	1036	0.786	814	509	3.6	3.6	16.206	C
3 - Egley Road	734	183	813	1320	0.556	734	1011	1.2	1.2	6.146	A
4 - Wych Hill Lane (W)	814	204	714	1365	0.596	814	833	1.5	1.5	6.529	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	694	174	825	1111	0.625	694	703	1.7	1.7	8.641	A
2 - Wych Hill Lane (E)	814	203	1010	1036	0.786	814	509	3.6	3.6	16.214	C
3 - Egley Road	734	183	813	1320	0.556	734	1011	1.2	1.2	6.146	A
4 - Wych Hill Lane (W)	814	204	714	1365	0.596	814	833	1.5	1.5	6.529	A

2019, Saturday Peak

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	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	5.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2019	Saturday Peak	FLAT	12:45	14:15	90	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 - Guildford Road		FLAT	✓	430	100.000
2 - Wych Hill Lane (E)		FLAT	✓	737	100.000
3 - Egley Road		FLAT	✓	648	100.000
4 - Wych Hill Lane (W)		FLAT	✓	716	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	5	9	365	51
	2 - Wych Hill Lane (E)	267	1	91	378
	3 - Egley Road	370	60	2	216
	4 - Wych Hill Lane (W)	44	435	236	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	0	0	2
	4 - Wych Hill Lane (W)	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.37	4.89	0.6	A	430	645
2 - Wych Hill Lane (E)	0.58	6.72	1.4	A	737	1106
3 - Egley Road	0.46	4.75	0.9	A	648	972
4 - Wych Hill Lane (W)	0.52	5.45	1.1	A	716	1074

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	430	107	731	1169	0.368	428	682	0.0	0.6	4.845	A
2 - Wych Hill Lane (E)	737	184	656	1275	0.578	732	502	0.0	1.3	6.557	A
3 - Egley Road	648	162	698	1409	0.460	645	690	0.0	0.8	4.689	A
4 - Wych Hill Lane (W)	716	179	701	1379	0.519	712	642	0.0	1.1	5.362	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	430	107	735	1166	0.369	430	686	0.6	0.6	4.891	A
2 - Wych Hill Lane (E)	737	184	660	1273	0.579	737	505	1.3	1.4	6.713	A
3 - Egley Road	648	162	703	1406	0.461	648	694	0.8	0.9	4.751	A
4 - Wych Hill Lane (W)	716	179	705	1376	0.520	716	646	1.1	1.1	5.453	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	430	107	735	1166	0.369	430	686	0.6	0.6	4.891	A
2 - Wych Hill Lane (E)	737	184	660	1273	0.579	737	505	1.4	1.4	6.716	A
3 - Egley Road	648	162	703	1406	0.461	648	694	0.9	0.9	4.751	A
4 - Wych Hill Lane (W)	716	179	705	1376	0.520	716	646	1.1	1.1	5.453	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	430	107	735	1166	0.369	430	686	0.6	0.6	4.891	A
2 - Wych Hill Lane (E)	737	184	660	1273	0.579	737	505	1.4	1.4	6.716	A
3 - Egley Road	648	162	703	1406	0.461	648	694	0.9	0.9	4.751	A
4 - Wych Hill Lane (W)	716	179	705	1376	0.520	716	646	1.1	1.1	5.453	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	430	107	735	1166	0.369	430	686	0.6	0.6	4.891	A
2 - Wych Hill Lane (E)	737	184	660	1273	0.579	737	505	1.4	1.4	6.716	A
3 - Egley Road	648	162	703	1406	0.461	648	694	0.9	0.9	4.751	A
4 - Wych Hill Lane (W)	716	179	705	1376	0.520	716	646	1.1	1.1	5.453	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	430	107	735	1166	0.369	430	686	0.6	0.6	4.891	A
2 - Wych Hill Lane (E)	737	184	660	1273	0.579	737	505	1.4	1.4	6.716	A
3 - Egley Road	648	162	703	1406	0.461	648	694	0.9	0.9	4.751	A
4 - Wych Hill Lane (W)	716	179	705	1376	0.520	716	646	1.1	1.1	5.453	A

2022, 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	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	24.34	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2022	AM	FLAT	07:30	09:00	90	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 - Guildford Road		FLAT	✓	586	100.000
2 - Wych Hill Lane (E)		FLAT	✓	1046	100.000
3 - Egley Road		FLAT	✓	896	100.000
4 - Wych Hill Lane (W)		FLAT	✓	791	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	9	494	83
	2 - Wych Hill Lane (E)	315	1	85	645
	3 - Egley Road	621	100	0	175
	4 - Wych Hill Lane (W)	61	420	309	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	11	3	1
	2 - Wych Hill Lane (E)	3	0	1	0
	3 - Egley Road	2	2	0	7
	4 - Wych Hill Lane (W)	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.54	7.25	1.2	A	586	879
2 - Wych Hill Lane (E)	0.95	53.02	14.7	F	1046	1569
3 - Egley Road	0.78	14.51	3.6	B	896	1344
4 - Wych Hill Lane (W)	0.70	10.75	2.3	B	791	1186

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	586	146	822	1088	0.539	581	976	0.0	1.1	7.047	A
2 - Wych Hill Lane (E)	1046	261	879	1112	0.941	1007	524	0.0	9.7	28.243	D
3 - Egley Road	896	224	1009	1167	0.768	884	878	0.0	3.1	12.222	B
4 - Wych Hill Lane (W)	791	198	1015	1140	0.694	782	877	0.0	2.2	9.826	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	586	146	830	1082	0.541	586	993	1.1	1.2	7.247	A
2 - Wych Hill Lane (E)	1046	261	887	1106	0.945	1037	530	9.7	11.9	43.629	E
3 - Egley Road	896	224	1037	1148	0.780	895	887	3.1	3.4	14.102	B
4 - Wych Hill Lane (W)	791	198	1033	1128	0.701	791	898	2.2	2.3	10.650	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	586	146	831	1082	0.541	586	995	1.2	1.2	7.253	A
2 - Wych Hill Lane (E)	1046	261	887	1106	0.945	1041	530	11.9	13.1	47.984	E
3 - Egley Road	896	224	1041	1146	0.782	896	888	3.4	3.5	14.343	B
4 - Wych Hill Lane (W)	791	198	1035	1126	0.702	791	901	2.3	2.3	10.716	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	586	146	831	1082	0.542	586	996	1.2	1.2	7.254	A
2 - Wych Hill Lane (E)	1046	261	887	1106	0.945	1043	530	13.1	13.8	50.372	F
3 - Egley Road	896	224	1042	1145	0.783	896	888	3.5	3.5	14.433	B
4 - Wych Hill Lane (W)	791	198	1036	1126	0.702	791	902	2.3	2.3	10.737	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	586	146	831	1082	0.542	586	996	1.2	1.2	7.254	A
2 - Wych Hill Lane (E)	1046	261	887	1106	0.945	1044	530	13.8	14.3	51.921	F
3 - Egley Road	896	224	1043	1144	0.783	896	888	3.5	3.5	14.479	B
4 - Wych Hill Lane (W)	791	198	1036	1126	0.703	791	903	2.3	2.3	10.746	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	586	146	831	1082	0.542	586	996	1.2	1.2	7.255	A
2 - Wych Hill Lane (E)	1046	261	887	1106	0.945	1044	530	14.3	14.7	53.015	F
3 - Egley Road	896	224	1044	1144	0.783	896	888	3.5	3.6	14.507	B
4 - Wych Hill Lane (W)	791	198	1036	1126	0.703	791	903	2.3	2.3	10.753	B

2022, 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	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	11.37	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2022	PM	FLAT	16:30	18:00	90	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 - Guildford Road		FLAT	✓	720	100.000
2 - Wych Hill Lane (E)		FLAT	✓	843	100.000
3 - Egley Road		FLAT	✓	761	100.000
4 - Wych Hill Lane (W)		FLAT	✓	843	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	2	17	624	77
	2 - Wych Hill Lane (E)	267	1	81	494
	3 - Egley Road	394	76	0	291
	4 - Wych Hill Lane (W)	65	434	343	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	1
	2 - Wych Hill Lane (E)	2	0	1	0
	3 - Egley Road	1	1	0	2
	4 - Wych Hill Lane (W)	2	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.66	9.66	1.9	A	720	1080
2 - Wych Hill Lane (E)	0.83	21.33	4.9	C	843	1264
3 - Egley Road	0.59	6.68	1.4	A	761	1142
4 - Wych Hill Lane (W)	0.63	7.14	1.7	A	843	1264

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	720	180	848	1096	0.657	713	719	0.0	1.9	9.210	A
2 - Wych Hill Lane (E)	843	211	1037	1017	0.829	826	524	0.0	4.3	17.479	C
3 - Egley Road	761	190	826	1311	0.580	756	1037	0.0	1.4	6.421	A
4 - Wych Hill Lane (W)	843	211	731	1353	0.623	837	850	0.0	1.6	6.882	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	720	180	855	1093	0.659	720	727	1.9	1.9	9.649	A
2 - Wych Hill Lane (E)	843	211	1047	1011	0.834	842	528	4.3	4.7	20.879	C
3 - Egley Road	761	190	841	1301	0.585	761	1048	1.4	1.4	6.665	A
4 - Wych Hill Lane (W)	843	211	739	1348	0.626	843	862	1.6	1.6	7.128	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	720	180	855	1092	0.659	720	728	1.9	1.9	9.658	A
2 - Wych Hill Lane (E)	843	211	1047	1011	0.834	843	528	4.7	4.8	21.162	C
3 - Egley Road	761	190	842	1300	0.585	761	1048	1.4	1.4	6.675	A
4 - Wych Hill Lane (W)	843	211	740	1347	0.626	843	863	1.6	1.7	7.138	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	720	180	855	1092	0.659	720	728	1.9	1.9	9.660	A
2 - Wych Hill Lane (E)	843	211	1047	1011	0.834	843	528	4.8	4.8	21.257	C
3 - Egley Road	761	190	842	1300	0.585	761	1048	1.4	1.4	6.677	A
4 - Wych Hill Lane (W)	843	211	740	1347	0.626	843	863	1.7	1.7	7.138	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	720	180	855	1092	0.659	720	728	1.9	1.9	9.662	A
2 - Wych Hill Lane (E)	843	211	1047	1011	0.834	843	528	4.8	4.9	21.309	C
3 - Egley Road	761	190	842	1300	0.585	761	1048	1.4	1.4	6.677	A
4 - Wych Hill Lane (W)	843	211	740	1347	0.626	843	863	1.7	1.7	7.139	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	720	180	855	1092	0.659	720	728	1.9	1.9	9.662	A
2 - Wych Hill Lane (E)	843	211	1047	1011	0.834	843	528	4.9	4.9	21.334	C
3 - Egley Road	761	190	842	1300	0.585	761	1048	1.4	1.4	6.678	A
4 - Wych Hill Lane (W)	843	211	740	1347	0.626	843	863	1.7	1.7	7.139	A

2022, Saturday Peak

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	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	5.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2022	Saturday Peak	FLAT	12:45	14:15	90	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 - Guildford Road		FLAT	✓	446	100.000
2 - Wych Hill Lane (E)		FLAT	✓	764	100.000
3 - Egley Road		FLAT	✓	672	100.000
4 - Wych Hill Lane (W)		FLAT	✓	743	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	5	9	379	53
	2 - Wych Hill Lane (E)	277	1	94	392
	3 - Egley Road	384	62	2	224
	4 - Wych Hill Lane (W)	46	451	245	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	0
	2 - Wych Hill Lane (E)	2	0	0	0
	3 - Egley Road	0	0	0	2
	4 - Wych Hill Lane (W)	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.39	5.12	0.6	A	446	669
2 - Wych Hill Lane (E)	0.61	7.38	1.6	A	764	1146
3 - Egley Road	0.48	5.04	0.9	A	672	1008
4 - Wych Hill Lane (W)	0.55	5.87	1.2	A	743	1115

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	446	111	757	1153	0.387	443	707	0.0	0.6	5.061	A
2 - Wych Hill Lane (E)	764	191	681	1254	0.609	758	520	0.0	1.5	7.167	A
3 - Egley Road	672	168	723	1390	0.483	668	716	0.0	0.9	4.964	A
4 - Wych Hill Lane (W)	743	186	726	1359	0.547	738	665	0.0	1.2	5.752	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	446	111	762	1150	0.388	446	712	0.6	0.6	5.115	A
2 - Wych Hill Lane (E)	764	191	685	1252	0.610	764	523	1.5	1.5	7.379	A
3 - Egley Road	672	168	729	1386	0.485	672	720	0.9	0.9	5.040	A
4 - Wych Hill Lane (W)	743	186	731	1356	0.548	743	670	1.2	1.2	5.870	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	446	111	762	1150	0.388	446	712	0.6	0.6	5.115	A
2 - Wych Hill Lane (E)	764	191	685	1252	0.610	764	523	1.5	1.6	7.382	A
3 - Egley Road	672	168	729	1386	0.485	672	720	0.9	0.9	5.041	A
4 - Wych Hill Lane (W)	743	186	731	1356	0.548	743	670	1.2	1.2	5.870	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	446	111	762	1150	0.388	446	712	0.6	0.6	5.115	A
2 - Wych Hill Lane (E)	764	191	685	1252	0.610	764	523	1.6	1.6	7.382	A
3 - Egley Road	672	168	729	1386	0.485	672	720	0.9	0.9	5.041	A
4 - Wych Hill Lane (W)	743	186	731	1356	0.548	743	670	1.2	1.2	5.870	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	446	111	762	1150	0.388	446	712	0.6	0.6	5.115	A
2 - Wych Hill Lane (E)	764	191	685	1252	0.610	764	523	1.6	1.6	7.382	A
3 - Egley Road	672	168	729	1386	0.485	672	720	0.9	0.9	5.041	A
4 - Wych Hill Lane (W)	743	186	731	1356	0.548	743	670	1.2	1.2	5.870	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	446	111	762	1150	0.388	446	712	0.6	0.6	5.115	A
2 - Wych Hill Lane (E)	764	191	685	1252	0.610	764	523	1.6	1.6	7.382	A
3 - Egley Road	672	168	729	1386	0.485	672	720	0.9	0.9	5.041	A
4 - Wych Hill Lane (W)	743	186	731	1356	0.548	743	670	1.2	1.2	5.870	A

2022 + 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	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	22.79	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2022 + Dev	AM	FLAT	07:30	09:00	90	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 - Guildford Road		FLAT	✓	612	100.000
2 - Wych Hill Lane (E)		FLAT	✓	1006	100.000
3 - Egley Road		FLAT	✓	928	100.000
4 - Wych Hill Lane (W)		FLAT	✓	785	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	529	83
	2 - Wych Hill Lane (E)	294	1	85	626
	3 - Egley Road	640	101	0	187
	4 - Wych Hill Lane (W)	61	390	333	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	11	2	1
	2 - Wych Hill Lane (E)	3	0	1	0
	3 - Egley Road	2	2	0	6
	4 - Wych Hill Lane (W)	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.56	7.42	1.3	A	612	918
2 - Wych Hill Lane (E)	0.94	49.52	13.2	E	1006	1509
3 - Egley Road	0.79	14.70	3.7	B	928	1392
4 - Wych Hill Lane (W)	0.69	10.42	2.3	B	785	1178

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	612	153	817	1103	0.555	607	975	0.0	1.2	7.194	A
2 - Wych Hill Lane (E)	1006	252	938	1078	0.933	970	486	0.0	9.0	27.653	D
3 - Egley Road	928	232	971	1194	0.777	915	936	0.0	3.3	12.376	B
4 - Wych Hill Lane (W)	785	196	1015	1145	0.686	777	871	0.0	2.1	9.570	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	612	153	826	1097	0.558	612	992	1.2	1.2	7.411	A
2 - Wych Hill Lane (E)	1006	252	946	1072	0.938	998	492	9.0	11.0	41.803	E
3 - Egley Road	928	232	998	1176	0.789	927	946	3.3	3.6	14.313	B
4 - Wych Hill Lane (W)	785	196	1033	1132	0.693	785	892	2.1	2.2	10.331	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	612	153	826	1097	0.558	612	994	1.2	1.3	7.417	A
2 - Wych Hill Lane (E)	1006	252	946	1072	0.938	1002	492	11.0	11.9	45.503	E
3 - Egley Road	928	232	1001	1174	0.791	928	947	3.6	3.7	14.550	B
4 - Wych Hill Lane (W)	785	196	1035	1131	0.694	785	894	2.2	2.2	10.388	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	612	153	826	1097	0.558	612	994	1.3	1.3	7.418	A
2 - Wych Hill Lane (E)	1006	252	946	1072	0.938	1004	492	11.9	12.5	47.447	E
3 - Egley Road	928	232	1003	1173	0.791	928	947	3.7	3.7	14.637	B
4 - Wych Hill Lane (W)	785	196	1035	1131	0.694	785	895	2.2	2.2	10.405	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	612	153	826	1097	0.558	612	994	1.3	1.3	7.418	A
2 - Wych Hill Lane (E)	1006	252	946	1072	0.938	1004	492	12.5	12.9	48.670	E
3 - Egley Road	928	232	1003	1173	0.791	928	947	3.7	3.7	14.680	B
4 - Wych Hill Lane (W)	785	196	1035	1130	0.694	785	896	2.2	2.3	10.413	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	612	153	826	1097	0.558	612	995	1.3	1.3	7.419	A
2 - Wych Hill Lane (E)	1006	252	946	1072	0.938	1005	492	12.9	13.2	49.517	E
3 - Egley Road	928	232	1004	1172	0.792	928	947	3.7	3.7	14.705	B
4 - Wych Hill Lane (W)	785	196	1036	1130	0.694	785	896	2.3	2.3	10.418	B

2022 + 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	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	9.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2022 + Dev	PM	FLAT	16:30	18:00	90	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 - Guildford Road		FLAT	✓	756	100.000
2 - Wych Hill Lane (E)		FLAT	✓	738	100.000
3 - Egley Road		FLAT	✓	825	100.000
4 - Wych Hill Lane (W)		FLAT	✓	815	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	2	6	671	77
	2 - Wych Hill Lane (E)	219	1	81	437
	3 - Egley Road	432	76	0	317
	4 - Wych Hill Lane (W)	65	376	373	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	1
	2 - Wych Hill Lane (E)	2	0	1	0
	3 - Egley Road	1	1	0	2
	4 - Wych Hill Lane (W)	2	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.68	10.14	2.1	B	756	1134
2 - Wych Hill Lane (E)	0.77	16.04	3.3	C	738	1107
3 - Egley Road	0.60	6.59	1.5	A	825	1238
4 - Wych Hill Lane (W)	0.60	6.61	1.5	A	815	1223

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	756	189	821	1114	0.678	748	711	0.0	2.0	9.618	A
2 - Wych Hill Lane (E)	738	185	1113	969	0.761	726	456	0.0	3.0	14.185	B
3 - Egley Road	825	206	726	1379	0.598	819	1114	0.0	1.5	6.366	A
4 - Wych Hill Lane (W)	815	204	723	1364	0.597	809	822	0.0	1.5	6.421	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	756	189	827	1111	0.680	756	718	2.0	2.1	10.123	B
2 - Wych Hill Lane (E)	738	185	1124	962	0.767	737	459	3.0	3.2	15.906	C
3 - Egley Road	825	206	736	1372	0.602	825	1125	1.5	1.5	6.583	A
4 - Wych Hill Lane (W)	815	204	730	1359	0.600	815	832	1.5	1.5	6.610	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	756	189	827	1111	0.681	756	718	2.1	2.1	10.134	B
2 - Wych Hill Lane (E)	738	185	1124	962	0.767	738	459	3.2	3.2	15.995	C
3 - Egley Road	825	206	737	1371	0.602	825	1125	1.5	1.5	6.589	A
4 - Wych Hill Lane (W)	815	204	730	1359	0.600	815	832	1.5	1.5	6.614	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	756	189	827	1111	0.681	756	718	2.1	2.1	10.138	B
2 - Wych Hill Lane (E)	738	185	1124	962	0.767	738	459	3.2	3.2	16.022	C
3 - Egley Road	825	206	737	1371	0.602	825	1125	1.5	1.5	6.590	A
4 - Wych Hill Lane (W)	815	204	730	1359	0.600	815	832	1.5	1.5	6.614	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	756	189	827	1111	0.681	756	718	2.1	2.1	10.139	B
2 - Wych Hill Lane (E)	738	185	1124	962	0.767	738	459	3.2	3.2	16.034	C
3 - Egley Road	825	206	737	1371	0.602	825	1125	1.5	1.5	6.590	A
4 - Wych Hill Lane (W)	815	204	730	1359	0.600	815	832	1.5	1.5	6.614	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	756	189	827	1111	0.681	756	718	2.1	2.1	10.141	B
2 - Wych Hill Lane (E)	738	185	1124	962	0.767	738	459	3.2	3.3	16.042	C
3 - Egley Road	825	206	737	1371	0.602	825	1125	1.5	1.5	6.590	A
4 - Wych Hill Lane (W)	815	204	730	1359	0.600	815	832	1.5	1.5	6.614	A

2022 + Dev, Saturday Peak

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	Turnoak Roundabout	Standard Roundabout		1, 2, 3, 4	5.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2022 + Dev	Saturday Peak	FLAT	12:45	14:15	90	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 - Guildford Road		FLAT	✓	462	100.000
2 - Wych Hill Lane (E)		FLAT	✓	708	100.000
3 - Egley Road		FLAT	✓	713	100.000
4 - Wych Hill Lane (W)		FLAT	✓	719	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	5	3	401	53
	2 - Wych Hill Lane (E)	248	1	94	365
	3 - Egley Road	409	62	2	240
	4 - Wych Hill Lane (W)	46	413	259	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Guildford Road	2 - Wych Hill Lane (E)	3 - Egley Road	4 - Wych Hill Lane (W)
From	1 - Guildford Road	0	0	1	0
	2 - Wych Hill Lane (E)	1	0	0	0
	3 - Egley Road	0	0	0	2
	4 - Wych Hill Lane (W)	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Guildford Road	0.40	5.12	0.7	A	462	693
2 - Wych Hill Lane (E)	0.57	6.85	1.3	A	708	1062
3 - Egley Road	0.50	5.05	1.0	A	713	1070
4 - Wych Hill Lane (W)	0.53	5.57	1.1	A	719	1079

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	462	115	734	1168	0.396	459	704	0.0	0.6	5.064	A
2 - Wych Hill Lane (E)	708	177	717	1236	0.573	703	476	0.0	1.3	6.680	A
3 - Egley Road	713	178	668	1429	0.499	709	751	0.0	1.0	4.972	A
4 - Wych Hill Lane (W)	719	180	723	1368	0.526	715	655	0.0	1.1	5.477	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	462	115	738	1165	0.397	462	708	0.6	0.7	5.119	A
2 - Wych Hill Lane (E)	708	177	721	1234	0.574	708	479	1.3	1.3	6.844	A
3 - Egley Road	713	178	673	1426	0.500	713	756	1.0	1.0	5.048	A
4 - Wych Hill Lane (W)	719	180	727	1365	0.527	719	659	1.1	1.1	5.575	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	462	115	738	1165	0.397	462	708	0.7	0.7	5.119	A
2 - Wych Hill Lane (E)	708	177	721	1234	0.574	708	479	1.3	1.3	6.847	A
3 - Egley Road	713	178	673	1426	0.500	713	756	1.0	1.0	5.048	A
4 - Wych Hill Lane (W)	719	180	727	1365	0.527	719	659	1.1	1.1	5.575	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	462	115	738	1165	0.397	462	708	0.7	0.7	5.119	A
2 - Wych Hill Lane (E)	708	177	721	1234	0.574	708	479	1.3	1.3	6.847	A
3 - Egley Road	713	178	673	1426	0.500	713	756	1.0	1.0	5.048	A
4 - Wych Hill Lane (W)	719	180	727	1365	0.527	719	659	1.1	1.1	5.575	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	462	115	738	1165	0.397	462	708	0.7	0.7	5.119	A
2 - Wych Hill Lane (E)	708	177	721	1234	0.574	708	479	1.3	1.3	6.847	A
3 - Egley Road	713	178	673	1426	0.500	713	756	1.0	1.0	5.048	A
4 - Wych Hill Lane (W)	719	180	727	1365	0.527	719	659	1.1	1.1	5.575	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road	462	115	738	1165	0.397	462	708	0.7	0.7	5.119	A
2 - Wych Hill Lane (E)	708	177	721	1234	0.574	708	479	1.3	1.3	6.847	A
3 - Egley Road	713	178	673	1426	0.500	713	756	1.0	1.0	5.048	A
4 - Wych Hill Lane (W)	719	180	727	1365	0.527	719	659	1.1	1.1	5.575	A