

Results of the traffic operations analysis at the intersection of Guildford Way and loco Road

AM Peak Hour:

| Turning Movements | Level of Service | | Delay in Seconds | | V/C Ratio | | Queue (in metre) | |
|--------------------|--------------------|-----------------------|--------------------|-----------------------|--------------------|-----------------------|--------------------|-----------------------|
| | Existing Condition | With Proposed Changes | Existing Condition | With Proposed Changes | Existing Condition | With Proposed Changes | Existing Condition | With Proposed Changes |
| Eastbound Left | D | D | 50 | 51 | 0.80 | 0.43 | 47 | 36 |
| Eastbound Through | D | C | 43 | 30 | 0.30 | 0.55 | 27 | 36 |
| Eastbound Right | A | | 9 | | 0.43 | | 16 | |
| Westbound Left | E | F | 59 | 81 | 0.92 | 0.94 | 91 | 162 |
| Westbound Through | D | C | 47 | 44 | 0.67 | 0.56 | 64 | 75 |
| Westbound Right | A | | 1 | | 0.03 | | - | |
| Northbound Left | B | F | 19 | 82 | 0.34 | 0.67 | 23 | 58 |
| Northbound Through | C | C | 20 | 30 | 0.25 | 0.30 | 56 | 68 |
| Northbound Right | A | A | 2 | 3 | 0.10 | 0.12 | 4 | 6 |
| Southbound Left | B | E | 17 | 66 | 0.03 | 0.20 | 7 | 12 |
| Southbound Through | C | D | 30 | 45 | 0.60 | 0.76 | 129 | 176 |
| Southbound Right | B | C | 12 | 30 | 0.60 | 0.69 | 72 | 126 |

PM Peak Hour:

| Turning Movements | Level of Service | | Delay in Seconds | | V/C Ratio | | Queue (in metre) | |
|--------------------|--------------------|-----------------------|--------------------|-----------------------|--------------------|-----------------------|--------------------|-----------------------|
| | Existing Condition | With Proposed Changes | Existing Condition | With Proposed Changes | Existing Condition | With Proposed Changes | Existing Condition | With Proposed Changes |
| Eastbound Left | E | E | 79 | 63 | 1.04 | 0.85 | 153 | 95 |
| Eastbound Through | D | D | 45 | 52 | 0.68 | 0.83 | 74 | 112 |
| Eastbound Right | A | | 7 | | 0.38 | | 16 | |
| Westbound Left | C | E | 33 | 76 | 0.67 | 0.82 | 44 | 91 |
| Westbound Through | D | D | 44 | 40 | 0.34 | 0.29 | 28 | 34 |
| Westbound Right | A | | 1 | | 0.10 | | - | |
| Northbound Left | C | E | 27 | 79 | 0.46 | 0.73 | 39 | 62 |
| Northbound Through | C | D | 32 | 39 | 0.52 | 0.58 | 107 | 115 |
| Northbound Right | A | A | 6 | 7 | 0.19 | 0.20 | 13 | 15 |
| Southbound Left | C | E | 22 | 70 | 0.16 | 0.40 | 14 | 24 |
| Southbound Through | C | D | 35 | 46 | 0.57 | 0.68 | 103 | 118 |
| Southbound Right | A | C | 7 | 21 | 0.43 | 0.39 | 21 | 63 |