

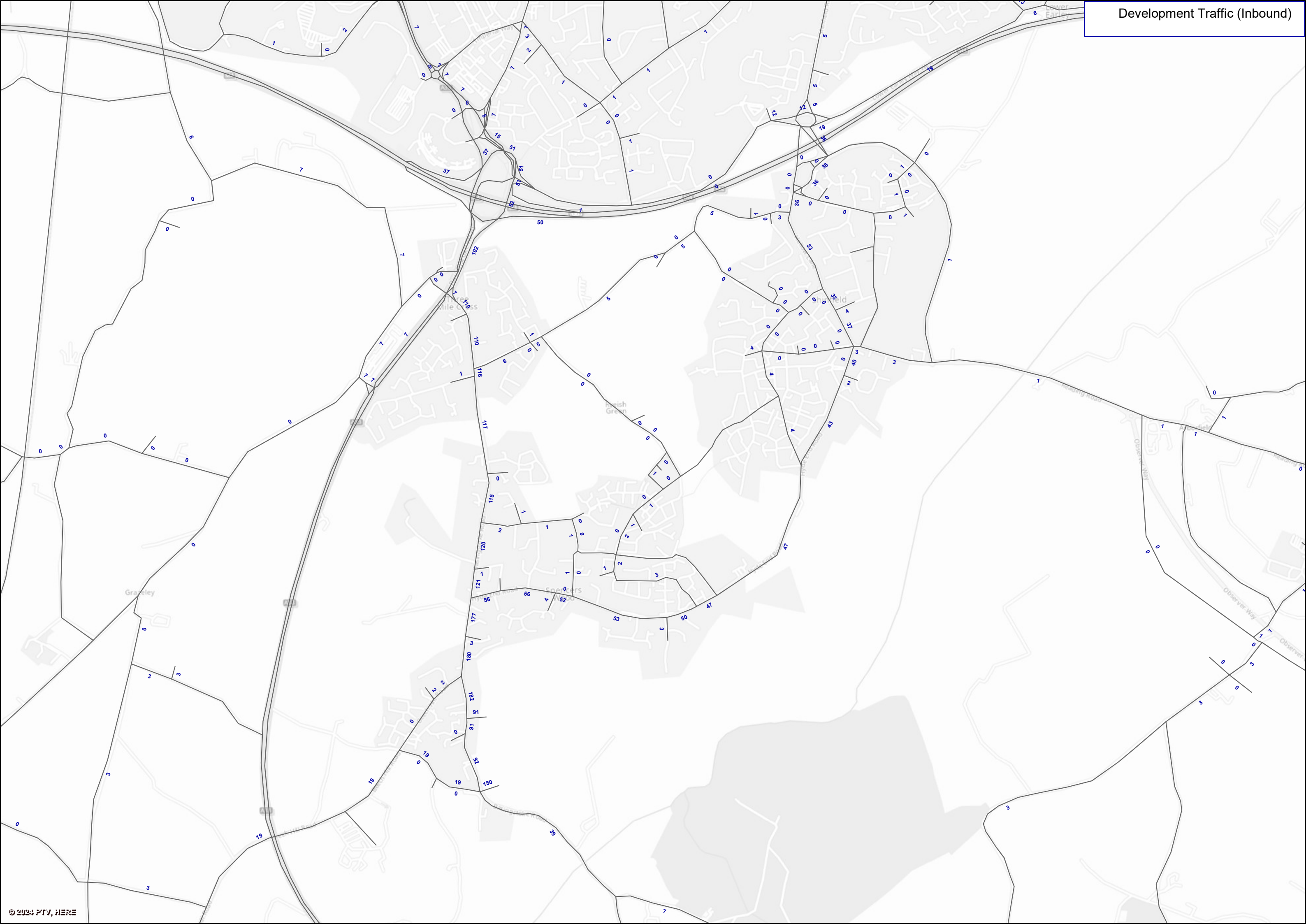
T23591

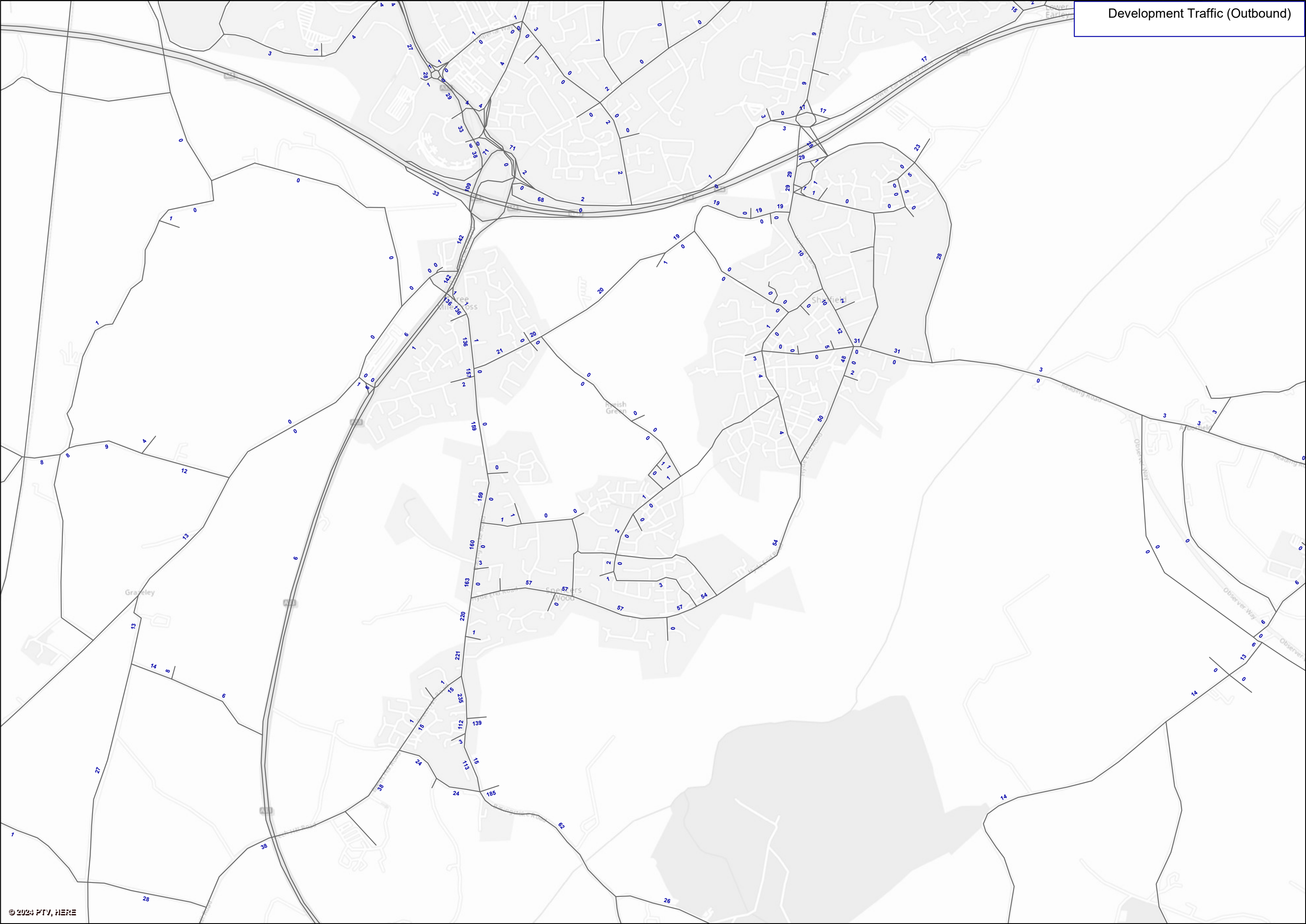
Land off Basingstoke Road, Spencers Wood



Appendix K

Appendix K1 2032 AM Peak Inbound and Outbound Development Flows





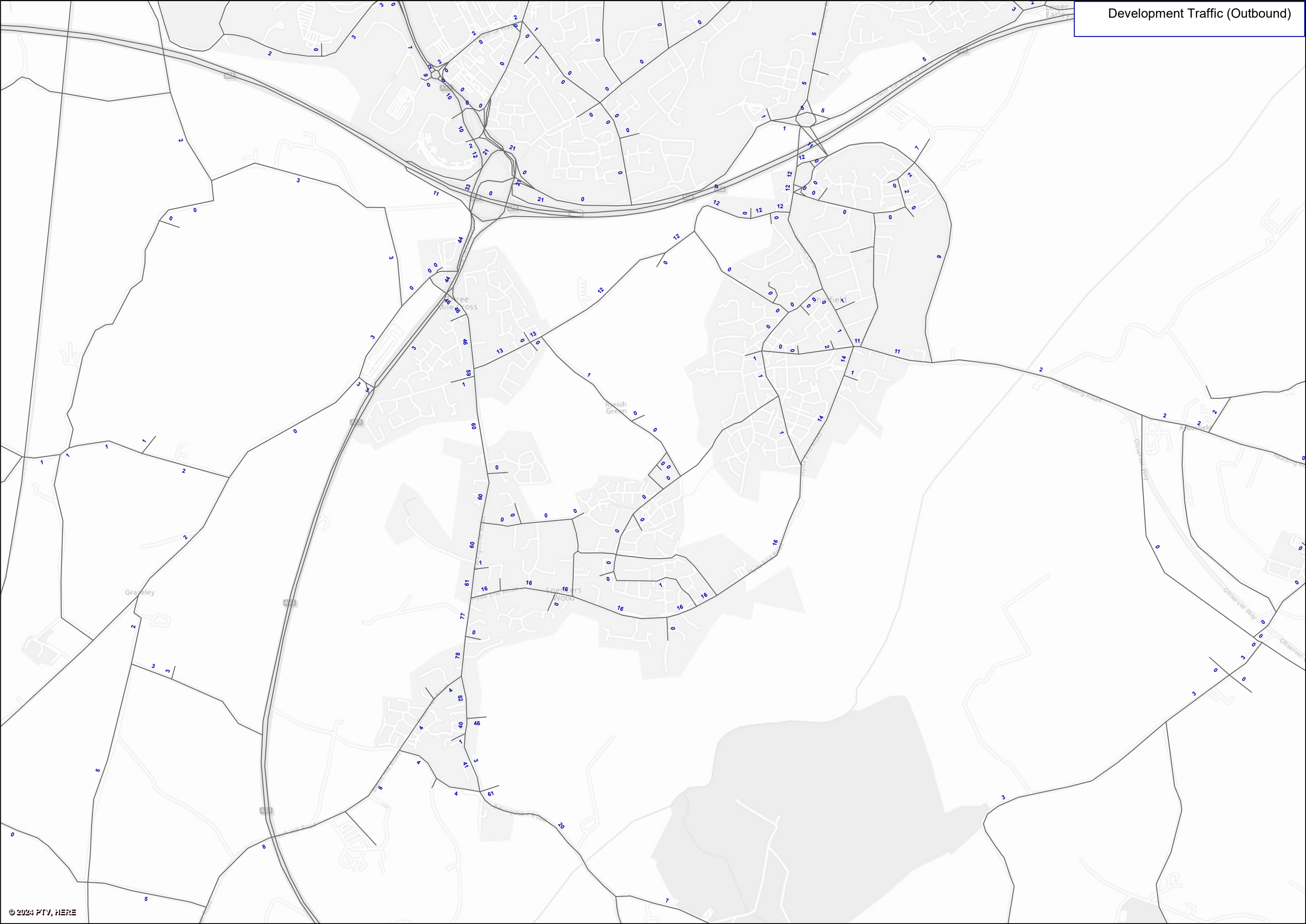
T23591

Land off Basingstoke Road, Spencers Wood



Appendix K2 2032 PM Peak Inbound and Outbound Development Flows



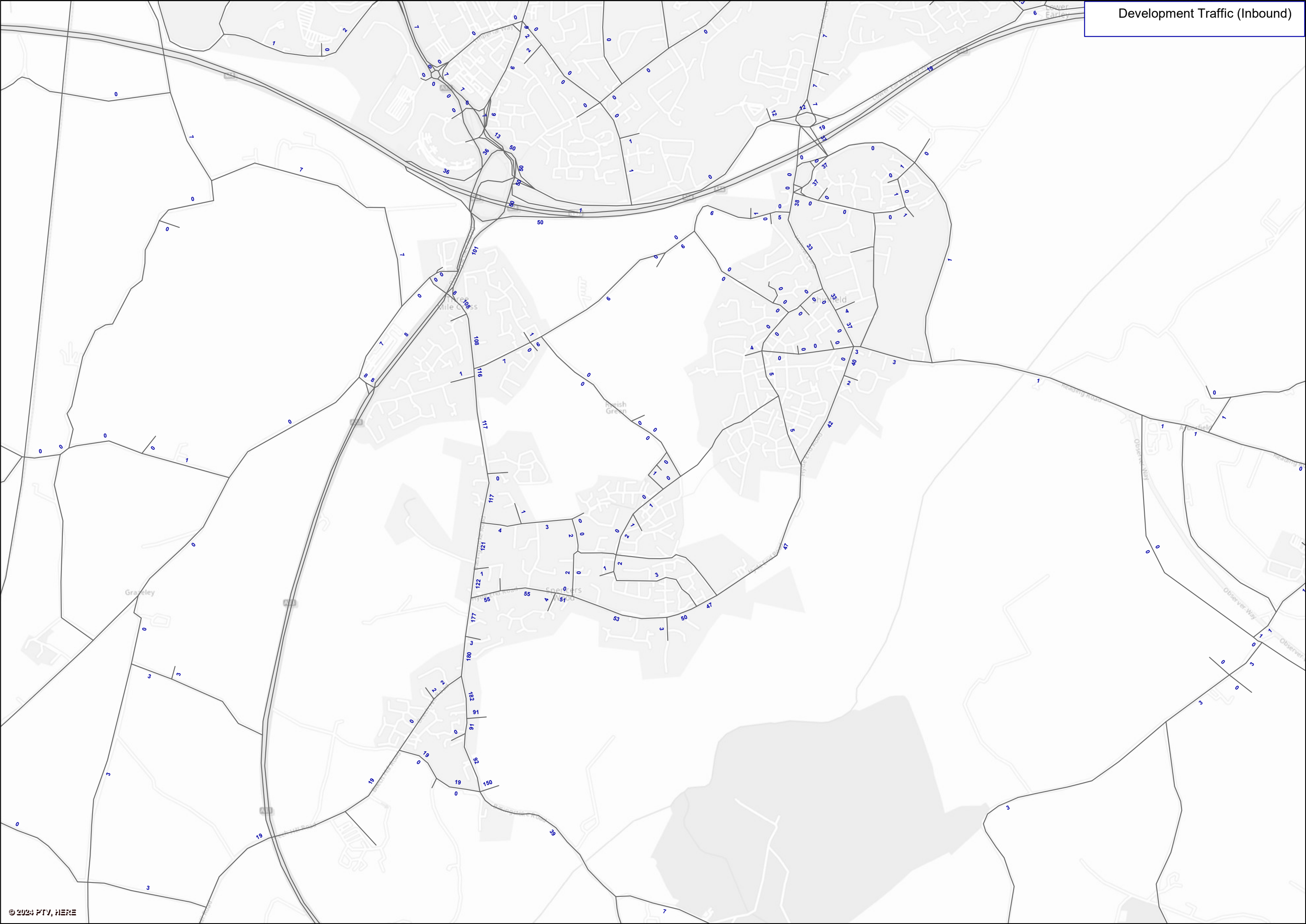


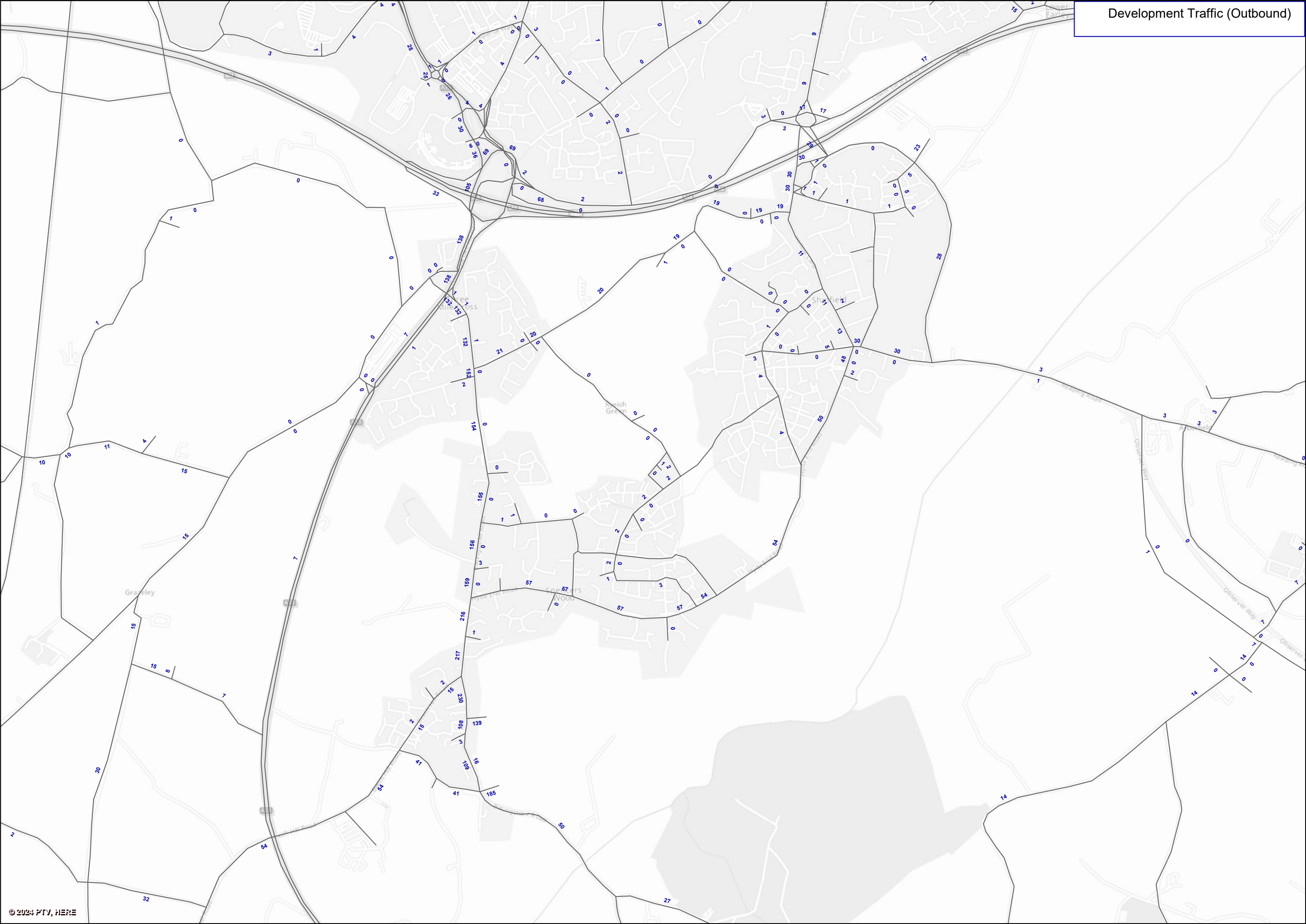
T23591

Land off Basingstoke Road, Spencers Wood



Appendix K3 2038 AM Peak Inbound and Outbound Development Flows



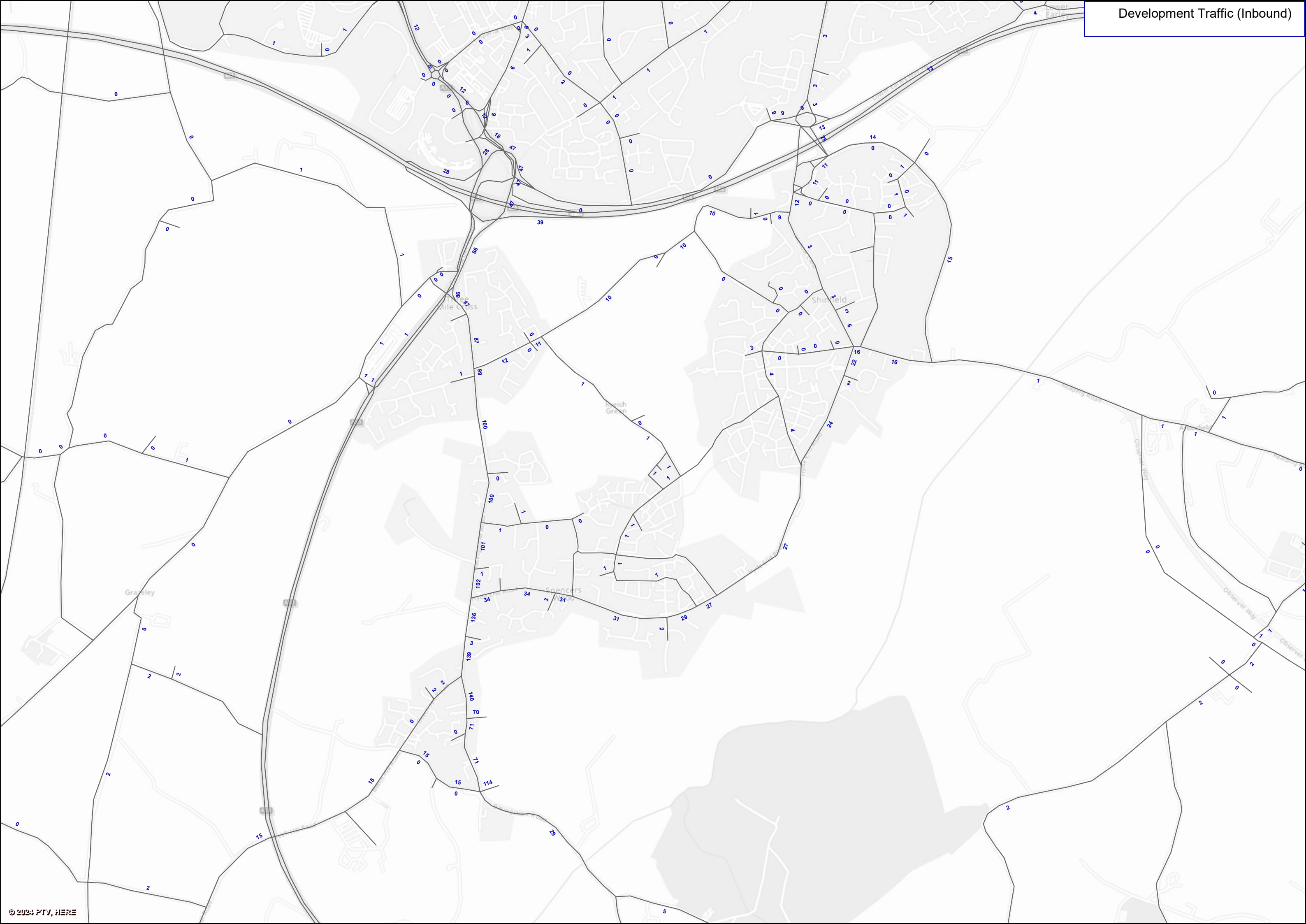


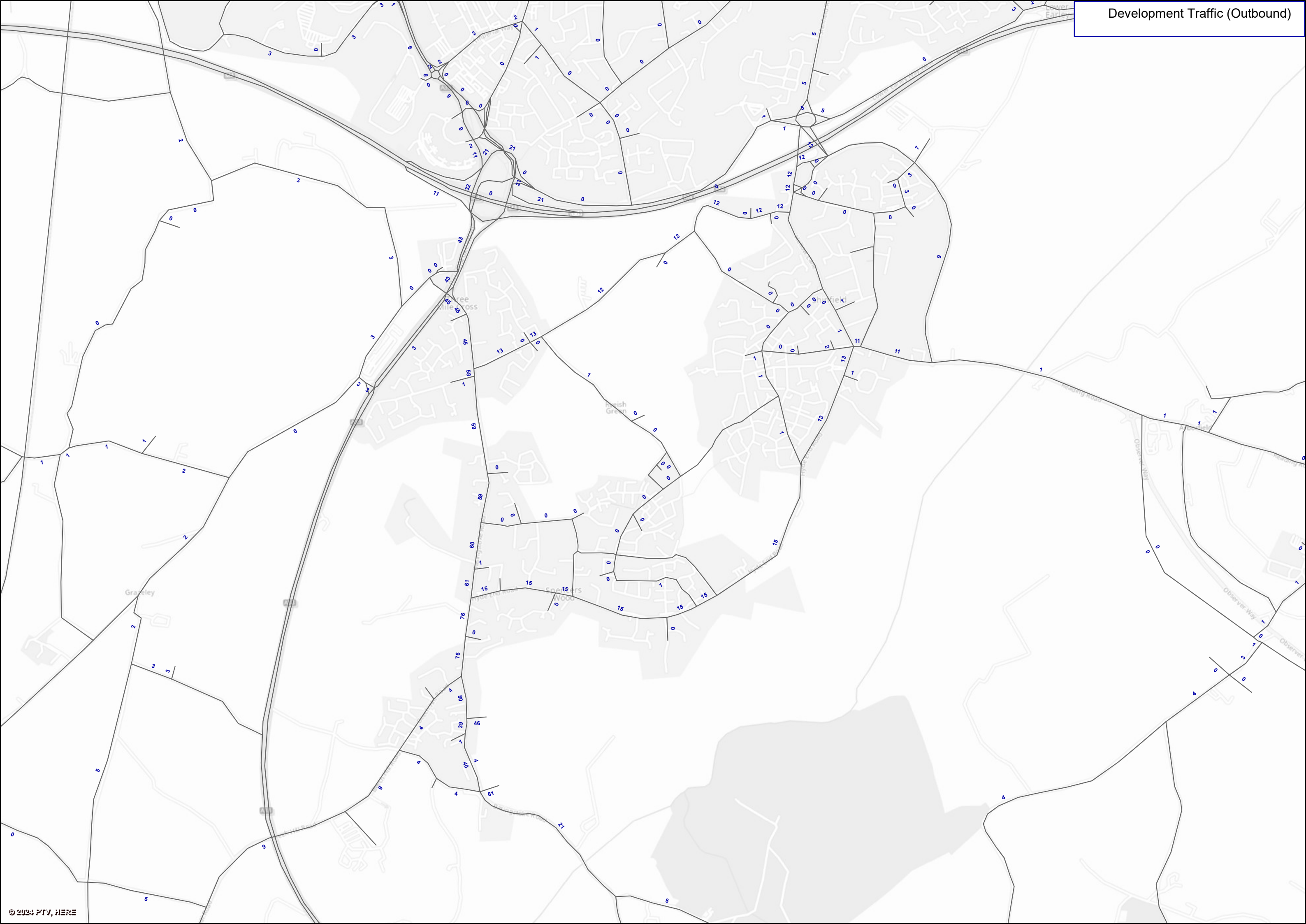
T23591

Land off Basingstoke Road, Spencers Wood



Appendix K4 2038 PM Peak Inbound and Outbound Development Flows





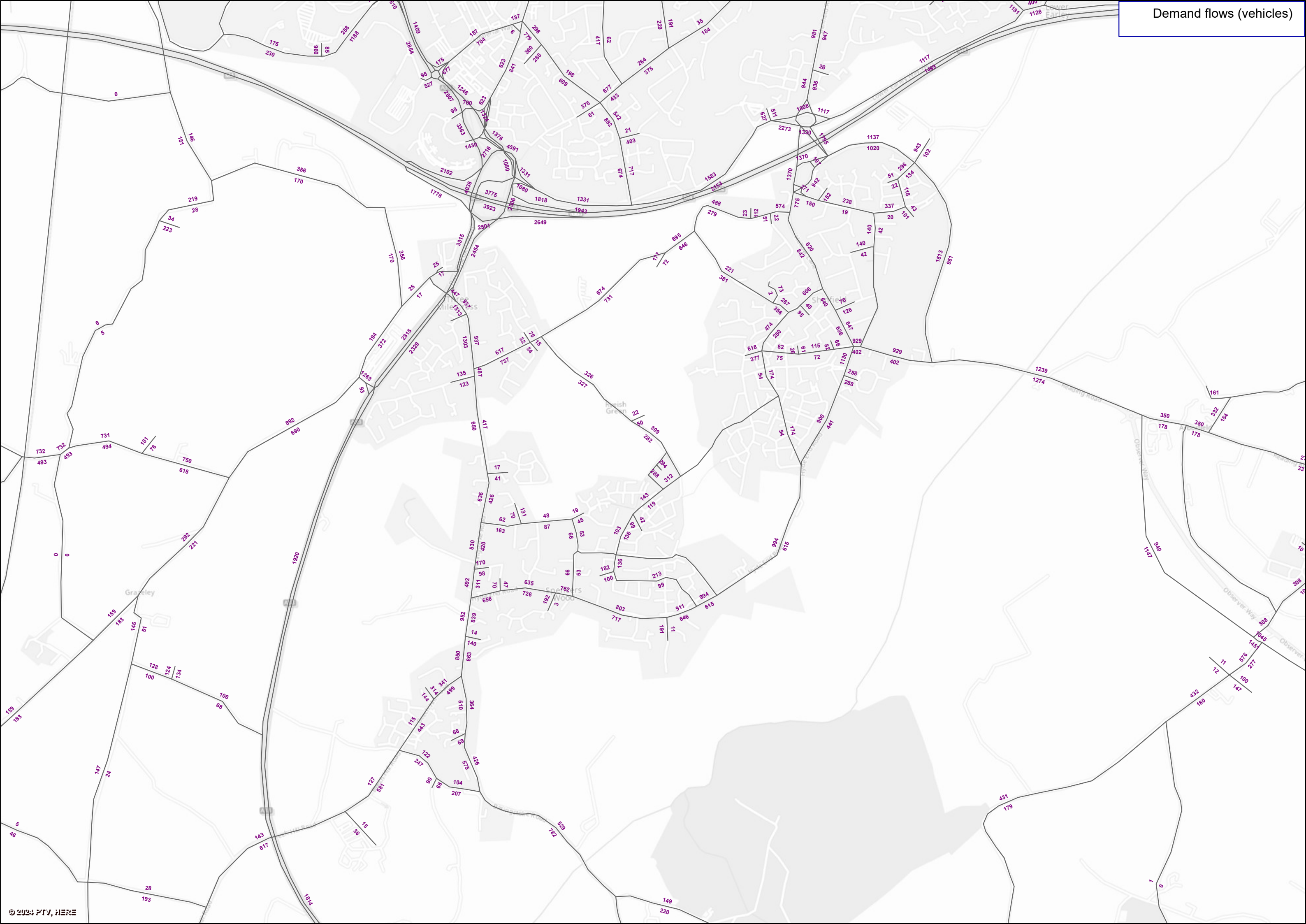
T23591

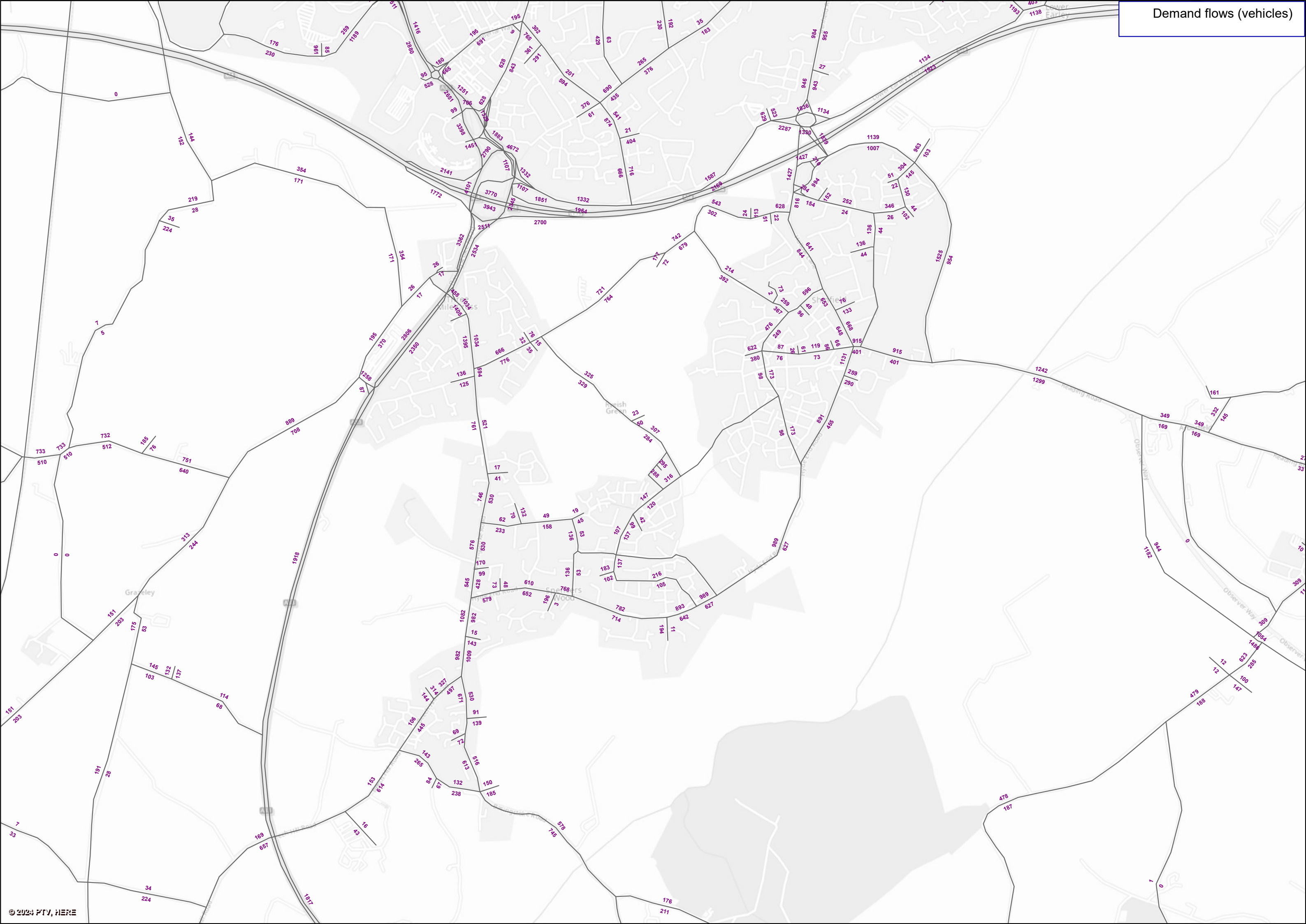
Land off Basingstoke Road, Spencers Wood

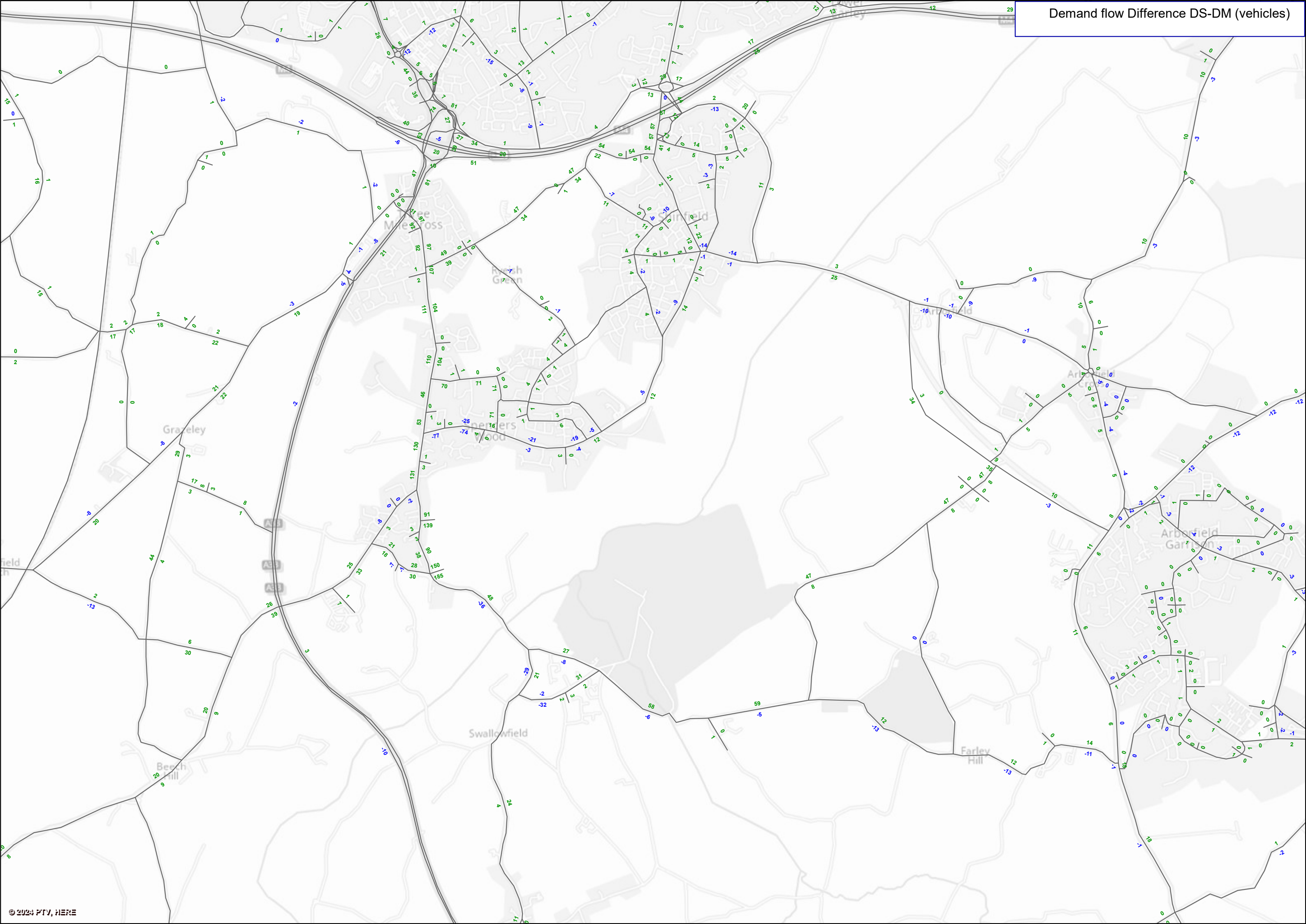


Appendix L

Appendix L1 2032 AM Peak Demand Link Flows





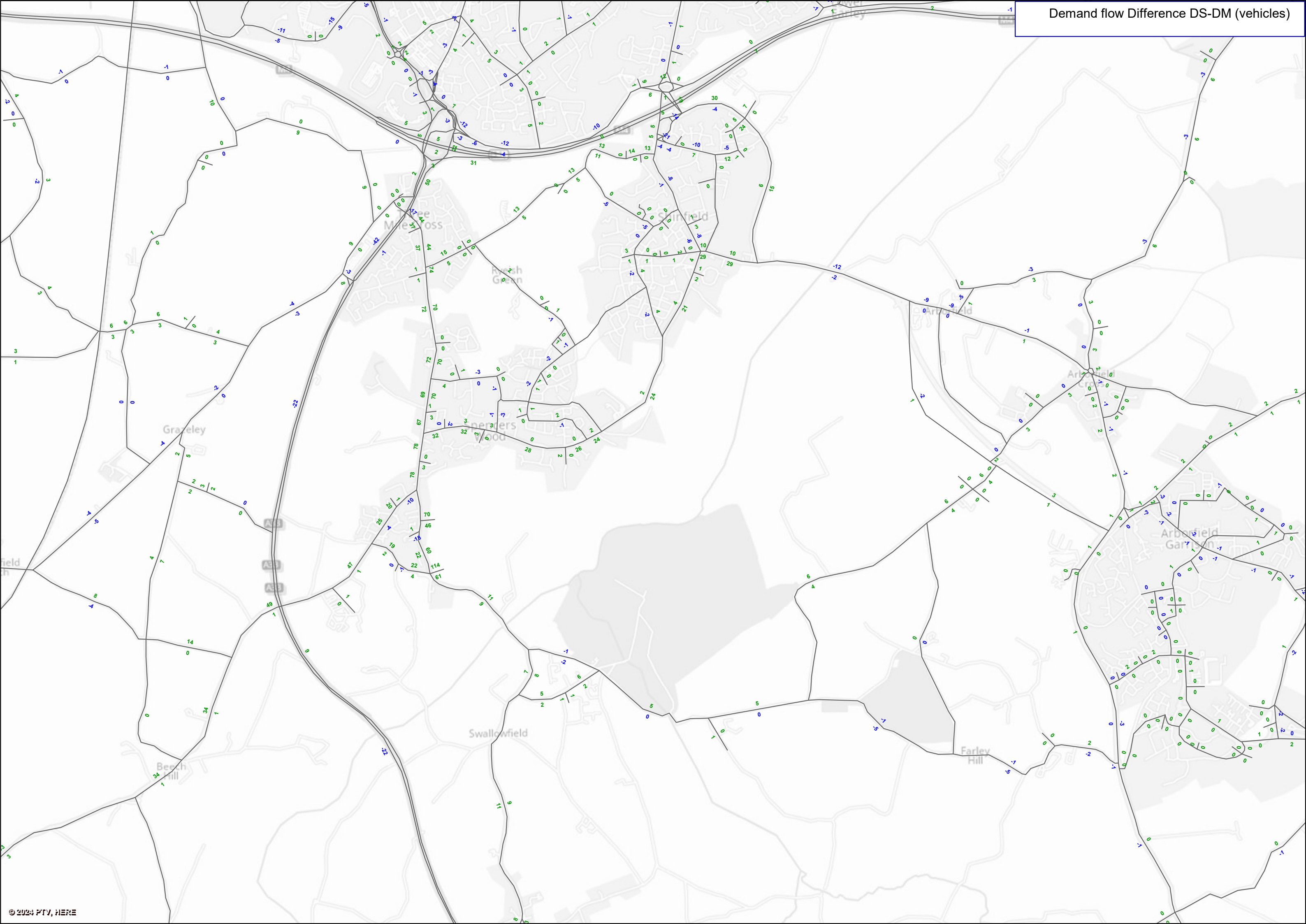


T23591

Land off Basingstoke Road, Spencers Wood



Appendix L2 2032 PM Peak Demand Link Flows



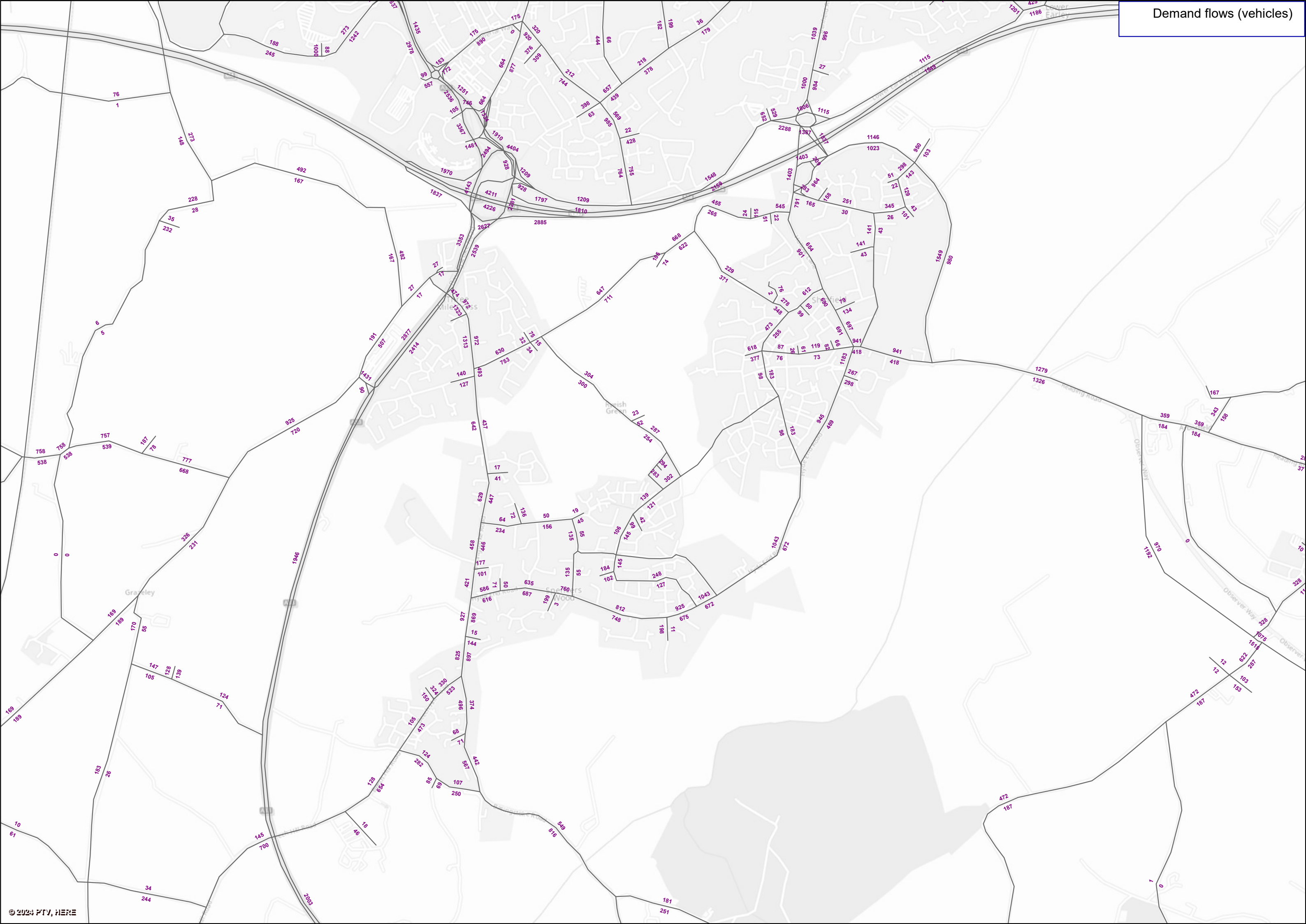
T23591

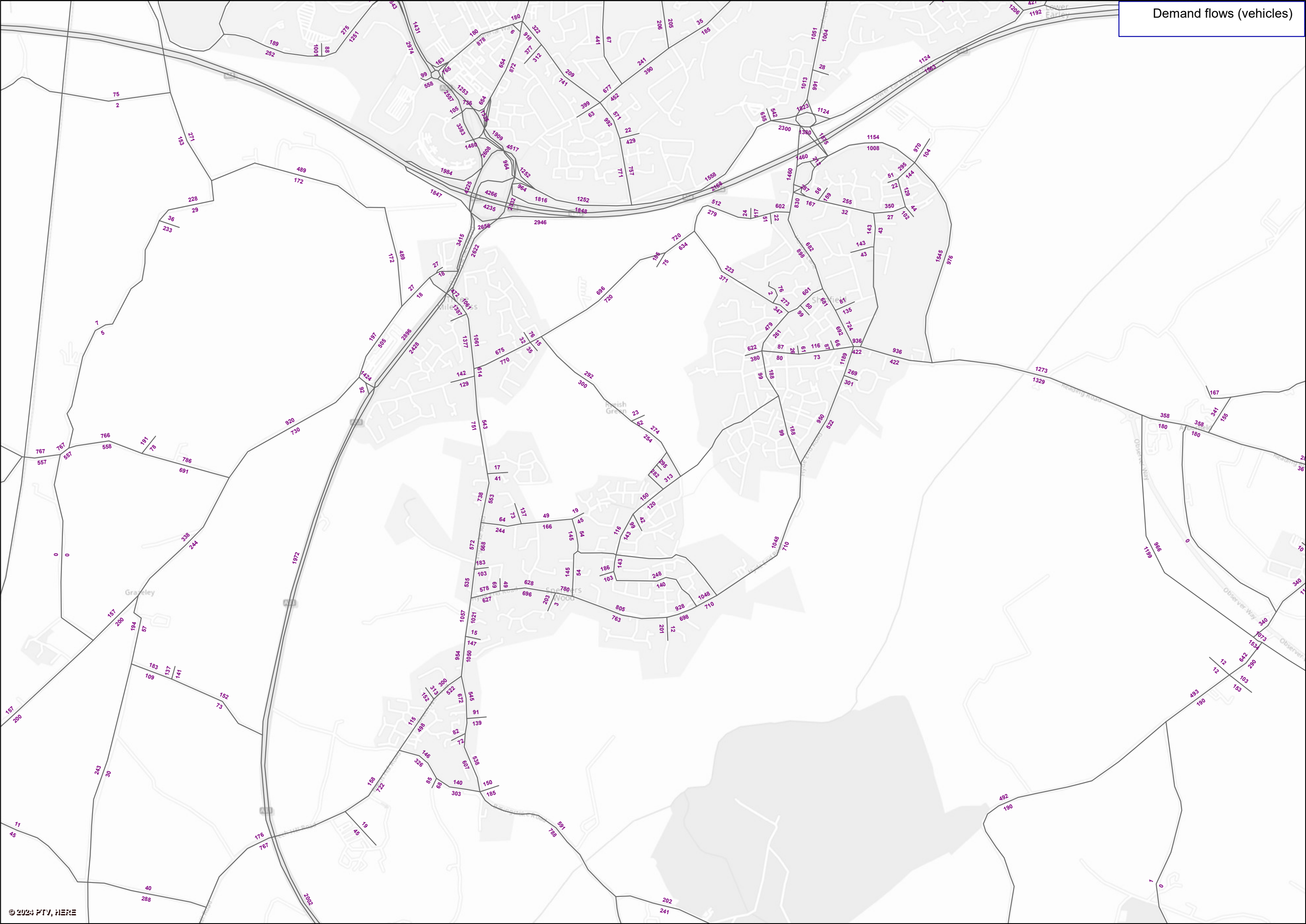
Land off Basingstoke Road, Spencers Wood

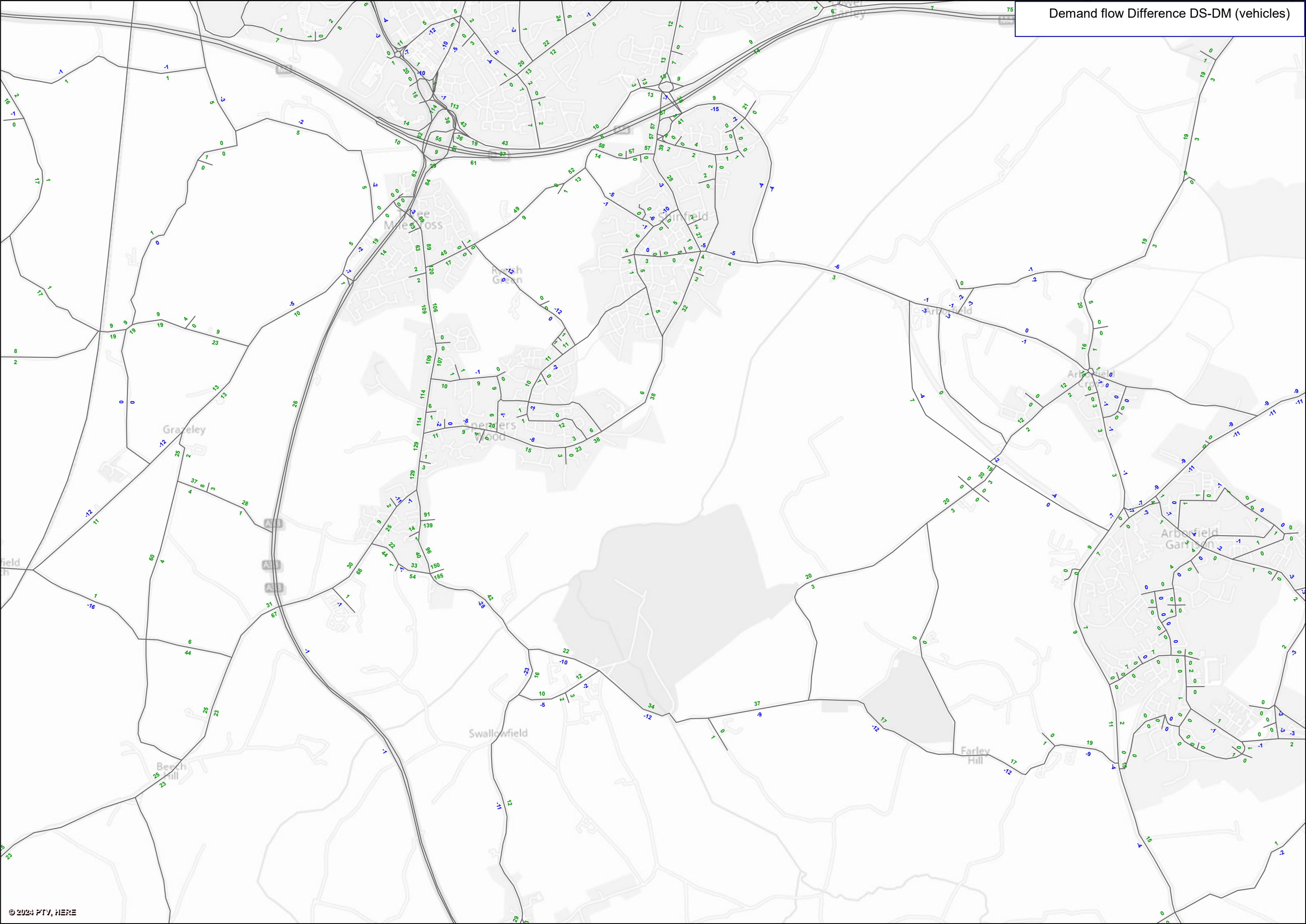


Appendix M

Appendix M1 2038 AM Peak Demand Link Flows





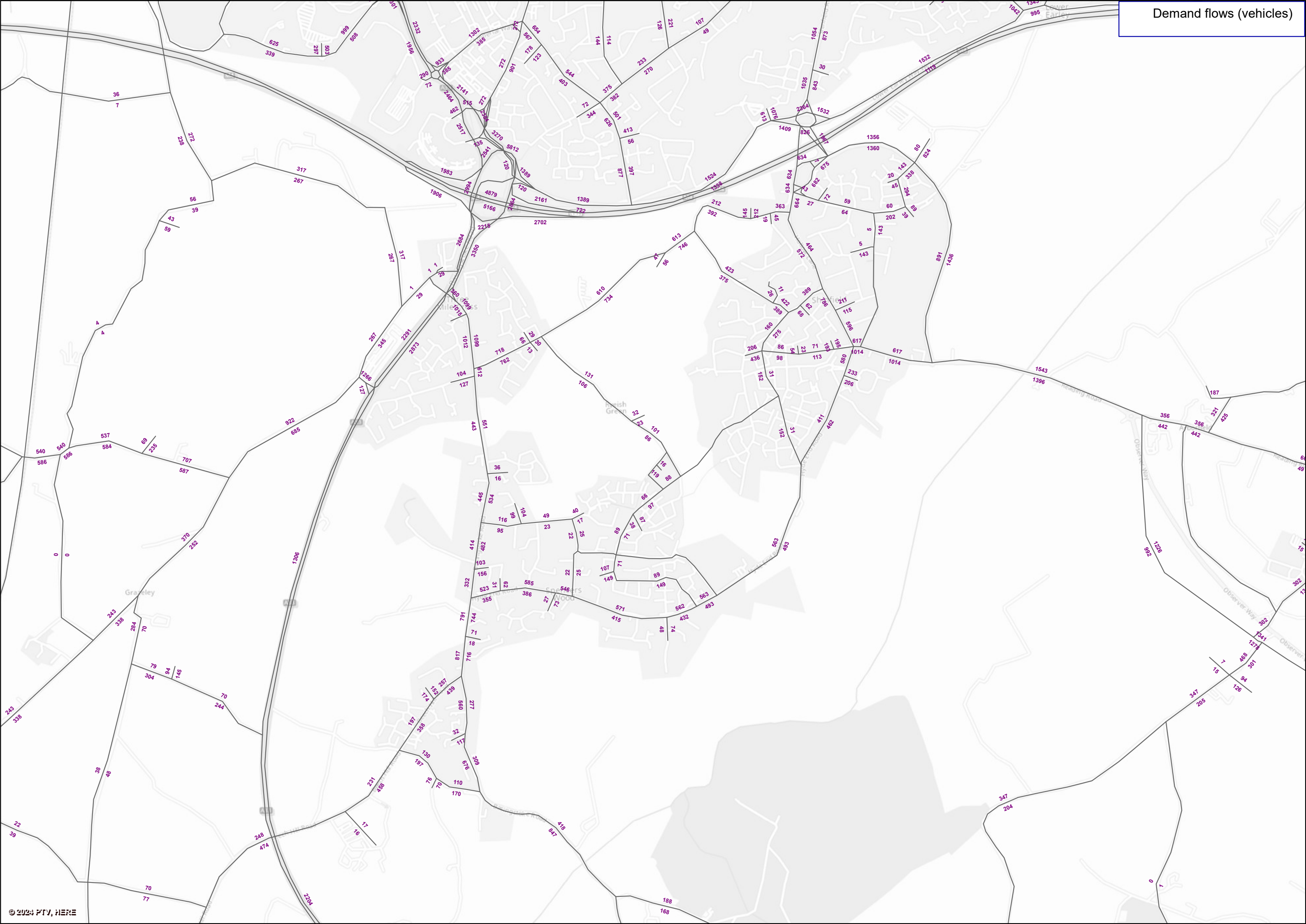


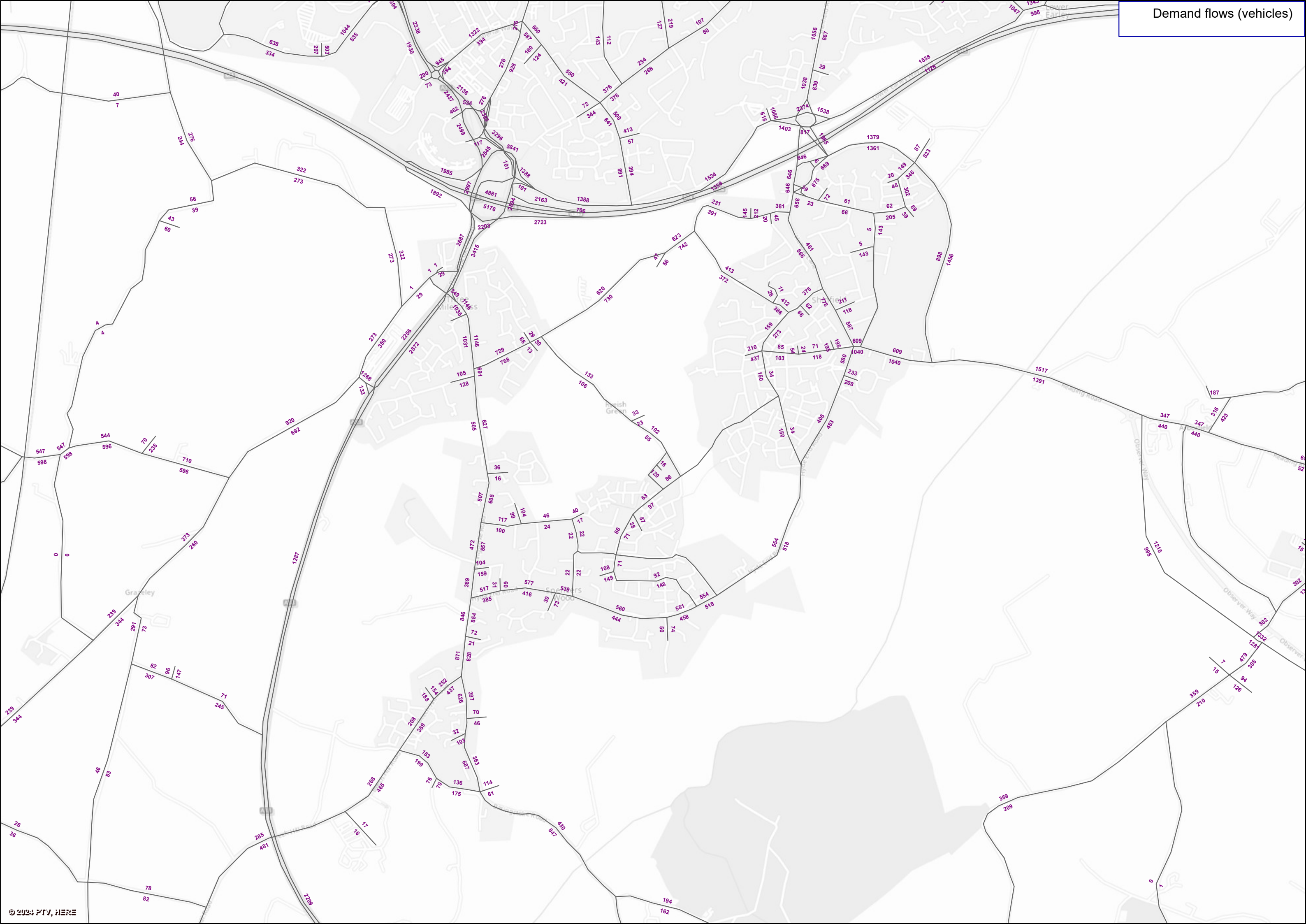
T23591

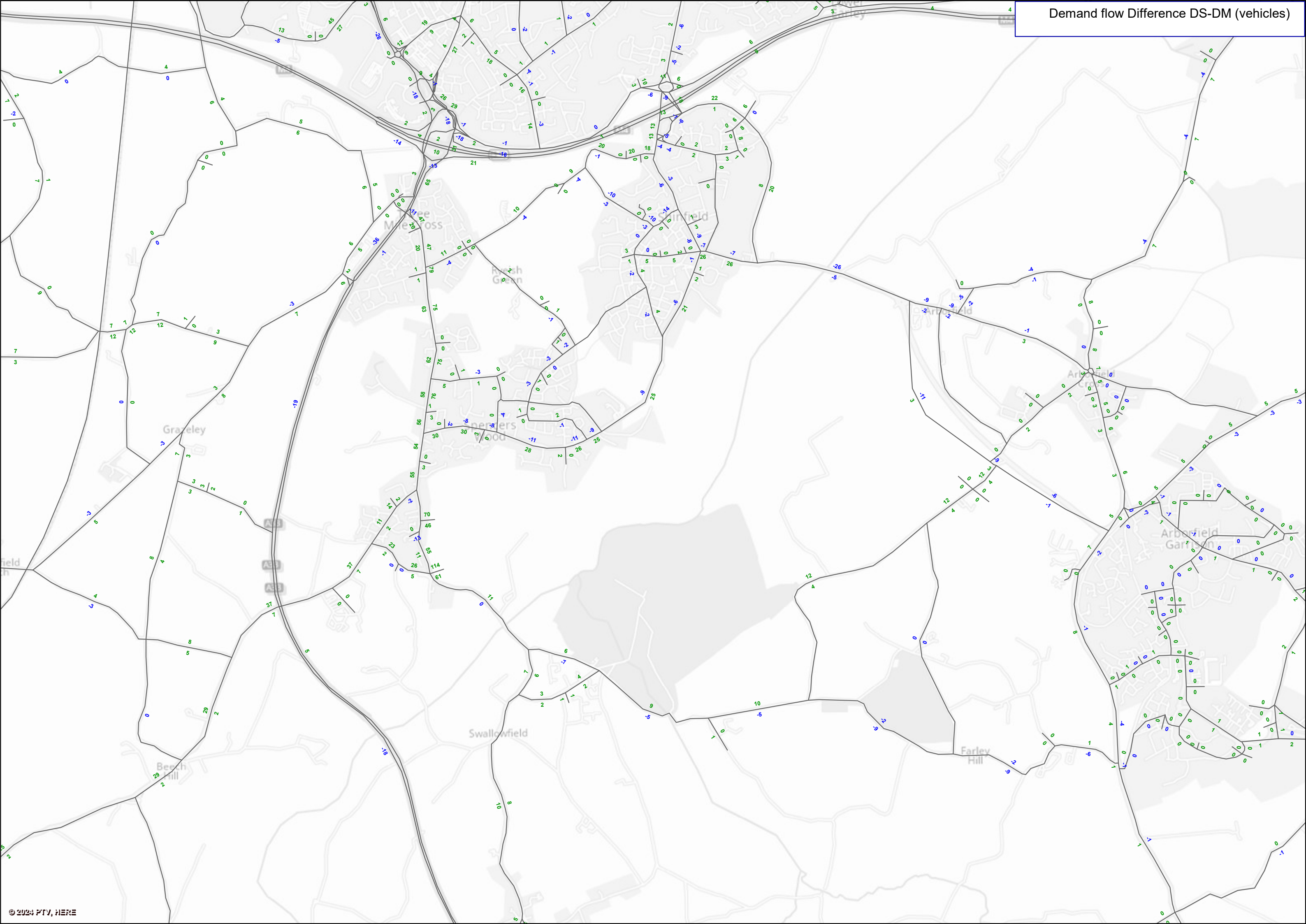
Land off Basingstoke Road, Spencers Wood



Appendix M2 2038 PM Peak Demand Link Flows







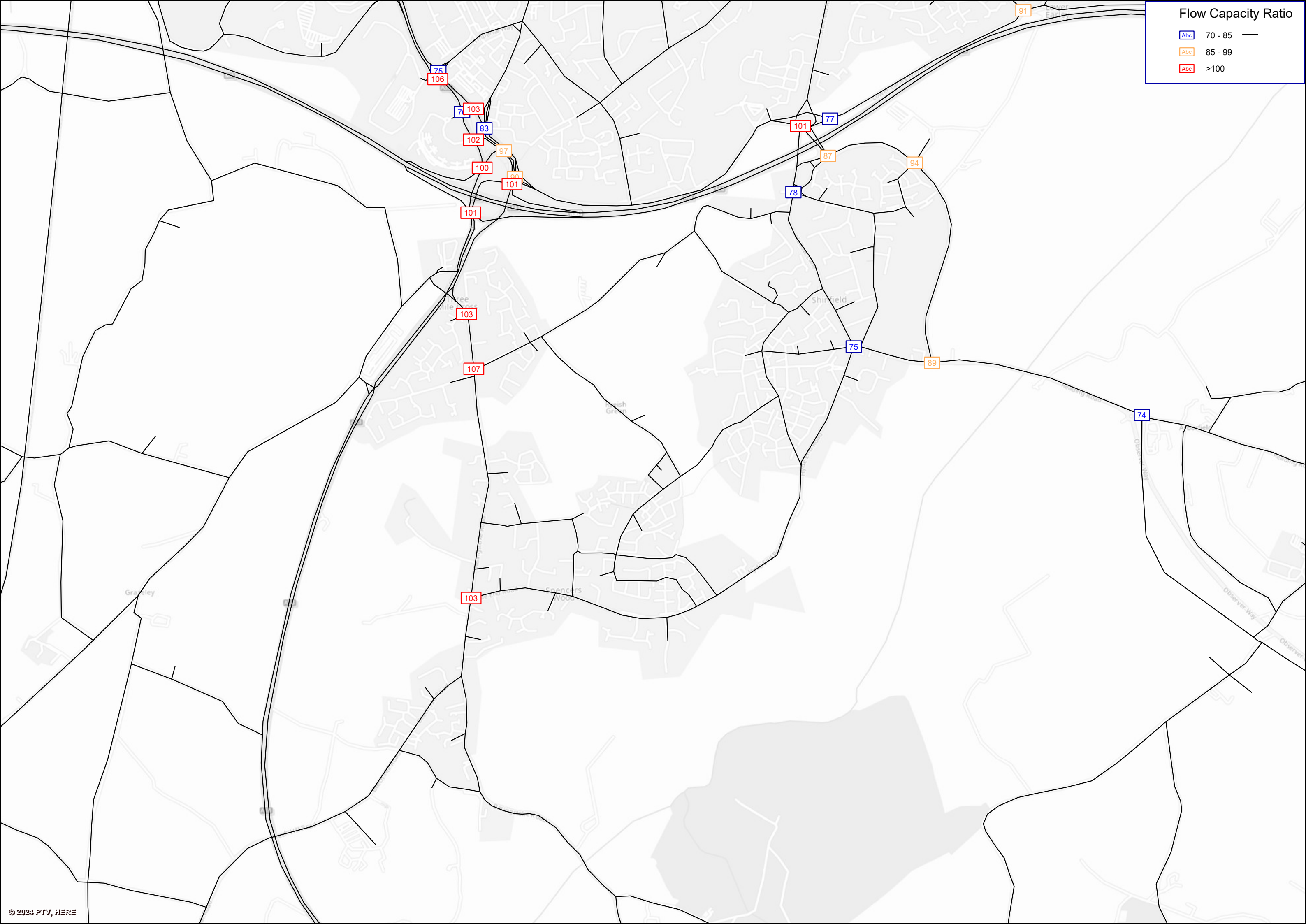
T23591

Land off Basingstoke Road, Spencers Wood



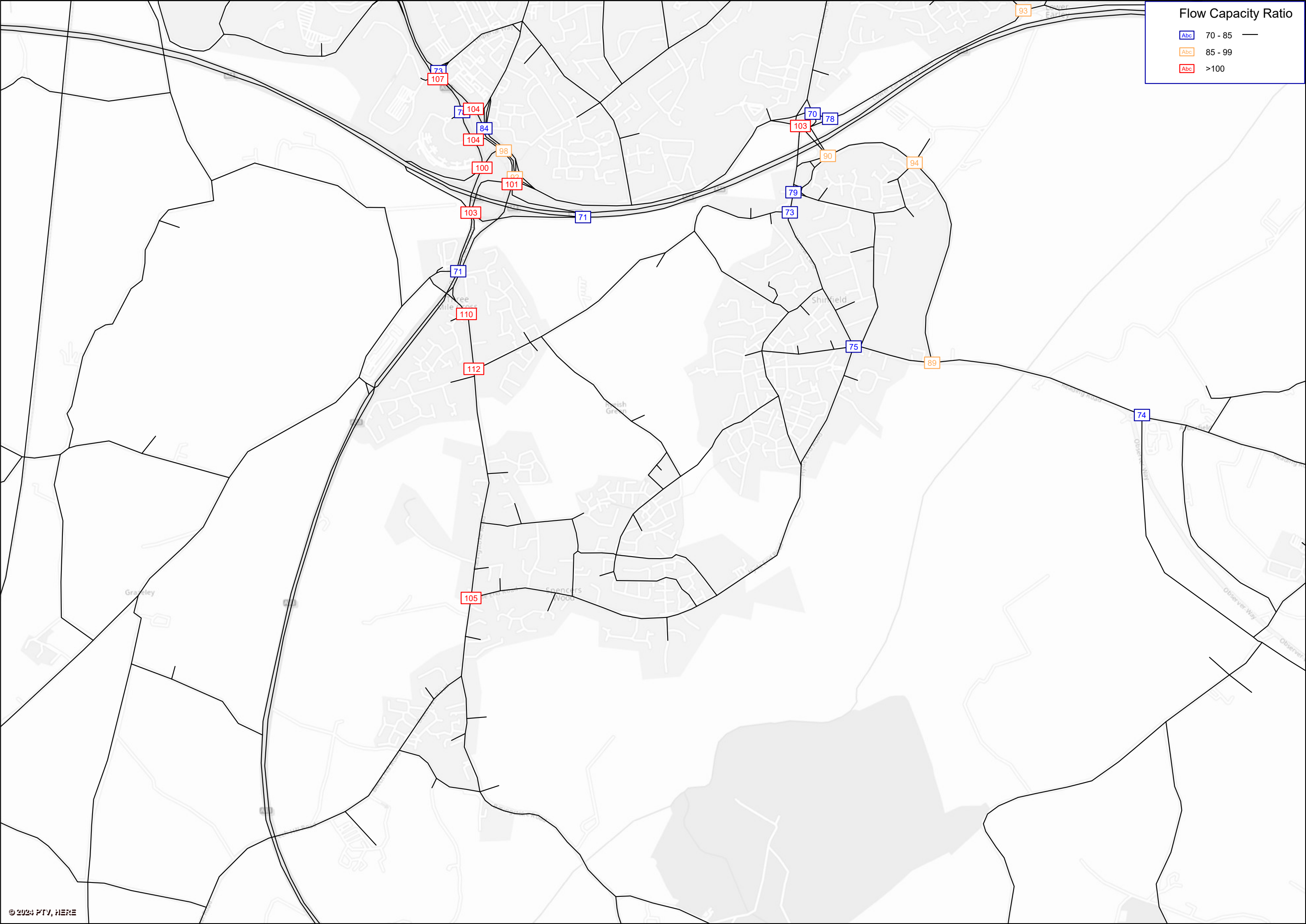
Appendix N

Appendix N1 2032 AM Peak Volume over Capacity Plots



Flow Capacity Ratio

- 70 - 85
- 85 - 99
- >100



Flow Capacity Ratio

70 - 85

85 - 99

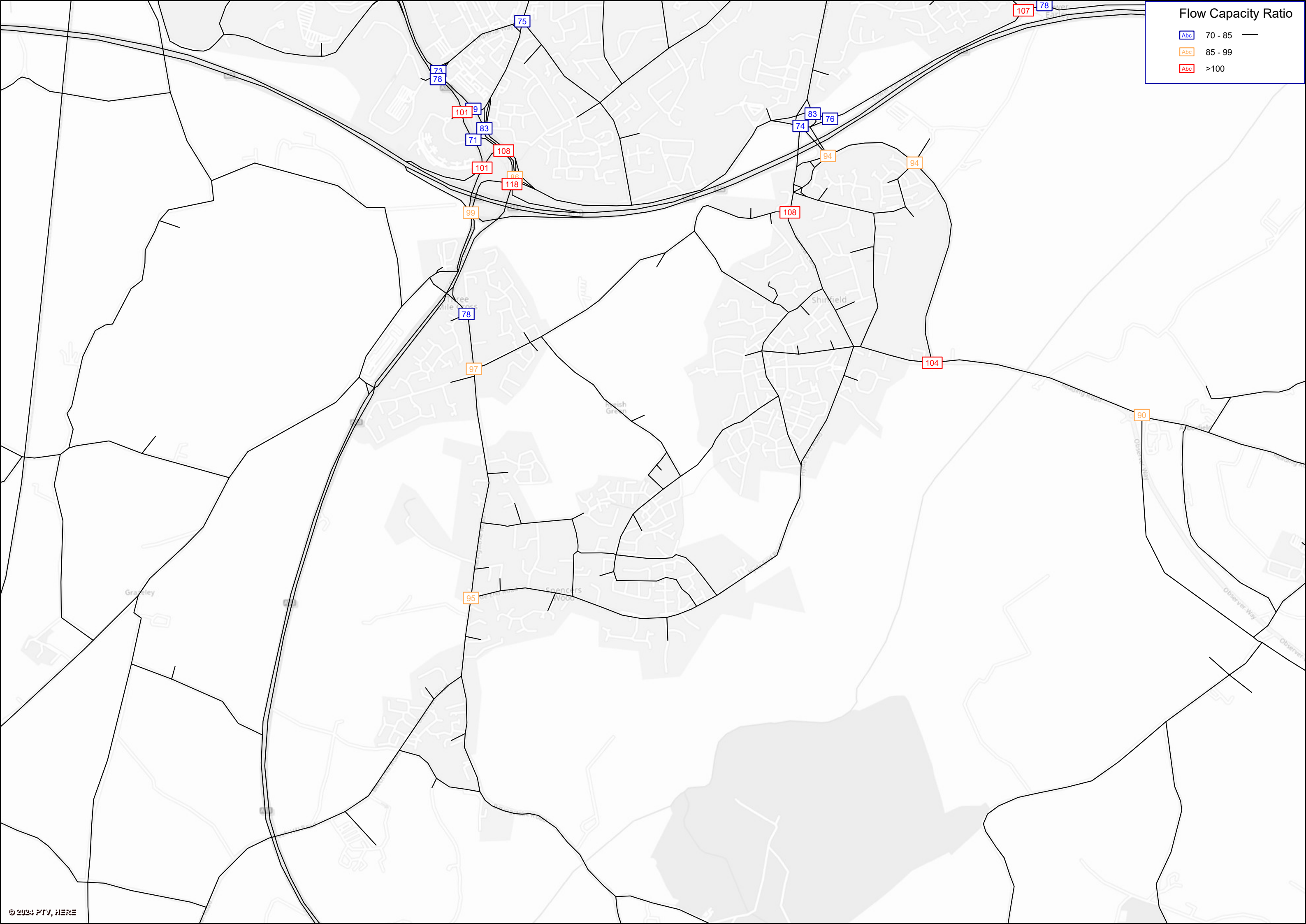
>100

T23591

Land off Basingstoke Road, Spencers Wood

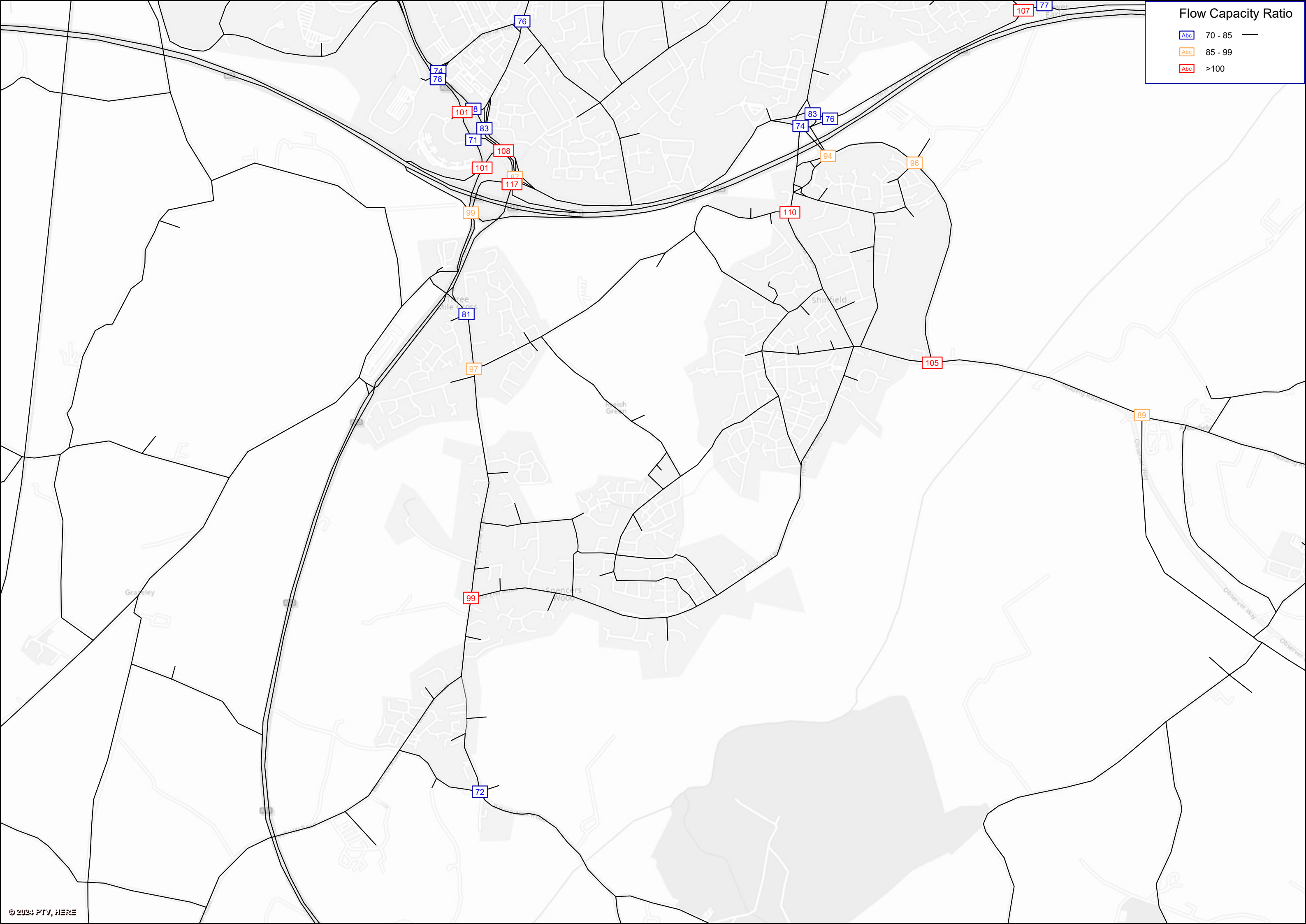


Appendix N2 2032 PM Peak Volume over Capacity Plots



Flow Capacity Ratio

- 70 - 85
- 85 - 99
- >100



Flow Capacity Ratio

Abc	70 - 85	—
Abc	85 - 99	—
Abc	>100	—

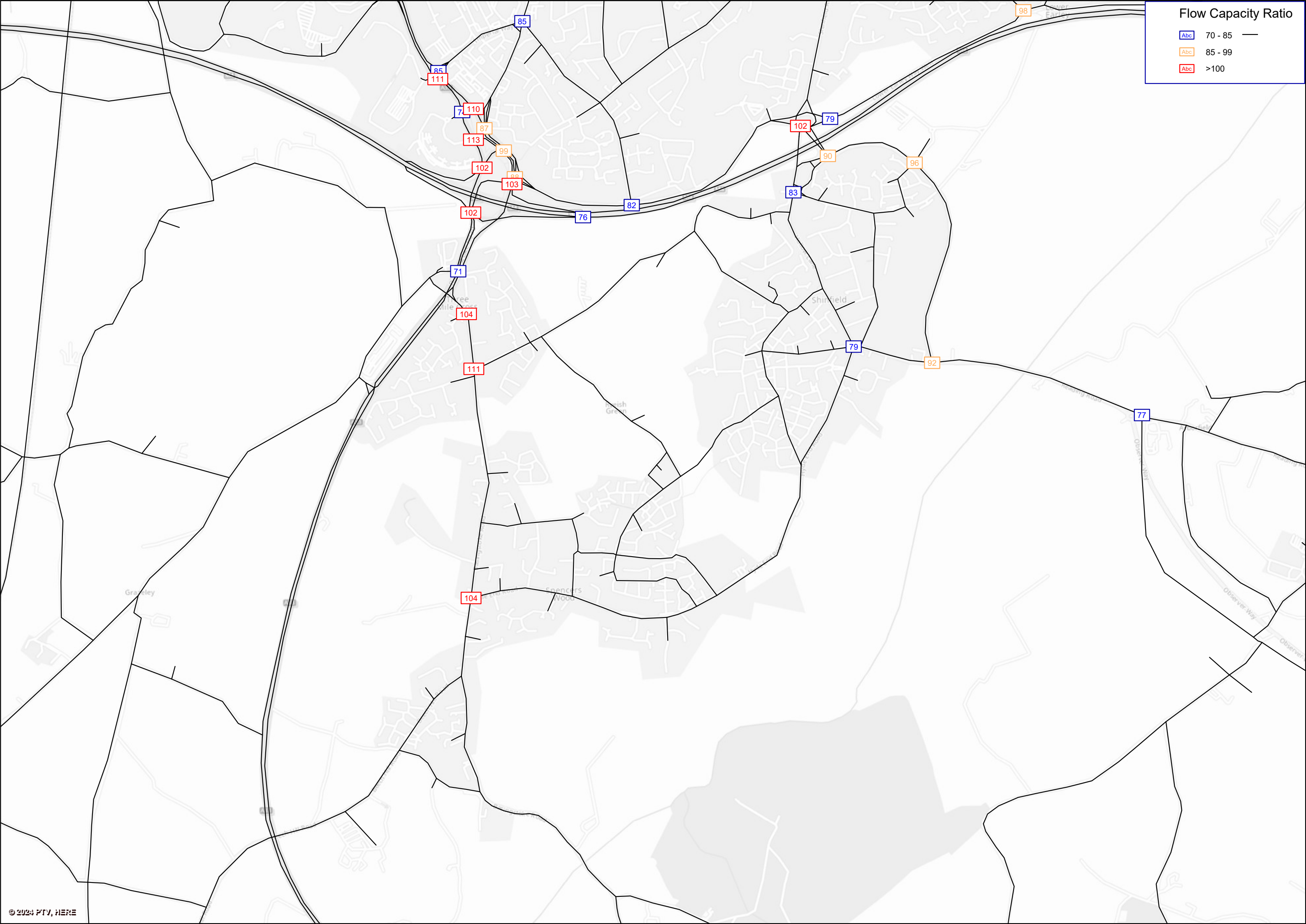
T23591

Land off Basingstoke Road, Spencers Wood



Appendix O

Appendix O1 2038 AM Peak Volume over Capacity Plots



Flow Capacity Ratio

Abc

70 - 85

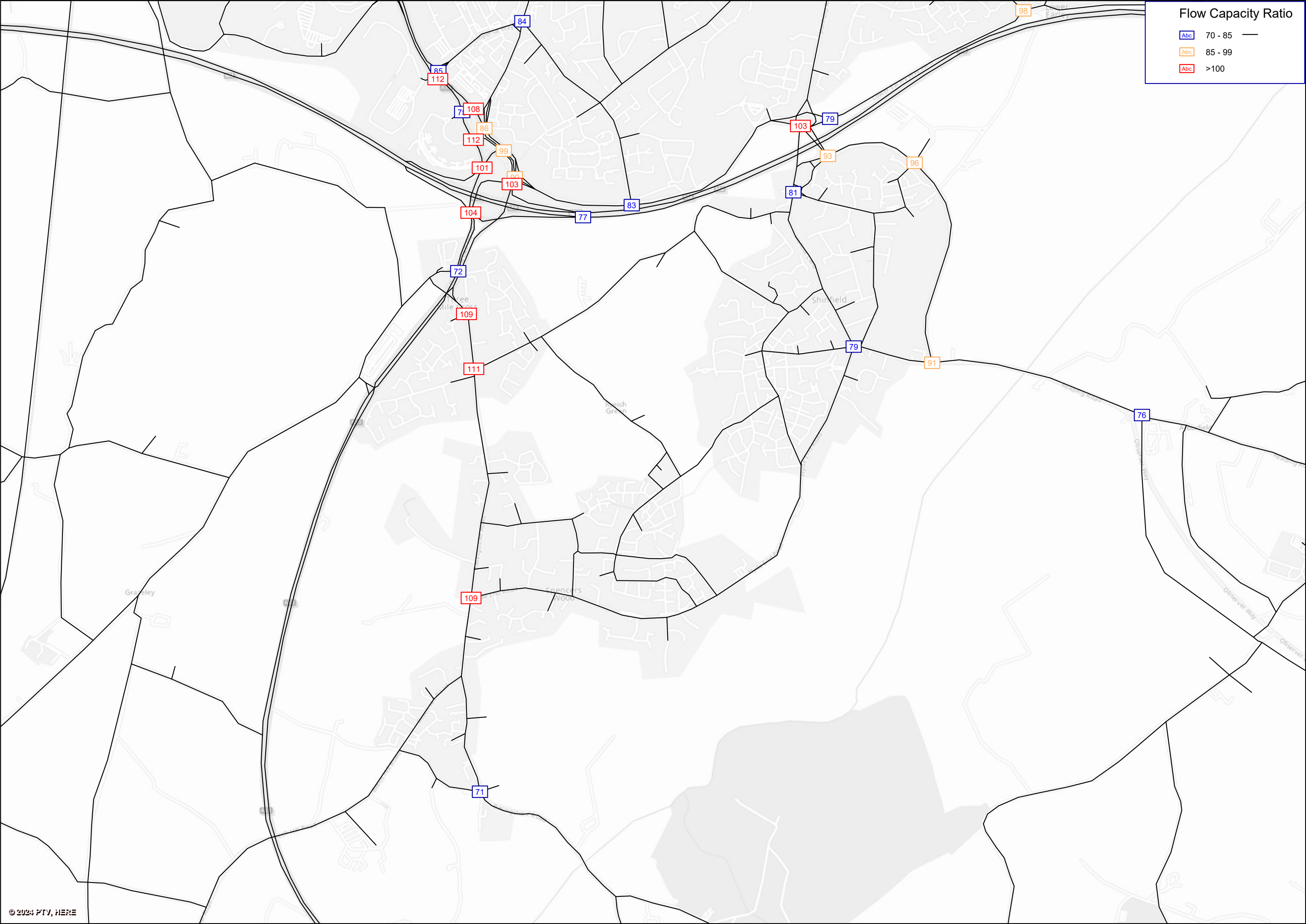
—

Abc

85 - 99

Abc

>100



Flow Capacity Ratio

Abc

70 - 85

—

Abc

85 - 99

—

Abc

>100

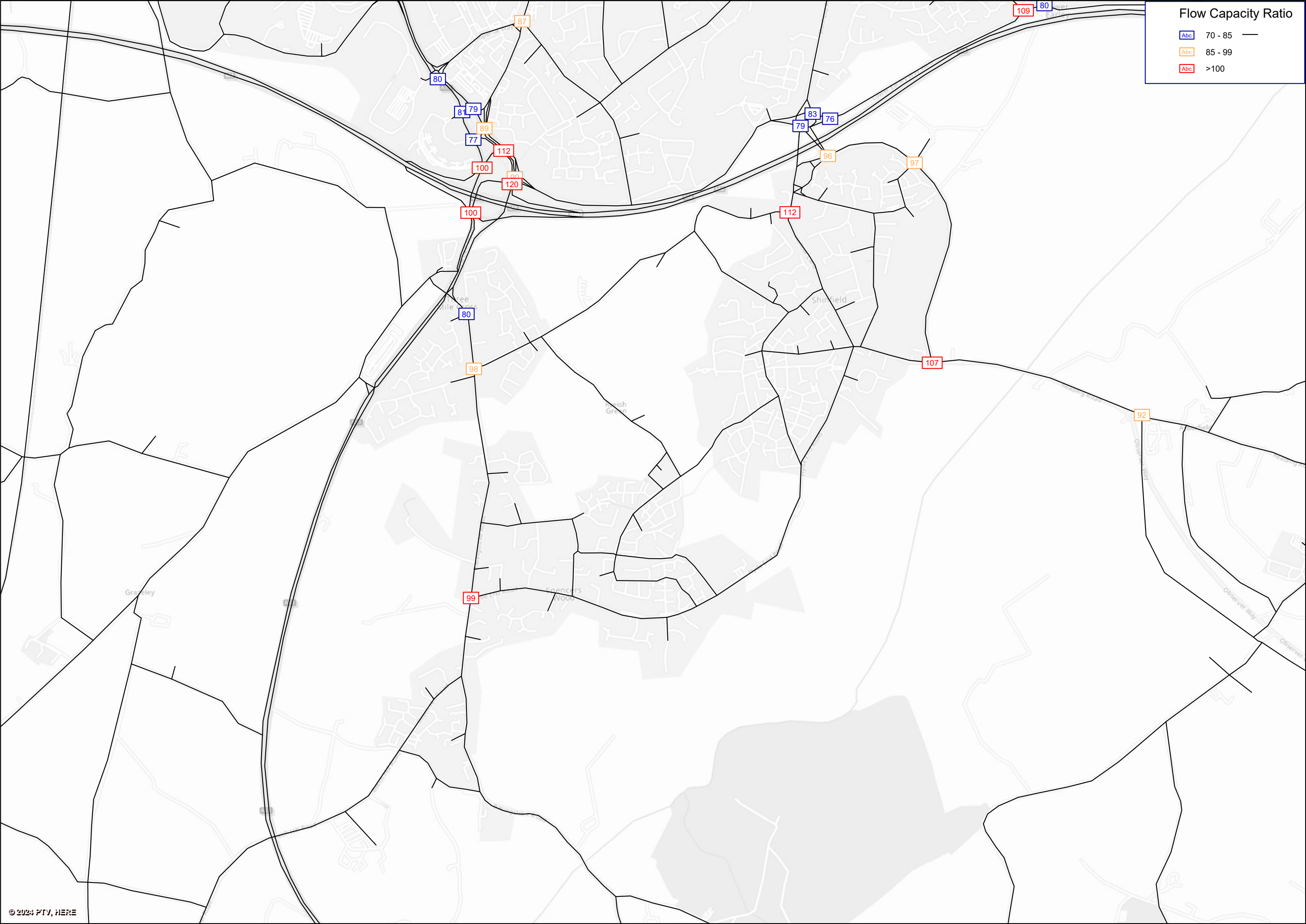
—

T23591

Land off Basingstoke Road, Spencers Wood

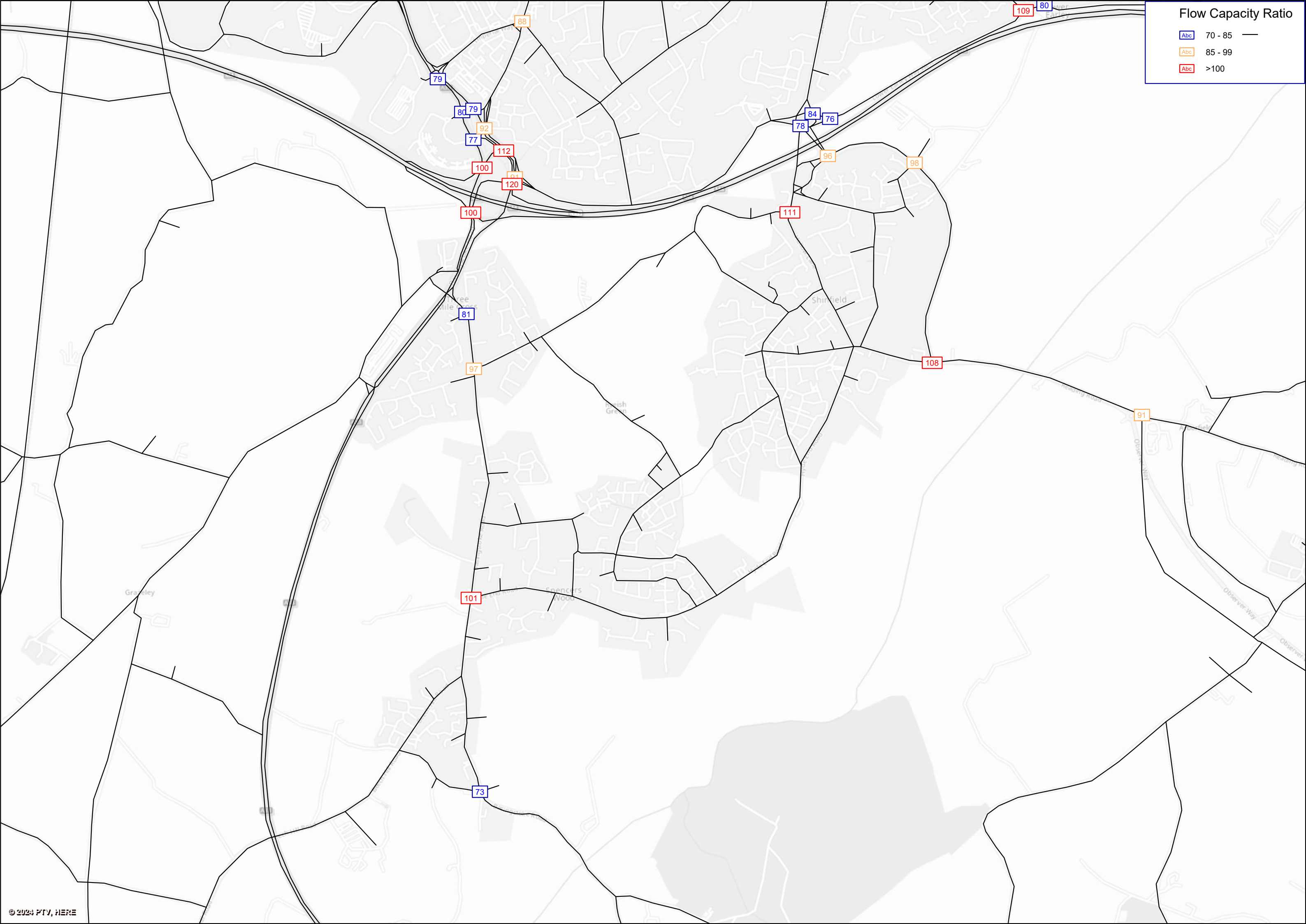


Appendix O2 2038 PM Peak Volume over Capacity Plots



Flow Capacity Ratio

Abc	70 - 85	—
Abc	85 - 99	—
Abc	>100	—



Flow Capacity Ratio

Abc 70 - 85

Abc 85 - 99

Abc >100

—

—

—

T23591

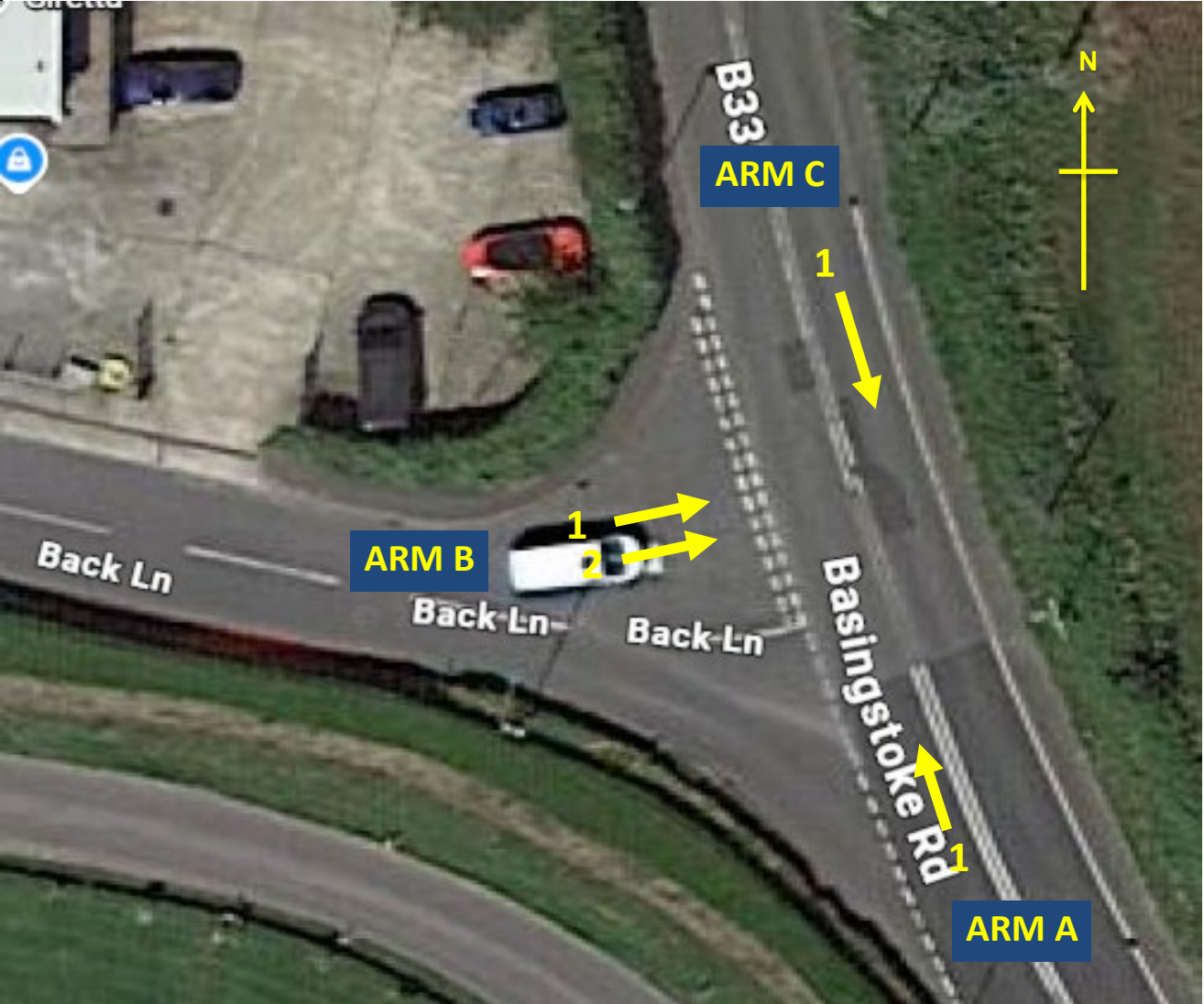
Land off Basingstoke Road, Spencers Wood



Appendix P

June 2025 Classified Turning Count and Queue Length Survey Data

SITE: 1		DATE: 19/06/2025
LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)		DAY: THURSDAY



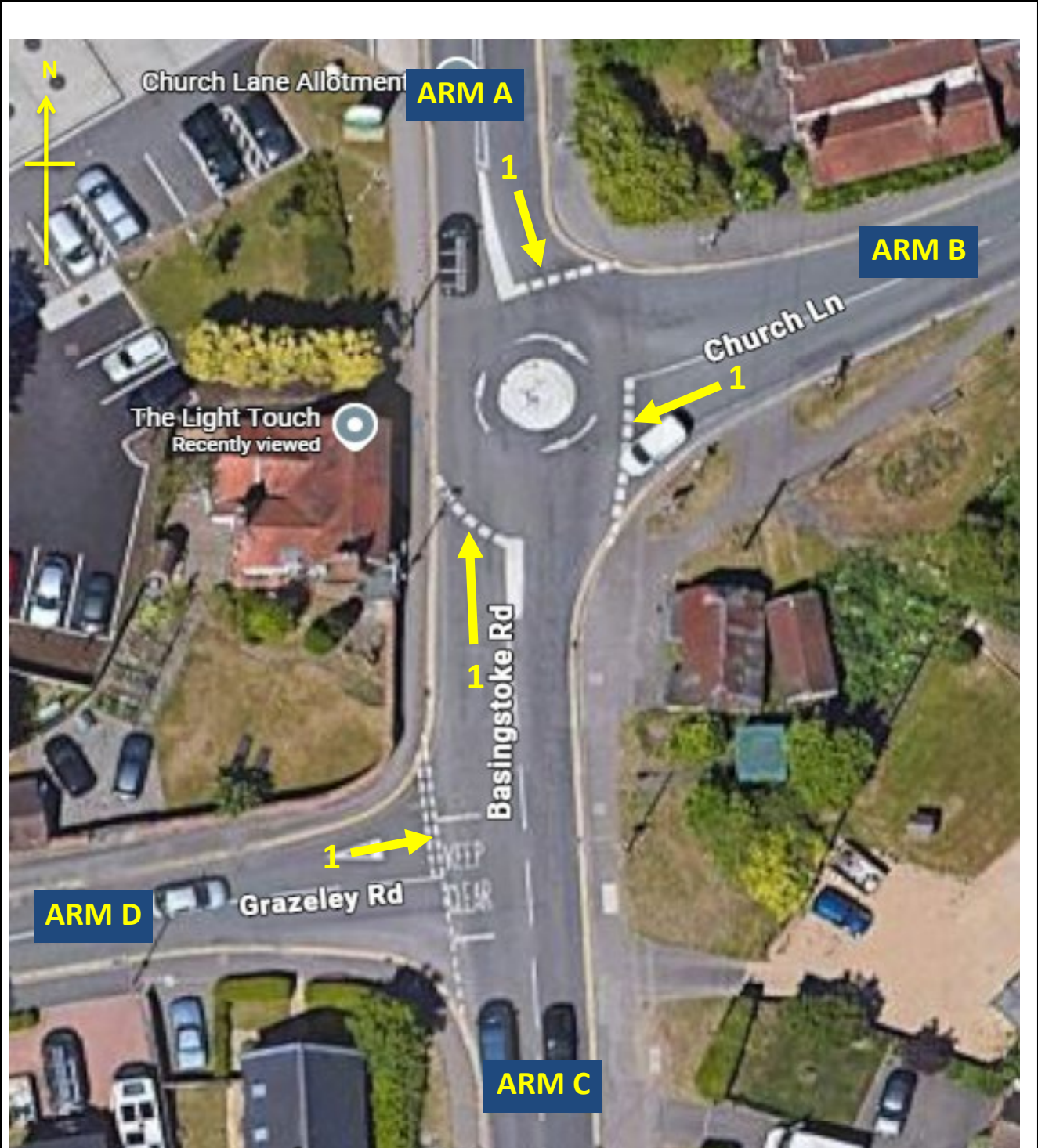
JOB TITLE: SPENCERS WOOD	JOB NUMBER: 14596
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SITE: 2		DATE: 19/06/2025
LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)		DAY: THURSDAY



JOB TITLE: SPENCERS WOOD	JOB NUMBER: 14596
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SITE: 3		DATE: 19/06/2025
LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)		DAY: THURSDAY



JOB TITLE: SPENCERS WOOD	JOB NUMBER: 14596
---------------------------------	--------------------------

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

TIME	A TO B							
	FROM BASINGSTOKE ROAD (S) TO BACK LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	5	0	0	0	0	0	21
07:15	16	6	0	0	0	1	0	23
07:30	24	2	1	0	0	1	1	29
07:45	20	4	0	0	0	1	1	26
H/TOT	76	17	1	0	0	3	2	99
08:00	32	4	1	0	0	0	0	37
08:15	31	0	0	0	0	1	0	32
08:30	18	7	0	0	0	0	0	25
08:45	15	1	1	0	0	0	0	17
H/TOT	96	12	2	0	0	1	0	111
09:00	12	2	0	0	0	0	1	15
09:15	11	0	0	0	0	0	2	13
09:30	7	2	1	0	0	1	0	11
09:45	4	1	0	0	0	0	1	6
H/TOT	34	5	1	0	0	1	4	45
P/TOT	206	34	4	0	0	5	6	255

	A TO C							
	FROM BASINGSTOKE ROAD (S) TO BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
40	9	3	0	0	0	0	0	52
47	9	0	0	0	2	1	0	59
40	16	1	0	0	0	0	0	57
60	13	5	0	0	1	1	0	80
187	47	9	0	3	2	0	0	248
54	12	5	1	0	0	0	1	73
46	4	2	0	2	0	0	0	54
43	7	2	1	0	0	0	0	53
44	8	0	1	0	0	0	0	53
187	31	9	3	2	0	1	0	233
43	5	2	0	0	0	2	1	53
32	9	2	1	0	0	0	0	44
34	5	4	0	1	1	1	0	45
46	8	0	0	0	0	0	1	55
155	27	8	1	1	3	2	0	197
529	105	26	4	6	5	3	0	678

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

TIME	A TO B							
	FROM BASINGSTOKE ROAD (S) TO BACK LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	1	0	0	0	0	0	12
16:15	9	3	0	0	0	0	1	13
16:30	9	4	1	0	0	0	0	14
16:45	13	2	0	0	0	0	0	15
H/TOT	42	10	1	0	0	0	1	54
17:00	12	3	0	0	0	0	1	16
17:15	23	5	0	0	0	2	0	30
17:30	10	1	0	0	0	0	0	11
17:45	13	0	0	0	0	0	0	13
H/TOT	58	9	0	0	0	2	1	70
18:00	9	2	0	0	0	0	0	11
18:15	5	1	1	0	0	0	5	12
18:30	8	0	0	0	0	0	0	8
18:45	2	0	0	0	0	0	0	2
H/TOT	24	3	1	0	0	0	5	33
P/TOT	124	22	2	0	0	2	7	157

A TO C							
FROM BASINGSTOKE ROAD (S) TO BASINGSTOKE ROAD (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
54	19	3	1	0	0	0	77
40	11	2	0	1	0	0	54
65	15	3	1	1	2	0	87
71	11	1	0	0	1	2	86
230	56	9	2	2	3	2	304
87	17	5	0	0	2	0	111
80	16	0	0	0	1	2	99
70	11	5	0	0	0	0	86
56	6	2	0	0	1	0	65
293	50	12	0	0	4	2	361
34	5	0	0	0	0	0	39
47	9	0	0	1	0	0	57
32	3	2	0	0	0	0	37
35	1	0	0	0	2	0	38
148	18	2	0	1	2	0	171
671	124	23	2	3	9	4	836

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

TIME	B TO A							
	FROM BACK LANE TO BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	0	0	0	0	0	5
07:15	4	3	1	0	0	0	0	8
07:30	9	7	0	0	0	0	0	16
07:45	16	4	1	0	0	0	0	21
H/TOT	33	15	2	0	0	0	0	50
08:00	10	3	1	0	0	0	0	14
08:15	11	1	0	0	0	0	0	12
08:30	12	3	2	0	0	0	0	17
08:45	13	0	0	0	0	0	0	13
H/TOT	46	7	3	0	0	0	0	56
09:00	19	4	1	0	0	0	0	24
09:15	13	4	1	0	0	0	0	18
09:30	3	4	0	0	0	0	0	7
09:45	3	1	0	0	0	0	0	4
H/TOT	38	13	2	0	0	0	0	53
P/TOT	117	35	7	0	0	0	0	159

	B TO C							
	FROM BACK LANE TO BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
2	3	1	0	0	0	0	0	6
3	1	0	0	0	1	1	0	6
6	0	1	0	0	1	0	0	8
7	0	0	0	0	0	0	0	7
18	4	2	0	2	1	0	0	27
6	1	2	0	0	0	0	0	9
5	2	1	0	0	0	0	0	8
4	1	0	0	0	0	0	0	5
41	5	1	0	0	0	0	0	47
56	9	4	0	0	0	0	0	69
22	1	0	0	0	0	0	0	23
4	0	0	0	0	0	0	0	4
3	3	0	0	0	0	0	0	6
2	1	0	0	0	0	0	0	3
31	5	0	0	0	0	0	0	36
105	18	6	0	2	1	0	0	132

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

TIME	B TO A							
	FROM BACK LANE TO BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	15	3	0	0	0	0	0	18
16:15	10	1	0	0	0	1	0	12
16:30	10	4	1	0	0	0	0	15
16:45	20	5	0	1	0	1	0	27
H/TOT	55	13	1	1	0	2	0	72
17:00	20	3	1	0	0	0	0	24
17:15	12	2	1	0	0	0	0	15
17:30	12	1	0	0	0	0	0	13
17:45	6	3	0	0	0	0	0	9
H/TOT	50	9	2	0	0	0	0	61
18:00	13	2	0	0	0	0	0	15
18:15	8	1	0	0	0	0	1	10
18:30	4	0	0	0	0	0	0	4
18:45	3	0	0	0	0	0	1	4
H/TOT	28	3	0	0	0	0	2	33
P/TOT	133	25	3	1	0	2	2	166

	B TO C							
	FROM BACK LANE TO BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
8	1	1	0	1	0	0	0	11
7	1	2	0	0	0	0	0	10
7	0	0	0	0	0	0	0	7
4	3	0	0	0	0	0	0	7
26	5	3	0	1	0	0	0	35
17	1	0	0	0	0	0	0	18
11	0	0	0	0	0	0	0	11
7	2	0	0	0	0	0	0	9
11	1	0	0	0	0	0	0	12
46	4	0	0	0	0	0	0	50
5	0	0	0	0	0	0	0	5
7	1	0	0	0	0	0	1	9
2	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	4
17	2	0	0	0	0	0	1	20
89	11	3	0	1	0	0	1	105

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

TIME	C TO A							
	FROM BASINGSTOKE ROAD (N) TO BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	5	0	0	0	0	0	25
07:15	24	6	4	0	0	2	1	37
07:30	39	4	1	0	1	0	1	46
07:45	42	8	0	0	0	1	1	52
H/TOT	125	23	5	0	1	3	3	160
08:00	40	12	2	0	1	0	0	55
08:15	37	5	1	0	0	0	0	43
08:30	34	3	3	0	0	0	0	40
08:45	49	3	2	0	0	0	0	54
H/TOT	160	23	8	0	1	0	0	192
09:00	29	6	2	0	0	0	0	37
09:15	32	4	0	0	1	0	0	37
09:30	36	10	1	0	0	2	1	50
09:45	37	2	3	0	0	0	2	44
H/TOT	134	22	6	0	1	2	3	168
P/TOT	419	68	19	0	3	5	6	520

	C TO B							
	FROM BASINGSTOKE ROAD (N) TO BACK LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
4	1	1	0	0	0	0	0	6
8	3	1	0	0	0	0	0	12
13	0	0	0	0	0	0	0	13
10	3	0	0	0	0	0	0	13
35	7	2	0	0	0	0	0	44
17	0	1	0	0	0	0	1	19
5	2	0	0	0	0	0	0	7
14	1	0	0	0	0	0	0	15
34	2	0	0	0	0	0	0	36
70	5	1	0	0	0	0	1	77
6	1	0	0	0	0	0	0	7
9	1	0	0	0	0	0	0	10
3	2	0	0	0	0	0	0	5
5	2	0	0	0	0	0	0	7
23	6	0	0	0	0	0	0	29
128	18	3	0	0	0	0	1	150

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

TIME	C TO A							
	FROM BASINGSTOKE ROAD (N) TO BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	40	8	0	0	1	0	4	53
16:15	41	7	2	0	0	1	0	51
16:30	39	5	0	0	0	0	0	44
16:45	43	2	2	1	1	0	0	49
H/TOT	163	22	4	1	2	1	4	197
17:00	57	3	0	0	1	0	0	61
17:15	33	3	1	0	0	1	0	38
17:30	46	1	0	0	0	1	1	49
17:45	41	6	0	0	0	2	0	49
H/TOT	177	13	1	0	1	4	1	197
18:00	37	6	1	0	1	0	0	45
18:15	35	3	2	0	0	0	1	41
18:30	25	2	0	0	0	2	0	29
18:45	18	0	1	0	0	1	3	23
H/TOT	115	11	4	0	1	3	4	138
P/TOT	455	46	9	1	4	8	9	532

	C TO B							
	FROM BASINGSTOKE ROAD (N) TO BACK LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
3	1	0	0	0	0	0	0	4
0	1	1	0	0	0	0	0	2
1	1	0	0	0	0	0	0	2
2	2	0	0	0	0	0	0	4
6	5	1	0	0	0	0	0	12
3	1	0	0	0	0	0	0	4
4	2	0	0	0	0	0	0	6
6	0	0	0	0	0	0	0	6
1	0	0	0	0	0	0	0	1
14	3	0	0	0	0	0	0	17
1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	2
1	1	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	6
25	9	1	0	0	0	0	0	35

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

TIME	TO ARM A BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	24	6	0	0	0	0	0	30
07:15	28	9	5	0	0	2	1	45
07:30	48	11	1	0	1	0	1	62
07:45	58	12	1	0	0	1	1	73
H/TOT	158	38	7	0	1	3	3	210
08:00	50	15	3	0	1	0	0	69
08:15	48	6	1	0	0	0	0	55
08:30	46	6	5	0	0	0	0	57
08:45	62	3	2	0	0	0	0	67
H/TOT	206	30	11	0	1	0	0	248
09:00	48	10	3	0	0	0	0	61
09:15	45	8	1	0	1	0	0	55
09:30	39	14	1	0	0	2	1	57
09:45	40	3	3	0	0	0	2	48
H/TOT	172	35	8	0	1	2	3	221
P/TOT	536	103	26	0	3	5	6	679

FROM ARM A BASINGSTOKE ROAD (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
56	14	3	0	0	0	0	73
63	15	0	0	2	2	0	82
64	18	2	0	0	1	1	86
80	17	5	0	1	2	1	106
263	64	10	0	3	5	2	347
86	16	6	1	0	0	1	110
77	4	2	0	2	1	0	86
61	14	2	1	0	0	0	78
59	9	1	1	0	0	0	70
283	43	11	3	2	1	1	344
55	7	2	0	0	2	2	68
43	9	2	1	0	0	2	57
41	7	5	0	1	2	0	56
50	9	0	0	0	0	2	61
189	32	9	1	1	4	6	242
735	139	30	4	6	10	9	933

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

TIME	TO ARM A BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	55	11	0	0	1	0	4	71
16:15	51	8	2	0	0	2	0	63
16:30	49	9	1	0	0	0	0	59
16:45	63	7	2	2	1	1	0	76
H/TOT	218	35	5	2	2	3	4	269
17:00	77	6	1	0	1	0	0	85
17:15	45	5	2	0	0	1	0	53
17:30	58	2	0	0	0	1	1	62
17:45	47	9	0	0	0	2	0	58
H/TOT	227	22	3	0	1	4	1	258
18:00	50	8	1	0	1	0	0	60
18:15	43	4	2	0	0	0	2	51
18:30	29	2	0	0	0	2	0	33
18:45	21	0	1	0	0	1	4	27
H/TOT	143	14	4	0	1	3	6	171
P/TOT	588	71	12	2	4	10	11	698

FROM ARM A BASINGSTOKE ROAD (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
65	20	3	1	0	0	0	89
49	14	2	0	1	0	1	67
74	19	4	1	1	2	0	101
84	13	1	0	0	1	2	101
272	66	10	2	2	3	3	358
99	20	5	0	0	2	1	127
103	21	0	0	0	3	2	129
80	12	5	0	0	0	0	97
69	6	2	0	0	1	0	78
351	59	12	0	0	6	3	431
43	7	0	0	0	0	0	50
52	10	1	0	1	0	5	69
40	3	2	0	0	0	0	45
37	1	0	0	0	2	0	40
172	21	3	0	1	2	5	204
795	146	25	2	3	11	11	993

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

TIME	TO ARM B BACK LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	6	1	0	0	0	0	27
07:15	24	9	1	0	0	1	0	35
07:30	37	2	1	0	0	1	1	42
07:45	30	7	0	0	0	1	1	39
H/TOT	111	24	3	0	0	3	2	143
08:00	49	4	2	0	0	0	1	56
08:15	36	2	0	0	0	1	0	39
08:30	32	8	0	0	0	0	0	40
08:45	49	3	1	0	0	0	0	53
H/TOT	166	17	3	0	0	1	1	188
09:00	18	3	0	0	0	0	1	22
09:15	20	1	0	0	0	0	2	23
09:30	10	4	1	0	0	1	0	16
09:45	9	3	0	0	0	0	1	13
H/TOT	57	11	1	0	0	1	4	74
P/TOT	334	52	7	0	0	5	7	405

FROM ARM B BACK LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
6	4	1	0	0	0	0	11
7	4	1	0	1	1	0	14
15	7	1	0	1	0	0	24
23	4	1	0	0	0	0	28
51	19	4	0	2	1	0	77
16	4	3	0	0	0	0	23
16	3	1	0	0	0	0	20
16	4	2	0	0	0	0	22
54	5	1	0	0	0	0	60
102	16	7	0	0	0	0	125
41	5	1	0	0	0	0	47
17	4	1	0	0	0	0	22
6	7	0	0	0	0	0	13
5	2	0	0	0	0	0	7
69	18	2	0	0	0	0	89
222	53	13	0	2	1	0	291

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

TIME	TO ARM B BACK LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	14	2	0	0	0	0	0	16
16:15	9	4	1	0	0	0	1	15
16:30	10	5	1	0	0	0	0	16
16:45	15	4	0	0	0	0	0	19
H/TOT	48	15	2	0	0	0	1	66
17:00	15	4	0	0	0	0	1	20
17:15	27	7	0	0	0	2	0	36
17:30	16	1	0	0	0	0	0	17
17:45	14	0	0	0	0	0	0	14
H/TOT	72	12	0	0	0	2	1	87
18:00	10	2	0	0	0	0	0	12
18:15	7	1	1	0	0	0	5	14
18:30	9	1	0	0	0	0	0	10
18:45	3	0	0	0	0	0	0	3
H/TOT	29	4	1	0	0	0	5	39
P/TOT	149	31	3	0	0	2	7	192

FROM ARM B BACK LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
23	4	1	0	1	0	0	29
17	2	2	0	0	1	0	22
17	4	1	0	0	0	0	22
24	8	0	1	0	1	0	34
81	18	4	1	1	2	0	107
37	4	1	0	0	0	0	42
23	2	1	0	0	0	0	26
19	3	0	0	0	0	0	22
17	4	0	0	0	0	0	21
96	13	2	0	0	0	0	111
18	2	0	0	0	0	0	20
15	2	0	0	0	0	2	19
6	0	0	0	0	0	0	6
6	1	0	0	0	0	1	8
45	5	0	0	0	0	3	53
222	36	6	1	1	2	3	271

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

TIME	TO ARM C BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	42	12	4	0	0	0	0	58
07:15	50	10	0	0	3	2	0	65
07:30	46	16	2	0	1	0	0	65
07:45	67	13	5	0	1	1	0	87
H/TOT	205	51	11	0	5	3	0	275
08:00	60	13	7	1	0	0	1	82
08:15	51	6	3	0	2	0	0	62
08:30	47	8	2	1	0	0	0	58
08:45	85	13	1	1	0	0	0	100
H/TOT	243	40	13	3	2	0	1	302
09:00	65	6	2	0	0	2	1	76
09:15	36	9	2	1	0	0	0	48
09:30	37	8	4	0	1	1	0	51
09:45	48	9	0	0	0	0	1	58
H/TOT	186	32	8	1	1	3	2	233
P/TOT	634	123	32	4	8	6	3	810

FROM ARM C BASINGSTOKE ROAD (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
24	6	1	0	0	0	0	31
32	9	5	0	0	2	1	49
52	4	1	0	1	0	1	59
52	11	0	0	0	1	1	65
160	30	7	0	1	3	3	204
57	12	3	0	1	0	1	74
42	7	1	0	0	0	0	50
48	4	3	0	0	0	0	55
83	5	2	0	0	0	0	90
230	28	9	0	1	0	1	269
35	7	2	0	0	0	0	44
41	5	0	0	1	0	0	47
39	12	1	0	0	2	1	55
42	4	3	0	0	0	2	51
157	28	6	0	1	2	3	197
547	86	22	0	3	5	7	670

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

TIME	TO ARM C BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	62	20	4	1	1	0	0	88
16:15	47	12	4	0	1	0	0	64
16:30	72	15	3	1	1	2	0	94
16:45	75	14	1	0	0	1	2	93
H/TOT	256	61	12	2	3	3	2	339
17:00	104	18	5	0	0	2	0	129
17:15	91	16	0	0	0	1	2	110
17:30	77	13	5	0	0	0	0	95
17:45	67	7	2	0	0	1	0	77
H/TOT	339	54	12	0	0	4	2	411
18:00	39	5	0	0	0	0	0	44
18:15	54	10	0	0	1	0	1	66
18:30	34	3	2	0	0	0	0	39
18:45	38	2	0	0	0	2	0	42
H/TOT	165	20	2	0	1	2	1	191
P/TOT	760	135	26	2	4	9	5	941

FROM ARM C BASINGSTOKE ROAD (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
43	9	0	0	1	0	4	57
41	8	3	0	0	1	0	53
40	6	0	0	0	0	0	46
45	4	2	1	1	0	0	53
169	27	5	1	2	1	4	209
60	4	0	0	1	0	0	65
37	5	1	0	0	1	0	44
52	1	0	0	0	1	1	55
42	6	0	0	0	2	0	50
191	16	1	0	1	4	1	214
38	6	1	0	1	0	0	46
37	3	2	0	0	0	1	43
26	3	0	0	0	2	0	31
19	0	1	0	0	1	3	24
120	12	4	0	1	3	4	144
480	55	10	1	4	8	9	567

QUEUE LENGTHS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 1

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (S) / BACK LANE / BASINGSTOKE ROAD (N)

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A BASINGSTOKE ROAD (S)	ARM B BACK LANE		ARM C BASINGSTOKE ROAD (N)	TIME	ARM A BASINGSTOKE ROAD (S)	ARM B BACK LANE		ARM C BASINGSTOKE ROAD (N)
	LANE 1	LANE 1	LANE 2	LANE 1		LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	0	1	0	16:00	0	0	2	0
07:05	0	1	2	0	16:05	0	0	0	1
07:10	0	0	1	0	16:10	0	1	2	0
07:15	0	0	1	1	16:15	0	1	1	1
07:20	0	0	2	1	16:20	0	0	1	0
07:25	0	1	1	1	16:25	0	2	1	0
07:30	0	0	2	0	16:30	0	0	1	0
07:35	0	1	1	1	16:35	0	1	2	0
07:40	0	1	2	3	16:40	0	0	3	0
07:45	0	1	3	4	16:45	0	0	2	0
07:50	0	1	3	0	16:50	0	1	4	0
07:55	0	0	1	1	16:55	0	1	1	2
08:00	0	1	1	2	17:00	0	1	2	0
08:05	0	2	1	0	17:05	0	1	2	0
08:10	0	0	1	5	17:10	0	1	1	0
08:15	0	0	1	1	17:15	5	1	1	0
08:20	0	1	1	0	17:20	0	1	1	4
08:25	0	1	2	0	17:25	0	2	3	1
08:30	0	1	1	0	17:30	0	1	1	2
08:35	0	1	1	0	17:35	0	1	1	0
08:40	0	0	2	0	17:40	0	1	1	1
08:45	0	1	0	1	17:45	0	1	2	0
08:50	0	1	1	1	17:50	0	1	1	0
08:55	0	1	3	4	17:55	0	1	1	0
09:00	0	2	2	0	18:00	0	1	1	0
09:05	0	1	2	0	18:05	0	0	1	0
09:10	0	1	2	0	18:10	0	0	2	0
09:15	0	1	2	2	18:15	0	1	1	0
09:20	0	0	1	1	18:20	0	1	1	0
09:25	0	0	2	1	18:25	0	1	1	0
09:30	0	1	1	2	18:30	0	0	1	0
09:35	0	1	2	0	18:35	0	0	1	0
09:40	0	0	0	2	18:40	0	0	1	0
09:45	0	0	1	0	18:45	0	0	1	0
09:50	0	0	1	0	18:50	0	0	0	0
09:55	0	0	0	1	18:55	0	1	1	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 2

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	A TO B							
	FROM BASINGSTOKE ROAD (N) TO B3349							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	1	0	0	5
07:15	8	3	1	0	1	0	1	14
07:30	14	4	0	0	2	0	0	20
07:45	10	3	0	0	0	0	0	13
H/TOT	36	10	1	0	4	0	1	52
08:00	10	2	1	0	0	0	0	13
08:15	17	1	1	0	1	0	0	20
08:30	20	1	0	0	0	0	0	21
08:45	13	3	1	0	0	0	0	17
H/TOT	60	7	3	0	1	0	0	71
09:00	6	0	1	0	0	0	0	7
09:15	8	5	1	0	0	0	0	14
09:30	12	1	0	0	1	0	0	14
09:45	14	2	0	0	0	0	0	16
H/TOT	40	8	2	0	1	0	0	51
P/TOT	136	25	6	0	6	0	1	174

	A TO C							
	FROM BASINGSTOKE ROAD (N) TO BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
26	3	1	1	0	0	0	0	31
28	12	3	0	2	1	0	0	46
43	7	1	0	1	0	0	0	52
56	14	3	2	1	1	0	0	77
153	36	8	3	4	2	0	0	206
54	10	2	0	0	1	1	0	68
40	5	0	0	0	1	1	0	47
47	4	2	0	0	0	0	0	53
70	8	4	0	0	0	1	0	83
211	27	8	0	0	2	3	0	251
35	4	0	0	1	0	0	0	40
25	7	2	1	0	0	0	0	35
35	9	2	1	0	1	0	0	48
28	8	3	0	0	0	0	0	39
123	28	7	2	1	1	0	0	162
487	91	23	5	5	5	3	0	619

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 2

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	A TO B							
	FROM BASINGSTOKE ROAD (N) TO B3349							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	13	3	0	0	1	0	0	17
16:15	19	1	1	0	0	0	0	21
16:30	15	3	0	0	0	0	0	18
16:45	27	3	0	0	0	0	0	30
H/TOT	74	10	1	0	1	0	0	86
17:00	19	1	0	0	0	0	0	20
17:15	19	3	2	0	1	0	0	25
17:30	15	1	0	0	0	0	0	16
17:45	15	2	1	0	0	0	0	18
H/TOT	68	7	3	0	1	0	0	79
18:00	27	2	1	0	0	0	0	30
18:15	16	3	0	0	0	0	0	19
18:30	20	3	1	0	1	1	0	26
18:45	17	0	0	0	0	0	0	17
H/TOT	80	8	2	0	1	1	0	92
P/TOT	222	25	6	0	3	1	0	257

A TO C							
FROM BASINGSTOKE ROAD (N) TO BASINGSTOKE ROAD (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
54	5	0	0	0	0	1	60
52	8	3	0	0	1	0	64
41	9	1	0	0	0	2	53
53	8	2	0	1	2	0	66
200	30	6	0	1	3	3	243
60	2	0	0	0	1	0	63
41	3	1	0	0	0	0	45
64	7	0	0	0	1	1	73
56	4	1	0	0	2	0	63
221	16	2	0	0	4	1	244
43	2	0	0	1	1	1	48
30	5	2	0	0	1	0	38
28	3	0	0	0	1	0	32
28	1	1	0	0	2	1	33
129	11	3	0	1	5	2	151
550	57	11	0	2	12	6	638

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 2

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	B TO A							
	FROM B3349 TO BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	18	6	0	0	0	1	0	25
07:15	17	0	2	0	0	1	0	20
07:30	7	1	0	0	0	0	0	8
07:45	10	2	0	0	0	0	0	12
H/TOT	52	9	2	0	0	2	0	65
08:00	13	1	0	0	1	0	0	15
08:15	15	3	1	0	0	0	0	19
08:30	12	2	1	0	0	0	0	15
08:45	9	3	1	0	1	0	0	14
H/TOT	49	9	3	0	2	0	0	63
09:00	17	2	1	0	0	0	0	20
09:15	17	2	1	0	0	0	0	20
09:30	16	4	0	0	0	0	0	20
09:45	15	1	1	0	0	0	0	17
H/TOT	65	9	3	0	0	0	0	77
P/TOT	166	27	8	0	2	2	0	205

	B TO C							
	FROM B3349 TO BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
33	6	1	0	0	0	0	1	41
45	6	3	0	0	0	2	0	56
51	9	0	0	0	0	2	0	62
62	8	3	0	0	0	1	1	75
191	29	7	0	0	0	5	2	234
51	4	2	0	0	0	0	0	57
59	6	0	0	0	0	1	0	66
56	6	1	0	0	0	0	1	64
54	4	3	0	0	0	0	0	61
220	20	6	0	0	0	1	1	248
34	5	4	0	0	0	0	0	43
35	4	0	0	0	0	0	0	39
41	6	2	0	0	0	3	3	55
29	6	1	0	0	0	0	1	37
139	21	7	0	0	0	3	4	174
550	70	20	0	0	0	9	7	656

MANUAL CLASSIFIED COUNTS

JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 2

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)



DATE: 19/06/2025

DAY: THURSDAY

TIME	B TO A							
	FROM B3349 TO BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	16	1	0	0	2	0	0	19
16:15	17	3	0	0	0	0	0	20
16:30	18	3	0	0	1	0	0	22
16:45	13	2	0	1	0	0	0	16
H/TOT	64	9	0	1	3	0	0	77
17:00	14	4	0	0	0	0	0	18
17:15	15	3	0	0	0	0	0	18
17:30	15	3	0	0	0	0	0	18
17:45	20	3	0	0	0	0	0	23
H/TOT	64	13	0	0	0	0	0	77
18:00	11	2	0	0	1	0	0	14
18:15	16	3	0	0	0	0	0	19
18:30	24	2	0	0	0	0	0	26
18:45	17	2	0	0	0	0	2	21
H/TOT	68	9	0	0	1	0	2	80
P/TOT	196	31	0	1	4	0	2	234

B TO C							
FROM B3349 TO BASINGSTOKE ROAD (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
38	10	0	1	2	0	3	54
39	1	0	0	0	1	0	41
45	6	1	0	0	1	0	53
46	1	0	1	1	0	1	50
168	18	1	2	3	2	4	198
51	5	1	0	0	0	1	58
58	5	0	0	0	2	0	65
51	4	0	0	0	4	1	60
47	3	0	0	0	1	0	51
207	17	1	0	0	7	2	234
32	3	1	0	0	0	0	36
36	2	0	0	0	0	1	39
25	5	0	0	0	0	0	30
23	3	0	0	0	1	2	29
116	13	1	0	0	1	3	134
491	48	3	2	3	10	9	566

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 2

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	C TO A							
	FROM BASINGSTOKE ROAD (S) TO BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	51	16	6	0	0	0	1	74
07:15	59	15	2	0	1	3	0	80
07:30	41	13	4	1	0	0	0	59
07:45	46	15	3	0	0	1	0	65
H/TOT	197	59	15	1	1	4	1	278
08:00	75	10	3	2	0	1	1	92
08:15	41	8	2	0	2	0	0	53
08:30	40	7	5	1	0	0	0	53
08:45	55	14	2	0	0	0	0	71
H/TOT	211	39	12	3	2	1	1	269
09:00	63	11	1	0	0	0	0	75
09:15	45	10	2	0	0	0	0	57
09:30	42	11	3	0	2	1	0	59
09:45	51	11	3	0	0	0	0	65
H/TOT	201	43	9	0	2	1	0	256
P/TOT	609	141	36	4	5	6	2	803

C TO B							
FROM BASINGSTOKE ROAD (S) TO B3349							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15	6	0	0	0	3	0	24
40	4	3	0	1	0	0	48
68	9	0	0	2	1	0	80
56	9	3	0	1	1	0	70
179	28	6	0	4	5	0	222
55	8	8	0	0	0	0	71
48	7	4	0	0	0	0	59
39	4	3	0	0	1	1	48
46	5	1	0	0	0	0	52
188	24	16	0	0	1	1	230
36	4	2	0	0	2	0	44
30	2	2	0	0	0	0	34
28	3	2	0	0	0	0	33
36	5	0	0	0	0	1	42
130	14	6	0	0	2	1	153
497	66	28	0	4	8	2	605

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 2

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	C TO A							
	FROM BASINGSTOKE ROAD (S) TO BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	50	17	1	1	2	1	0	72
16:15	51	13	2	1	1	2	1	71
16:30	68	16	3	0	1	0	0	88
16:45	92	15	2	0	0	0	2	111
H/TOT	261	61	8	2	4	3	3	342
17:00	101	12	5	1	0	2	0	121
17:15	128	15	1	0	1	5	0	150
17:30	76	14	2	0	0	1	1	94
17:45	80	10	2	0	0	1	0	93
H/TOT	385	51	10	1	1	9	1	458
18:00	52	4	0	0	0	0	0	56
18:15	50	10	0	0	0	1	1	62
18:30	41	4	1	0	1	0	0	47
18:45	43	3	0	0	0	2	1	49
H/TOT	186	21	1	0	1	3	2	214
P/TOT	832	133	19	3	6	15	6	1014

C TO B							
FROM BASINGSTOKE ROAD (S) TO B3349							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
38	4	0	0	0	1	0	43
43	6	2	0	0	3	0	54
50	8	0	1	0	1	1	61
52	4	0	0	1	2	0	59
183	22	2	1	1	7	1	217
65	8	1	0	0	2	1	77
48	8	1	0	0	1	0	58
62	10	2	0	0	0	0	74
55	5	0	0	0	1	0	61
230	31	4	0	0	4	1	270
38	3	0	0	0	2	0	43
42	8	1	0	0	0	0	51
29	2	0	0	0	1	0	32
18	2	1	0	0	1	2	24
127	15	2	0	0	4	2	150
540	68	8	1	1	15	4	637

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 2

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM A BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	69	22	6	0	0	1	1	99
07:15	76	15	4	0	1	4	0	100
07:30	48	14	4	1	0	0	0	67
07:45	56	17	3	0	0	1	0	77
H/TOT	249	68	17	1	1	6	1	343
08:00	88	11	3	2	1	1	1	107
08:15	56	11	3	0	2	0	0	72
08:30	52	9	6	1	0	0	0	68
08:45	64	17	3	0	1	0	0	85
H/TOT	260	48	15	3	4	1	1	332
09:00	80	13	2	0	0	0	0	95
09:15	62	12	3	0	0	0	0	77
09:30	58	15	3	0	2	1	0	79
09:45	66	12	4	0	0	0	0	82
H/TOT	266	52	12	0	2	1	0	333
P/TOT	775	168	44	4	7	8	2	1008

FROM ARM A BASINGSTOKE ROAD (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
30	3	1	1	1	0	0	36
36	15	4	0	3	1	1	60
57	11	1	0	3	0	0	72
66	17	3	2	1	1	0	90
189	46	9	3	8	2	1	258
64	12	3	0	0	1	1	81
57	6	1	0	1	1	1	67
67	5	2	0	0	0	0	74
83	11	5	0	0	0	1	100
271	34	11	0	1	2	3	322
41	4	1	0	1	0	0	47
33	12	3	1	0	0	0	49
47	10	2	1	1	1	0	62
42	10	3	0	0	0	0	55
163	36	9	2	2	1	0	213
623	116	29	5	11	5	4	793

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 2

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM A BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	66	18	1	1	4	1	0	91
16:15	68	16	2	1	1	2	1	91
16:30	86	19	3	0	2	0	0	110
16:45	105	17	2	1	0	0	2	127
H/TOT	325	70	8	3	7	3	3	419
17:00	115	16	5	1	0	2	0	139
17:15	143	18	1	0	1	5	0	168
17:30	91	17	2	0	0	1	1	112
17:45	100	13	2	0	0	1	0	116
H/TOT	449	64	10	1	1	9	1	535
18:00	63	6	0	0	1	0	0	70
18:15	66	13	0	0	0	1	1	81
18:30	65	6	1	0	1	0	0	73
18:45	60	5	0	0	0	2	3	70
H/TOT	254	30	1	0	2	3	4	294
P/TOT	1028	164	19	4	10	15	8	1248

FROM ARM A BASINGSTOKE ROAD (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
67	8	0	0	1	0	1	77
71	9	4	0	0	1	0	85
56	12	1	0	0	0	2	71
80	11	2	0	1	2	0	96
274	40	7	0	2	3	3	329
79	3	0	0	0	1	0	83
60	6	3	0	1	0	0	70
79	8	0	0	0	1	1	89
71	6	2	0	0	2	0	81
289	23	5	0	1	4	1	323
70	4	1	0	1	1	1	78
46	8	2	0	0	1	0	57
48	6	1	0	1	2	0	58
45	1	1	0	0	2	1	50
209	19	5	0	2	6	2	243
772	82	17	0	5	13	6	895

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 2

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM B B3349							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	6	0	0	1	3	0	29
07:15	48	7	4	0	2	0	1	62
07:30	82	13	0	0	4	1	0	100
07:45	66	12	3	0	1	1	0	83
H/TOT	215	38	7	0	8	5	1	274
08:00	65	10	9	0	0	0	0	84
08:15	65	8	5	0	1	0	0	79
08:30	59	5	3	0	0	1	1	69
08:45	59	8	2	0	0	0	0	69
H/TOT	248	31	19	0	1	1	1	301
09:00	42	4	3	0	0	2	0	51
09:15	38	7	3	0	0	0	0	48
09:30	40	4	2	0	1	0	0	47
09:45	50	7	0	0	0	0	1	58
H/TOT	170	22	8	0	1	2	1	204
P/TOT	633	91	34	0	10	8	3	779

FROM ARM B B3349							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
51	12	1	0	0	1	1	66
62	6	5	0	0	3	0	76
58	10	0	0	0	2	0	70
72	10	3	0	0	1	1	87
243	38	9	0	0	7	2	299
64	5	2	0	1	0	0	72
74	9	1	0	0	1	0	85
68	8	2	0	0	0	1	79
63	7	4	0	1	0	0	75
269	29	9	0	2	1	1	311
51	7	5	0	0	0	0	63
52	6	1	0	0	0	0	59
57	10	2	0	0	3	3	75
44	7	2	0	0	0	1	54
204	30	10	0	0	3	4	251
716	97	28	0	2	11	7	861

MANUAL CLASSIFIED COUNTS

JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 2

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)



DATE: 19/06/2025

DAY: THURSDAY

TIME	TO ARM B B3349							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	51	7	0	0	1	1	0	60
16:15	62	7	3	0	0	3	0	75
16:30	65	11	0	1	0	1	1	79
16:45	79	7	0	0	1	2	0	89
H/TOT	257	32	3	1	2	7	1	303
17:00	84	9	1	0	0	2	1	97
17:15	67	11	3	0	1	1	0	83
17:30	77	11	2	0	0	0	0	90
17:45	70	7	1	0	0	1	0	79
H/TOT	298	38	7	0	1	4	1	349
18:00	65	5	1	0	0	2	0	73
18:15	58	11	1	0	0	0	0	70
18:30	49	5	1	0	1	2	0	58
18:45	35	2	1	0	0	1	2	41
H/TOT	207	23	4	0	1	5	2	242
P/TOT	762	93	14	1	4	16	4	894

FROM ARM B B3349							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
54	11	0	1	4	0	3	73
56	4	0	0	0	1	0	61
63	9	1	0	1	1	0	75
59	3	0	2	1	0	1	66
232	27	1	3	6	2	4	275
65	9	1	0	0	0	1	76
73	8	0	0	0	2	0	83
66	7	0	0	0	4	1	78
67	6	0	0	0	1	0	74
271	30	1	0	0	7	2	311
43	5	1	0	1	0	0	50
52	5	0	0	0	0	1	58
49	7	0	0	0	0	0	56
40	5	0	0	0	1	4	50
184	22	1	0	1	1	5	214
687	79	3	3	7	10	11	800

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 2

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM C BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	59	9	2	1	0	0	1	72
07:15	73	18	6	0	2	3	0	102
07:30	94	16	1	0	1	2	0	114
07:45	118	22	6	2	1	2	1	152
H/TOT	344	65	15	3	4	7	2	440
08:00	105	14	4	0	0	1	1	125
08:15	99	11	0	0	0	2	1	113
08:30	103	10	3	0	0	0	1	117
08:45	124	12	7	0	0	0	1	144
H/TOT	431	47	14	0	0	3	4	499
09:00	69	9	4	0	1	0	0	83
09:15	60	11	2	1	0	0	0	74
09:30	76	15	4	1	0	4	3	103
09:45	57	14	4	0	0	0	1	76
H/TOT	262	49	14	2	1	4	4	336
P/TOT	1037	161	43	5	5	14	10	1275

FROM ARM C BASINGSTOKE ROAD (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
66	22	6	0	0	3	1	98
99	19	5	0	2	3	0	128
109	22	4	1	2	1	0	139
102	24	6	0	1	2	0	135
376	87	21	1	5	9	1	500
130	18	11	2	0	1	1	163
89	15	6	0	2	0	0	112
79	11	8	1	0	1	1	101
101	19	3	0	0	0	0	123
399	63	28	3	2	2	2	499
99	15	3	0	0	2	0	119
75	12	4	0	0	0	0	91
70	14	5	0	2	1	0	92
87	16	3	0	0	0	1	107
331	57	15	0	2	3	1	409
1106	207	64	4	9	14	4	1408

MANUAL CLASSIFIED COUNTS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 2

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM C BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	92	15	0	1	2	0	4	114
16:15	91	9	3	0	0	2	0	105
16:30	86	15	2	0	0	1	2	106
16:45	99	9	2	1	2	2	1	116
H/TOT	368	48	7	2	4	5	7	441
17:00	111	7	1	0	0	1	1	121
17:15	99	8	1	0	0	2	0	110
17:30	115	11	0	0	0	5	2	133
17:45	103	7	1	0	0	3	0	114
H/TOT	428	33	3	0	0	11	3	478
18:00	75	5	1	0	1	1	1	84
18:15	66	7	2	0	0	1	1	77
18:30	53	8	0	0	0	1	0	62
18:45	51	4	1	0	0	3	3	62
H/TOT	245	24	4	0	1	6	5	285
P/TOT	1041	105	14	2	5	22	15	1204

FROM ARM C BASINGSTOKE ROAD (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
88	21	1	1	2	2	0	115
94	19	4	1	1	5	1	125
118	24	3	1	1	1	1	149
144	19	2	0	1	2	2	170
444	83	10	3	5	10	4	559
166	20	6	1	0	4	1	198
176	23	2	0	1	6	0	208
138	24	4	0	0	1	1	168
135	15	2	0	0	2	0	154
615	82	14	1	1	13	2	728
90	7	0	0	0	2	0	99
92	18	1	0	0	1	1	113
70	6	1	0	1	1	0	79
61	5	1	0	0	3	3	73
313	36	3	0	1	7	4	364
1372	201	27	4	7	30	10	1651

QUEUE LENGTHS

JOB REF: 14596



JOB NAME: SPENCERS WOOD

SITE: 2

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / B3349 / BASINGSTOKE ROAD (S)

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A BASINGSTOKE ROAD (N)	ARM B B3349		ARM C BASINGSTOKE ROAD (S)	
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
07:00	2	3	1	4	2
07:05	2	4	2	9	2
07:10	1	5	2	5	3
07:15	4	7	1	3	3
07:20	5+	5	1	4	3
07:25	2	9	1	9	6
07:30	5+	4	0	5	4
07:35	5+	7	2	3	6
07:40	5+	6	0	5	10+
07:45	5+	6	1	1	7
07:50	5+	8	2	2	8
07:55	5+	6	0	5	7
08:00	5+	2	1	6	7
08:05	4	6	1	6	3
08:10	5	4	4	5	5
08:15	5+	8	6	2	6
08:20	4	9+	2	6	8
08:25	5+	9+	1	10+	4
08:30	5+	9+	1	5	4
08:35	5	6	1	5	5
08:40	5+	3	1	4	3
08:45	5+	9+	3	2	4
08:50	5+	9+	1	3	4
08:55	5+	8	2	4	4
09:00	4	4	1	4	3
09:05	2	6	2	3	2
09:10	4	3	3	4	2
09:15	4	6	1	1	3
09:20	5+	2	1	3	1
09:25	3	2	2	1	2
09:30	5+	9	2	5	2
09:35	3	3	2	2	3
09:40	4	4	2	5	3
09:45	5	5	1	2	3
09:50	3	2	2	2	4
09:55	5	4	3	1	2

TIME	ARM A BASINGSTOKE ROAD (N)	ARM B B3349		ARM C BASINGSTOKE ROAD (S)	
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
16:00	5+	9+	1	4	5
16:05	5+	3	1	6	4
16:10	5+	2	2	3	3
16:15	5+	7	1	5	8
16:20	5+	1	3	4	5
16:25	5+	6	1	4	3
16:30	5+	5	4	10+	9
16:35	5	4	2	4	5
16:40	4	6	1	5	3
16:45	5+	5	2	7	2
16:50	3	3	2	5	5
16:55	5+	6	2	5	5
17:00	5+	8	1	5	6
17:05	5+	7	1	6	8
17:10	5+	5	2	10+	7
17:15	5+	4	1	10+	5
17:20	5+	7	0	10+	4
17:25	4	4	2	7	4
17:30	5+	7	2	5	4
17:35	5+	8	2	10+	7
17:40	5+	3	1	4	3
17:45	5+	4	2	6	5
17:50	4	5	3	5	3
17:55	5+	7	1	4	6
18:00	4	3	1	1	4
18:05	2	2	2	2	3
18:10	5+	1	1	4	3
18:15	5+	3	5	3	4
18:20	5+	4	4	5	2
18:25	5+	3	2	3	5
18:30	4	7	2	3	2
18:35	5	2	1	4	4
18:40	4	1	1	1	1
18:45	3	3	1	2	2
18:50	5+	2	2	3	2
18:55	3	2	1	1	2

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	A TO A							
	FROM BASINGSTOKE ROAD (N) TO BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1

	A TO B							
	FROM BASINGSTOKE ROAD (N) TO CHURCH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
29	13	3	0	0	0	0	0	45
26	15	1	0	0	0	0	0	42
42	8	0	0	0	0	0	0	50
39	11	2	0	0	0	0	1	53
136	47	6	0	0	0	0	1	190
32	10	2	0	0	0	2	0	46
36	7	2	0	0	0	0	0	45
44	11	0	1	0	0	0	0	56
53	8	3	0	0	0	1	1	66
165	36	7	1	0	0	3	1	213
22	4	2	0	0	0	0	0	28
28	8	1	1	0	0	1	0	39
28	6	3	1	0	0	0	0	38
26	9	1	0	0	0	0	0	36
104	27	7	2	0	0	1	0	141
405	110	20	3	0	0	4	2	544

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	A TO A								A TO B							
	FROM BASINGSTOKE ROAD (N) TO BASINGSTOKE ROAD (N)								FROM BASINGSTOKE ROAD (N) TO CHURCH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	70	9	0	0	0	1	0	80
16:15	0	0	0	0	0	0	0	0	61	14	0	0	0	2	0	77
16:30	0	0	0	0	0	0	0	0	75	4	1	0	0	2	0	82
16:45	0	0	0	0	0	0	0	0	78	7	0	0	0	0	0	85
H/TOT	0	0	0	0	0	0	0	0	284	34	1	0	0	5	0	324
17:00	0	0	0	0	0	0	0	0	93	7	0	0	0	0	1	101
17:15	0	0	0	0	0	0	0	0	89	8	1	0	0	2	1	101
17:30	1	0	0	0	0	0	0	1	77	9	2	0	0	1	1	90
17:45	0	0	0	0	0	0	0	0	62	5	0	0	0	0	0	67
H/TOT	1	0	0	0	0	0	0	1	321	29	3	0	0	3	3	359
18:00	0	0	0	0	0	0	0	0	67	5	1	0	0	0	0	73
18:15	1	0	0	0	0	0	0	1	74	4	2	0	0	2	0	82
18:30	0	0	0	0	0	0	0	0	47	3	0	0	0	2	1	53
18:45	1	0	0	0	0	0	0	1	66	4	0	0	0	0	0	70
H/TOT	2	0	0	0	0	0	0	2	254	16	3	0	0	4	1	278
P/TOT	3	0	0	0	0	0	0	3	859	79	7	0	0	12	4	961

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	A TO C								A TO D							
	FROM BASINGSTOKE ROAD (N) TO BASINGSTOKE ROAD (S)								FROM BASINGSTOKE ROAD (N) TO GRAZELEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	5	1	1	2	0	0	28	0	0	0	0	0	0	0	0
07:15	30	11	3	0	3	1	1	49	2	0	0	0	0	0	0	2
07:30	41	7	1	1	2	1	0	53	4	0	0	0	0	0	0	4
07:45	36	14	4	1	1	2	0	58	2	0	0	0	0	0	0	2
H/TOT	126	37	9	3	8	4	1	188	8	0	0	0	0	0	0	8
08:00	34	7	3	0	0	0	0	44	4	1	0	0	0	0	0	5
08:15	36	6	1	0	1	1	0	45	8	1	1	0	0	0	0	10
08:30	38	4	0	1	0	0	0	43	8	1	1	0	0	0	0	10
08:45	69	10	5	0	0	0	0	84	11	2	0	0	0	0	0	13
H/TOT	177	27	9	1	1	1	0	216	31	5	2	0	0	0	0	38
09:00	34	6	1	0	1	0	0	42	9	1	1	0	0	0	0	11
09:15	37	11	2	2	1	0	0	53	2	1	0	0	0	0	0	3
09:30	43	17	5	1	0	1	0	67	3	1	2	0	0	0	0	6
09:45	31	10	3	0	1	0	0	45	0	0	0	0	0	0	0	0
H/TOT	145	44	11	3	3	1	0	207	14	3	3	0	0	0	0	20
P/TOT	448	108	29	7	12	6	1	611	53	8	5	0	0	0	0	66

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	A TO C							
	FROM BASINGSTOKE ROAD (N) TO BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	65	15	1	0	1	0	2	84
16:15	67	12	3	0	0	1	0	83
16:30	68	16	1	0	0	0	0	85
16:45	81	8	2	0	1	0	1	93
H/TOT	281	51	7	0	2	1	3	345
17:00	69	9	1	0	0	1	1	81
17:15	71	10	1	0	0	0	0	82
17:30	74	8	0	0	0	3	1	86
17:45	61	9	2	0	0	2	1	75
H/TOT	275	36	4	0	0	6	3	324
18:00	71	5	1	0	1	2	1	81
18:15	58	8	1	0	0	1	0	68
18:30	50	7	2	0	1	3	0	63
18:45	59	6	0	0	0	2	0	67
H/TOT	238	26	4	0	2	8	1	279
P/TOT	794	113	15	0	4	15	7	948

	A TO D							
	FROM BASINGSTOKE ROAD (N) TO GRAZELEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	1	0	0	0	0	0	0	6
9	2	0	0	0	0	0	0	11
14	5	0	0	0	0	0	0	19
6	0	0	0	0	0	0	0	6
34	8	0	0	0	0	0	0	42
5	1	0	0	0	0	0	0	6
6	1	0	0	0	0	0	0	7
10	1	0	0	0	0	0	0	11
11	2	0	0	0	0	2	1	16
32	5	0	0	0	0	2	1	40
8	0	0	0	0	0	0	0	8
8	1	1	0	0	0	0	0	10
6	1	1	0	0	0	0	0	8
14	0	0	0	0	0	1	0	15
36	2	2	0	0	0	1	0	41
102	15	2	0	0	0	3	1	123

**AUTO
SURVEYS LTD**
TRAFFIC DATA COLLECTION

DAY: THURSDAY

DAY: THURSDAY

DAY: THURSDAY

DAY: THURSDAY

[illegible]

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	B TO A								B TO B							
	FROM CHURCH LANE TO BASINGSTOKE ROAD (N)								FROM CHURCH LANE TO CHURCH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	50	13	0	0	0	0	0	63	1	0	0	0	0	0	0	1
16:15	55	12	0	0	0	2	0	69	0	0	0	0	0	0	0	0
16:30	75	10	0	0	0	0	0	85	0	0	0	0	0	0	0	0
16:45	69	9	2	0	0	0	0	80	0	0	0	0	0	0	0	0
H/TOT	249	44	2	0	0	2	0	297	1	0	0	0	0	0	0	1
17:00	58	5	0	0	0	1	2	66	0	0	0	0	0	0	0	0
17:15	57	5	2	0	0	3	1	68	0	0	0	0	0	0	0	0
17:30	53	6	1	0	0	1	0	61	0	0	0	0	0	0	0	0
17:45	48	4	1	0	0	1	1	55	0	0	0	0	0	0	0	0
H/TOT	216	20	4	0	0	6	4	250	0	0	0	0	0	0	0	0
18:00	51	4	0	0	0	1	0	56	0	0	0	0	0	0	0	0
18:15	53	6	0	0	0	1	0	60	0	0	0	0	0	0	0	0
18:30	38	3	1	0	0	1	0	43	0	0	0	0	0	0	0	0
18:45	38	6	0	0	0	2	0	46	0	0	0	0	0	0	0	0
H/TOT	180	19	1	0	0	5	0	205	0	0	0	0	0	0	0	0
P/TOT	645	83	7	0	0	13	4	752	1	0	0	0	0	0	0	1

AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTION

DAY: THURSDAY

DAY: THURSDAY

DAY: THURSDAY

DAY: THURSDAY

B TO D							
FROM CHURCH LANE TO GRAZELEY ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
4	1	0	0	0	0	0	5
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	8
13	1	0	0	0	0	0	14
7	0	0	0	0	0	0	7
6	0	0	0	0	0	0	6
8	0	0	0	0	0	0	8
7	1	0	0	0	0	0	8
28	1	0	0	0	0	0	29
3	0	0	0	0	0	0	3
4	2	0	0	0	0	0	6
5	0	0	0	0	0	0	5
5	0	0	0	0	0	0	5
17	2	0	0	0	0	0	19
58	4	0	0	0	0	0	62

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	B TO C							
	FROM CHURCH LANE TO BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	14	1	0	0	0	0	0	15
16:15	20	0	0	0	0	0	0	20
16:30	11	0	1	0	0	1	1	14
16:45	23	1	0	0	0	0	0	24
H/TOT	68	2	1	0	0	1	1	73
17:00	26	0	0	0	0	0	0	26
17:15	13	1	0	0	0	0	0	14
17:30	22	3	0	0	0	0	0	25
17:45	27	0	2	0	0	0	0	29
H/TOT	88	4	2	0	0	0	0	94
18:00	18	4	0	0	0	1	0	23
18:15	11	1	0	0	0	0	0	12
18:30	6	1	0	0	0	0	1	8
18:45	11	0	0	0	0	0	1	12
H/TOT	46	6	0	0	0	1	2	55
P/TOT	202	12	3	0	0	2	3	222

	B TO D							
	FROM CHURCH LANE TO GRAZELEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
8	0	0	0	0	0	0	0	8
6	1	0	0	0	0	0	0	7
7	0	0	0	0	0	0	0	7
7	1	0	0	0	0	0	0	8
28	2	0	0	0	0	0	0	30
6	2	0	0	0	0	1	0	9
11	0	0	0	0	0	0	0	11
9	0	0	0	0	0	0	0	9
7	0	0	0	0	0	0	0	7
33	2	0	0	0	0	1	0	36
7	1	0	0	0	0	0	0	8
7	0	0	0	0	0	0	0	7
4	0	0	0	0	0	0	0	4
10	0	0	0	0	0	0	0	10
28	1	0	0	0	0	0	0	29
89	5	0	0	0	0	1	0	95

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	C TO A							
	FROM BASINGSTOKE ROAD (S) TO BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	82	23	4	0	0	3	0	112
07:15	86	16	6	0	1	3	1	113
07:30	55	6	2	0	0	1	0	64
07:45	72	13	3	1	0	0	0	89
H/TOT	295	58	15	1	1	7	1	378
08:00	65	11	4	2	1	0	1	84
08:15	55	7	2	0	2	1	0	67
08:30	70	10	3	1	0	0	1	85
08:45	47	11	4	0	1	0	2	65
H/TOT	237	39	13	3	4	1	4	301
09:00	63	12	1	1	0	0	0	77
09:15	56	12	2	0	0	0	0	70
09:30	55	8	3	0	2	1	0	69
09:45	68	18	5	0	0	0	0	91
H/TOT	242	50	11	1	2	1	0	307
P/TOT	774	147	39	5	7	9	5	986

	C TO B							
	FROM BASINGSTOKE ROAD (S) TO CHURCH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11	4	0	0	0	0	0	0	15
11	3	0	0	0	0	0	1	15
8	2	1	0	0	0	0	0	11
20	6	0	0	0	0	1	0	27
50	15	1	0	0	0	1	1	68
36	2	0	0	0	0	0	0	38
24	3	1	0	0	0	0	0	28
20	4	1	0	0	0	0	0	25
17	1	0	0	0	0	0	0	18
97	10	2	0	0	0	0	0	109
25	1	2	0	0	0	0	0	28
18	1	0	0	0	0	0	1	20
9	2	0	0	0	0	0	1	12
14	2	0	0	0	0	0	0	16
66	6	2	0	0	0	0	2	76
213	31	5	0	0	0	1	3	253

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	C TO A							
	FROM BASINGSTOKE ROAD (S) TO BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	56	19	3	0	4	1	0	83
16:15	55	22	1	0	1	1	2	82
16:30	70	16	2	0	0	0	1	89
16:45	87	12	2	1	2	0	1	105
H/TOT	268	69	8	1	7	2	4	359
17:00	85	15	5	1	0	1	0	107
17:15	119	14	1	0	1	4	0	139
17:30	80	19	3	0	0	1	1	104
17:45	78	12	2	0	0	1	2	95
H/TOT	362	60	11	1	1	7	3	445
18:00	56	5	0	0	1	1	0	63
18:15	50	14	0	0	0	2	0	66
18:30	65	7	1	0	1	1	0	75
18:45	64	4	0	0	0	5	0	73
H/TOT	235	30	1	0	2	9	0	277
P/TOT	865	159	20	2	10	18	7	1081

	C TO B							
	FROM BASINGSTOKE ROAD (S) TO CHURCH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10	2	0	0	0	0	0	0	12
19	1	0	0	0	0	1	0	21
12	1	0	0	0	0	0	0	13
27	4	0	0	0	0	0	0	31
68	8	0	0	0	0	1	0	77
41	2	0	0	0	0	0	0	43
23	2	0	0	0	0	0	0	25
28	4	0	0	0	0	1	0	33
19	1	0	0	0	0	0	0	20
111	9	0	0	0	0	1	0	121
20	5	1	0	0	0	2	0	28
18	0	1	0	0	0	0	0	19
19	2	0	0	0	0	0	0	21
18	1	0	0	0	0	0	1	20
75	8	2	0	0	0	2	1	88
254	25	2	0	0	0	4	1	286

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	C TO C							
	FROM BASINGSTOKE ROAD (S) TO BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

	C TO D							
	FROM BASINGSTOKE ROAD (S) TO GRAZELEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
2	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
6	1	0	0	0	0	0	0	7
1	2	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	3
1	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	5
9	3	0	0	0	0	0	0	12
4	2	0	0	0	0	0	0	6
2	1	0	0	0	0	0	0	3
1	0	1	0	0	0	0	0	2
3	0	0	0	0	0	0	0	3
10	3	1	0	0	0	0	0	14
25	7	1	0	0	0	0	0	33

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	C TO C							
	FROM BASINGSTOKE ROAD (S) TO BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	1	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	1	0	0	0	0	0	2

	C TO D							
	FROM BASINGSTOKE ROAD (S) TO GRAZELEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	2	0	0	0	0	0	0	7
3	0	0	0	0	0	0	1	4
4	1	0	0	0	0	0	0	5
4	1	0	0	0	0	0	0	5
16	4	0	0	0	0	0	1	21
6	0	0	0	0	0	0	0	6
5	1	0	0	0	0	1	0	7
9	0	0	0	0	0	0	0	9
5	0	0	0	0	0	0	0	5
25	1	0	0	0	0	1	0	27
4	0	0	0	0	0	0	0	4
4	0	0	0	0	0	0	1	5
3	1	0	0	0	0	0	0	4
1	0	0	0	0	0	0	0	1
12	1	0	0	0	0	0	1	14
53	6	0	0	0	0	1	2	62

AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTION

DATE: 19/06/2025

DAY: THURSDAY

DATE: 19/06/2025

DAY: THURSDAY

D TO B							
FROM GRAZELEY ROAD TO CHURCH LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	0	0	0	0	0	0	5
10	0	0	0	0	0	0	10
13	0	0	0	0	0	0	13
16	0	0	0	0	0	0	16
44	0	0	0	0	0	0	44
22	0	0	0	0	0	0	22
17	0	0	0	0	0	0	17
14	0	0	0	0	0	0	14
9	0	0	0	0	0	0	9
62	0	0	0	0	0	0	62
5	1	0	0	0	0	0	6
13	1	0	0	0	0	0	14
5	1	0	0	0	0	0	6
2	0	0	0	0	0	0	2
25	3	0	0	0	0	0	28
131	3	0	0	0	0	0	134

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	D TO A							
	FROM GRAZELEY ROAD TO BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	5	0	0	0	0	0	0	5
16:15	5	1	0	0	0	0	0	6
16:30	9	1	0	0	0	0	0	10
16:45	8	0	0	0	0	0	0	8
H/TOT	27	2	0	0	0	0	0	29
17:00	4	1	0	0	0	0	0	5
17:15	6	0	0	0	0	0	0	6
17:30	7	2	0	0	0	0	0	9
17:45	3	0	0	0	0	0	0	3
H/TOT	20	3	0	0	0	0	0	23
18:00	7	0	0	0	0	0	0	7
18:15	3	0	0	0	0	0	0	3
18:30	4	0	0	0	0	1	0	5
18:45	8	1	0	0	0	1	0	10
H/TOT	22	1	0	0	0	2	0	25
P/TOT	69	6	0	0	0	2	0	77

	D TO B							
	FROM GRAZELEY ROAD TO CHURCH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
3	0	0	0	0	0	0	0	3
2	2	0	0	0	0	0	0	4
6	0	0	0	0	0	0	0	6
4	1	0	0	0	0	0	0	5
15	3	0	0	0	0	0	0	18
7	0	0	0	0	0	0	0	7
6	0	0	0	0	0	0	0	6
12	2	0	0	0	0	0	0	14
2	1	0	0	0	0	0	0	3
27	3	0	0	0	0	0	0	30
10	1	0	0	0	0	0	0	11
9	0	0	0	0	0	0	0	9
3	0	0	0	0	0	0	0	3
10	0	1	0	0	0	0	0	11
32	1	1	0	0	0	0	0	34
74	7	1	0	0	0	0	0	82

AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTION

DATE: 19/06/2025

JOB NAME: SPENCERS WOOD

SITE: 3

DAY: THURSDAY

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

[illegible]

AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTION

DATE: 19/06/2025

DAY: THURSDAY

DAY: THURSDAY

DAY: THURSDAY

[illegible]

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM A BASINGSTOKE ROAD (N)								FROM ARM A BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	142	37	6	0	0	4	1	190	48	18	4	1	2	0	0	73
07:15	188	26	6	0	1	3	1	225	58	26	4	0	3	1	1	93
07:30	155	16	3	0	0	1	0	175	87	15	1	1	2	1	0	107
07:45	140	24	5	1	0	0	0	170	78	25	6	1	1	2	1	114
H/TOT	625	103	20	1	1	8	2	760	271	84	15	3	8	4	2	387
08:00	147	23	7	2	1	0	1	181	70	18	5	0	0	2	0	95
08:15	160	23	4	0	2	2	0	191	80	14	4	0	1	1	0	100
08:30	163	20	3	1	0	1	2	190	90	16	1	2	0	0	0	109
08:45	108	20	5	0	1	0	2	136	133	20	8	0	0	1	1	163
H/TOT	578	86	19	3	4	3	5	698	373	68	18	2	1	4	1	467
09:00	121	16	2	1	0	0	0	140	65	11	4	0	1	0	0	81
09:15	94	17	4	0	0	0	0	115	67	20	3	3	1	1	0	95
09:30	90	15	4	0	2	1	0	112	74	24	10	2	0	1	0	111
09:45	100	23	10	0	0	1	1	135	57	19	4	0	1	0	0	81
H/TOT	405	71	20	1	2	2	1	502	263	74	21	5	3	2	0	368
P/TOT	1608	260	59	5	7	13	8	1960	907	226	54	10	12	10	3	1222

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM A BASINGSTOKE ROAD (N)								FROM ARM A BASINGSTOKE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	111	32	3	0	4	1	0	151	140	25	1	0	1	1	2	170
16:15	115	35	1	0	1	3	2	157	137	28	3	0	0	3	0	171
16:30	154	27	2	0	0	0	1	184	157	25	2	0	0	2	0	186
16:45	164	21	4	1	2	0	1	193	165	15	2	0	1	0	1	184
H/TOT	544	115	10	1	7	4	4	685	599	93	8	0	2	6	3	711
17:00	147	21	5	1	0	2	2	178	167	17	1	0	0	1	2	188
17:15	182	19	3	0	1	7	1	213	166	19	2	0	0	2	1	190
17:30	141	27	4	0	0	2	1	175	162	18	2	0	0	4	2	188
17:45	129	16	3	0	0	2	3	153	134	16	2	0	0	4	2	158
H/TOT	599	83	15	1	1	13	7	719	629	70	7	0	0	11	7	724
18:00	114	9	0	0	1	2	0	126	146	10	2	0	1	2	1	162
18:15	107	20	0	0	0	3	0	130	141	13	4	0	0	3	0	161
18:30	107	10	2	0	1	3	0	123	103	11	3	0	1	5	1	124
18:45	111	11	0	0	0	8	0	130	140	10	0	0	0	3	0	153
H/TOT	439	50	2	0	2	16	0	509	530	44	9	0	2	13	2	600
P/TOT	1582	248	27	2	10	33	11	1913	1758	207	24	0	4	30	12	2035

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM B CHURCH LANE								FROM ARM B CHURCH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	45	17	3	0	0	0	0	65	66	13	2	0	0	0	1	82
07:15	47	18	1	0	0	0	1	67	108	10	0	0	0	0	0	118
07:30	63	10	1	0	0	0	0	74	101	10	1	0	0	0	0	112
07:45	75	17	2	0	0	1	1	96	82	10	2	0	0	0	0	94
H/TOT	230	62	7	0	0	1	2	302	357	43	5	0	0	0	1	406
08:00	90	12	2	0	0	2	0	106	90	8	3	0	0	0	1	102
08:15	78	10	3	0	0	0	0	91	117	17	2	0	0	1	0	137
08:30	78	15	1	1	0	0	0	95	104	8	1	0	0	1	1	115
08:45	79	9	3	0	0	1	1	93	91	10	1	0	0	0	0	102
H/TOT	325	46	9	1	0	3	1	385	402	43	7	0	0	2	2	456
09:00	52	6	4	0	0	0	0	62	70	2	1	0	0	0	0	73
09:15	59	10	1	1	0	1	1	73	41	7	2	0	0	0	0	50
09:30	42	9	3	1	0	0	1	56	42	8	1	0	0	0	0	51
09:45	42	11	1	0	0	0	0	54	42	5	5	0	0	1	1	54
H/TOT	195	36	9	2	0	1	2	245	195	22	9	0	0	1	1	228
P/TOT	750	144	25	3	0	5	5	932	954	108	21	0	0	3	4	1090

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM B CHURCH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	84	11	0	0	0	1	0	96
16:15	82	17	0	0	0	3	0	102
16:30	93	5	1	0	0	2	0	101
16:45	109	12	0	0	0	0	0	121
H/TOT	368	45	1	0	0	6	0	420
17:00	141	9	0	0	0	0	1	151
17:15	118	10	1	0	0	2	1	132
17:30	117	15	2	0	0	2	1	137
17:45	83	7	0	0	0	0	0	90
H/TOT	459	41	3	0	0	4	3	510
18:00	97	11	2	0	0	2	0	112
18:15	101	4	3	0	0	2	0	110
18:30	69	5	0	0	0	2	1	77
18:45	94	5	1	0	0	0	1	101
H/TOT	361	25	6	0	0	6	2	400
P/TOT	1188	111	10	0	0	16	5	1330

FROM ARM B CHURCH LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
73	14	0	0	0	0	0	87
81	13	0	0	0	2	0	96
93	10	1	0	0	1	1	106
99	11	2	0	0	0	0	112
346	48	3	0	0	3	1	401
90	7	0	0	0	2	2	101
81	6	2	0	0	3	1	93
84	9	1	0	0	1	0	95
82	4	3	0	0	1	1	91
337	26	6	0	0	7	4	380
76	9	0	0	0	2	0	87
71	7	0	0	0	1	0	79
48	4	1	0	0	1	1	55
59	6	0	0	0	2	1	68
254	26	1	0	0	6	2	289
937	100	10	0	0	16	7	1070

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM C BASINGSTOKE ROAD (S)								FROM ARM C BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	28	6	1	1	2	0	0	38	95	27	4	0	0	3	0	129
07:15	41	14	3	0	3	1	1	63	100	20	6	0	1	3	2	132
07:30	55	8	1	1	2	1	0	68	63	8	3	0	0	1	0	75
07:45	56	16	4	1	1	2	0	80	93	19	3	1	0	1	0	117
H/TOT	180	44	9	3	8	4	1	249	351	74	16	1	1	8	2	453
08:00	55	8	3	0	0	0	1	67	102	15	4	2	1	0	1	125
08:15	59	8	1	0	1	1	0	70	81	11	3	0	2	1	0	98
08:30	62	4	2	1	0	0	0	69	91	14	4	1	0	0	1	111
08:45	102	10	5	0	0	0	0	117	69	12	4	0	1	0	2	88
H/TOT	278	30	11	1	1	1	1	323	343	52	15	3	4	1	4	422
09:00	50	7	1	0	1	0	0	59	92	15	3	1	0	0	0	111
09:15	49	14	3	2	1	0	0	69	76	14	2	0	0	0	1	93
09:30	51	20	5	1	0	1	0	78	65	10	4	0	2	1	1	83
09:45	42	11	4	0	1	0	0	58	85	20	5	0	0	0	0	110
H/TOT	192	52	13	3	3	1	0	264	318	59	14	1	2	1	2	397
P/TOT	650	126	33	7	12	6	2	836	1012	185	45	5	7	10	8	1272

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM C BASINGSTOKE ROAD (S)								FROM ARM C BASINGSTOKE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	83	17	1	0	1	0	2	104	71	24	3	0	4	1	0	103
16:15	88	12	3	0	0	1	0	104	77	23	1	0	1	2	3	107
16:30	81	16	2	0	0	1	1	101	86	18	2	0	0	0	1	107
16:45	111	9	2	0	1	0	1	124	118	17	2	1	2	0	1	141
H/TOT	363	54	8	0	2	2	4	433	352	82	8	1	7	3	5	458
17:00	97	9	1	0	0	1	1	109	132	17	5	1	0	1	0	156
17:15	87	11	1	0	0	0	0	99	147	17	1	0	1	5	0	171
17:30	101	11	0	0	0	3	1	116	117	23	3	0	0	2	1	146
17:45	93	9	4	0	0	3	1	110	103	13	2	0	0	1	2	121
H/TOT	378	40	6	0	0	7	3	434	499	70	11	1	1	9	3	594
18:00	92	9	1	0	1	3	1	107	80	10	1	0	1	3	0	95
18:15	71	9	1	0	0	1	1	83	72	14	1	0	0	2	1	90
18:30	57	8	2	0	1	3	1	72	87	10	1	0	1	1	0	100
18:45	76	6	0	0	0	2	1	85	83	5	0	0	0	5	1	94
H/TOT	296	32	4	0	2	9	4	347	322	39	3	0	2	11	2	379
P/TOT	1037	126	18	0	4	18	11	1214	1173	191	22	2	10	23	10	1431

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM D GRAZELEY ROAD								FROM ARM D GRAZELEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	0	0	0	0	0	7	12	3	0	0	0	1	0	16
07:15	6	1	0	0	0	0	0	7	16	3	0	0	0	0	0	19
07:30	4	0	0	0	0	0	0	4	26	1	0	0	0	0	0	27
07:45	11	0	0	0	0	0	0	11	29	3	0	0	0	0	0	32
H/TOT	27	2	0	0	0	0	0	29	83	10	0	0	0	1	0	94
08:00	12	3	0	0	0	0	0	15	42	5	0	0	0	0	0	47
08:15	16	2	1	0	0	0	0	19	35	1	0	0	0	0	0	36
08:30	17	1	1	0	0	0	0	19	35	2	1	0	0	0	0	38
08:45	23	3	0	0	0	0	0	26	19	0	0	0	0	0	0	19
H/TOT	68	9	2	0	0	0	0	79	131	8	1	0	0	0	0	140
09:00	16	3	1	0	0	0	0	20	12	4	0	0	0	0	0	16
09:15	8	4	0	0	0	0	0	12	26	4	1	0	0	0	0	31
09:30	9	1	3	0	0	0	0	13	11	3	0	0	0	0	0	14
09:45	8	0	0	0	0	0	0	8	8	1	1	0	0	0	0	10
H/TOT	41	8	4	0	0	0	0	53	57	12	2	0	0	0	0	71
P/TOT	136	19	6	0	0	0	0	161	271	30	3	0	0	1	0	305

MANUAL CLASSIFIED COUNTS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S)

DAY: THURSDAY

TIME	TO ARM D GRAZELEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	18	3	0	0	0	0	0	21
16:15	18	3	0	0	0	0	1	22
16:30	25	6	0	0	0	0	0	31
16:45	17	2	0	0	0	0	0	19
H/TOT	78	14	0	0	0	0	1	93
17:00	17	3	0	0	0	1	0	21
17:15	22	2	0	0	0	1	0	25
17:30	28	1	0	0	0	0	0	29
17:45	23	2	0	0	0	2	1	28
H/TOT	90	8	0	0	0	4	1	103
18:00	19	1	0	0	0	0	0	20
18:15	19	1	1	0	0	0	1	22
18:30	13	2	1	0	0	0	0	16
18:45	25	0	0	0	0	1	0	26
H/TOT	76	4	2	0	0	1	1	84
P/TOT	244	26	2	0	0	5	3	280

FROM ARM D GRAZELEY ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12	0	0	0	0	0	0	12
8	3	0	0	0	0	0	11
17	1	0	0	0	0	0	18
19	1	0	0	0	0	0	20
56	5	0	0	0	0	0	61
13	1	0	0	0	0	0	14
15	0	0	0	0	0	0	15
24	4	0	0	0	0	0	28
9	1	0	0	0	1	0	11
61	6	0	0	0	1	0	68
20	1	0	0	0	0	0	21
14	0	0	0	0	0	1	15
8	0	0	0	0	1	0	9
24	1	1	0	0	1	0	27
66	2	1	0	0	2	1	72
183	13	1	0	0	3	1	201

QUEUE LENGTHS



JOB REF: 14596

JOB NAME: SPENCERS WOOD

SITE: 3

DATE: 19/06/2025

LOCATION: BASINGSTOKE ROAD (N) / CHURCH LANE / BASINGSTOKE ROAD (S) / GRAZELEY ROAD

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A BASINGSTOKE ROAD (N)	ARM B CHURCH LANE	ARM C BASINGSTOKE ROAD (S)	ARM D GRAZELEY ROAD	TIME	ARM A BASINGSTOKE ROAD (N)	ARM B CHURCH LANE	ARM C BASINGSTOKE ROAD (S)	ARM D GRAZELEY ROAD
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1	LANE 1
07:00	4	4	2	2	16:00	6	9+	2	1
07:05	0	1	3	1	16:05	9+	6	5	2
07:10	0	2	4	3	16:10	9+	4	8	1
07:15	4	4	9	1	16:15	9+	3	10+	1
07:20	3	9+	10+	3	16:20	9+	4	5	2
07:25	4	9+	9	1	16:25	9+	5	6	1
07:30	4	8	10	1	16:30	6	9+	9	1
07:35	9+	9+	10+	3	16:35	5	3	5	1
07:40	9+	9+	10+	4	16:40	9+	9+	9	3
07:45	6	4	10+	3	16:45	9+	6	10+	2
07:50	5	9+	10+	2	16:50	9+	9+	10+	3
07:55	9+	6	10+	2	16:55	9+	8	10+	1
08:00	9+	6	10	4	17:00	9+	4	5	1
08:05	4	3	10+	1	17:05	9+	3	8	2
08:10	4	8	9	4	17:10	9+	3	9	2
08:15	5	9+	10+	2	17:15	9+	4	9	1
08:20	4	6	7	2	17:20	9+	9+	10+	3
08:25	9+	7	10+	3	17:25	9+	9+	10+	1
08:30	9+	7	10+	2	17:30	9+	5	9	2
08:35	9+	5	10+	3	17:35	9+	6	9	2
08:40	9+	4	3	2	17:40	9+	3	8	1
08:45	8	9+	4	2	17:45	9+	1	4	1
08:50	9+	9+	3	1	17:50	9+	6	3	0
08:55	9+	6	5	1	17:55	9+	3	5	1
09:00	6	2	4	1	18:00	9+	2	3	2
09:05	5	4	6	1	18:05	9+	5	5	1
09:10	4	0	7	1	18:10	9+	4	4	1
09:15	7	3	3	3	18:15	8	2	2	1
09:20	3	2	4	2	18:20	9+	6	3	1
09:25	4	3	2	1	18:25	9+	3	4	0
09:30	9+	4	2	1	18:30	9+	3	2	1
09:35	3	2	2	1	18:35	3	1	7	1
09:40	3	2	3	1	18:40	4	2	2	0
09:45	2	1	4	2	18:45	1	2	3	2
09:50	2	4	2	1	18:50	4	4	4	2
09:55	5	3	5	0	18:55	8	1	3	2

T23591

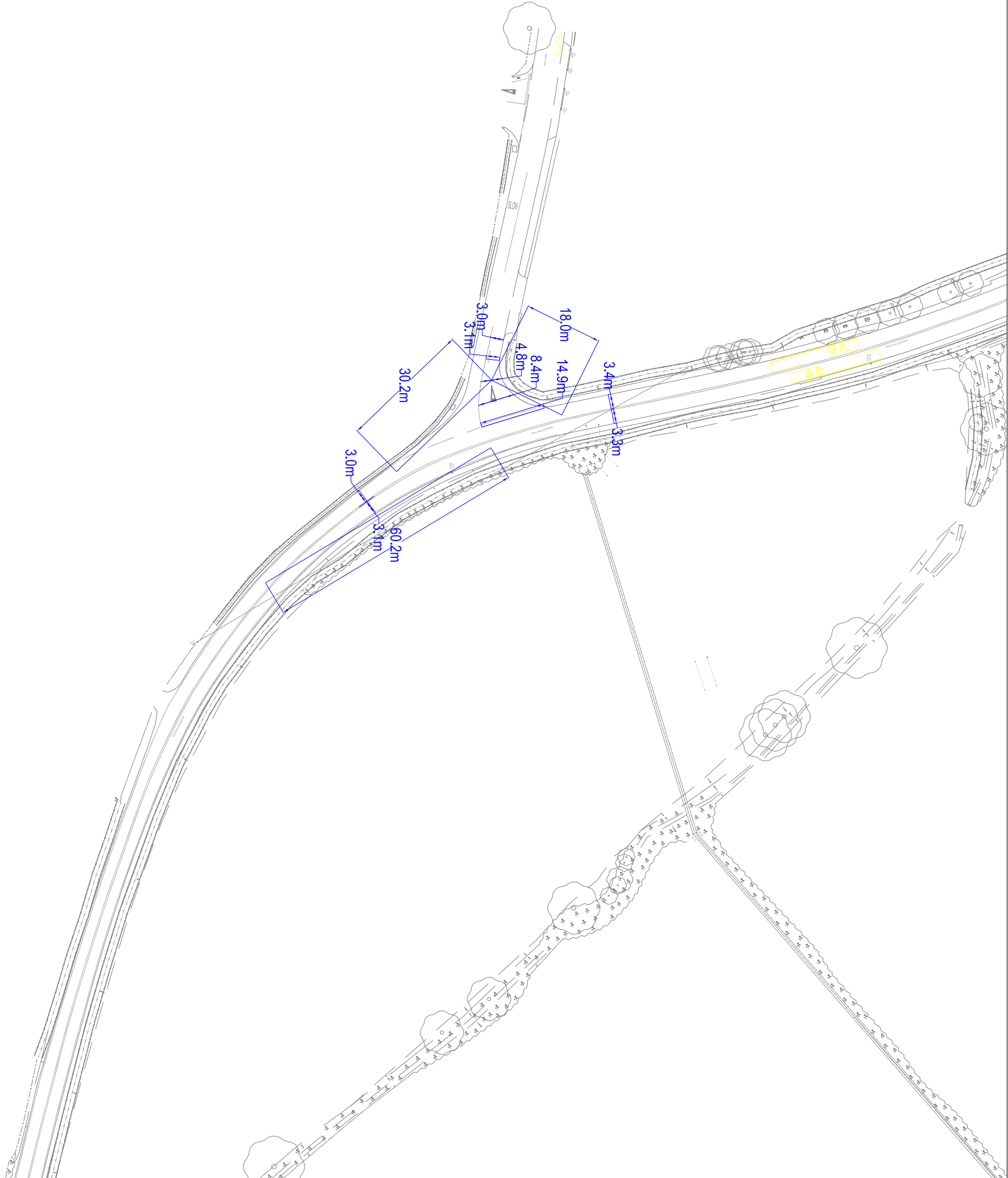
Land off Basingstoke Road, Spencers Wood



Appendix Q

Appendix Q1 B3349 Basingstoke Road/Back Lane Existing Priority T-Junction – Dimensions

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



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TRANSPORT PLANNING LTD

CLIENT
RICHBOROUGH

PROJECT
SPENCERS WOOD

TITLE
BASINGSTOKE ROAD/BACK LANE
JUNCTION J11 DIMENSIONS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
SF	MF	1:1000	A3	06.08.25

PROJECT NO.	DRAWING NO.	REV
T23591	004_J11 DIMS	-

T23591

Land off Basingstoke Road, Spencers Wood



Appendix Q2 B3349 Basingstoke Road/Back Lane Existing Priority T-Junction – Junctions 11 Output

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.0.0.2177											
© Copyright TRL Software Limited, 2024											
For sales and distribution information, program advice and maintenance, contact TRL Software:											
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Back Lane Basingstoke Road Priority Base Model.j11

Path: C:\Users\SiobhanFisher\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2023\T23591 Spencers Wood\Modelling\Picady

Report generation date: 07/08/2025 11:20:40

»2025 | Base | AM

»2025 | Base | PM

»2032 | Base | AM

»2032 | Base | PM

»2038 | Base | AM

»2038 | Base | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2025 - Base											
Stream B-C	D1	0.2	7.38	0.13	A	2.56	D2	0.1	7.40	0.10	A	1.58
Stream B-A		0.2	11.76	0.17	B			0.2	11.24	0.17	B	
Stream C-AB		0.3	6.75	0.19	A			0.1	5.82	0.04	A	
	2032 - Base											
Stream B-C	D3	0.0	9.46	0.00	A	1.58	D4	0.0	0.00	0.00	A	1.61
Stream B-A		0.6	20.70	0.39	C			0.6	19.53	0.38	C	
Stream C-AB		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
	2038 - Base											
Stream B-C	D7	0.0	0.00	0.00	A	1.67	D8	0.0	0.00	0.00	A	1.84
Stream B-A		0.7	21.94	0.42	C			0.7	21.53	0.42	C	
Stream C-AB		0.0	0.00	0.00	A			0.0	0.00	0.00	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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	Back Lane/Basingstoke Road
Location	Spencers Wood
Site number	
Date	22/07/2025
Version	1
Status	Initial
Identifier	
Client	Richborough
Jobnumber	T23591
Enumerator	AzureAD\SiobhanFisher
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2032	Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2038	Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2038	Base	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Back Lane/Basingstoke Road	T-Junction	Two-way	Two-way	Two-way		2.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	Basingstoke Road South		Major
B	Back Lane		Minor
C	Basingstoke Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.43			60.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.40	4.80	3.10	3.05		1.00	17	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	529	0.096	0.243	0.153	0.347
B-C	714	0.106	0.267	-	-
C-B	609	0.231	0.231	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	360	100.000
B		ONE HOUR	✓	132	100.000
C		ONE HOUR	✓	279	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	113	247
	B	59	0	73
	C	201	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	2	6
	B	5	0	6
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	7.38	0.2	0.5	A	67	100
B-A	0.17	11.76	0.2	0.8	B	54	81
C-AB	0.19	6.75	0.3	1.3	A	101	151
C-A						155	233
A-B						104	156
A-C						227	340

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	0.00	637	0.086	55	0.0	0.1	6.545	A
B-A	44	11	0.00	432	0.103	44	0.0	0.1	9.723	A
C-AB	76	19	0.00	651	0.117	76	0.0	0.2	6.370	A
C-A	134	33	0.00			134				
A-B	85	21	0.00			85				
A-C	186	46	0.00			186				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	0.00	621	0.106	66	0.1	0.1	6.871	A
B-A	53	13	0.00	413	0.128	53	0.1	0.2	10.495	B
C-AB	97	24	0.00	661	0.146	96	0.2	0.2	6.505	A
C-A	154	39	0.00			154				
A-B	102	25	0.00			102				
A-C	222	56	0.00			222				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	0.00	598	0.134	80	0.1	0.2	7.373	A
B-A	65	16	0.00	386	0.168	65	0.2	0.2	11.743	B
C-AB	128	32	0.00	675	0.190	128	0.2	0.3	6.726	A
C-A	179	45	0.00			179				
A-B	124	31	0.00			124				
A-C	272	68	0.00			272				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	0.00	597	0.135	80	0.2	0.2	7.379	A
B-A	65	16	0.00	386	0.168	65	0.2	0.2	11.761	B
C-AB	128	32	0.00	675	0.190	128	0.3	0.3	6.745	A
C-A	179	45	0.00			179				
A-B	124	31	0.00			124				
A-C	272	68	0.00			272				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	0.00	621	0.106	66	0.2	0.1	6.879	A
B-A	53	13	0.00	413	0.128	53	0.2	0.2	10.513	B
C-AB	97	24	0.00	661	0.146	97	0.3	0.2	6.536	A
C-A	154	38	0.00			154				
A-B	102	25	0.00			102				
A-C	222	56	0.00			222				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	0.00	637	0.086	55	0.1	0.1	6.561	A
B-A	44	11	0.00	432	0.103	45	0.2	0.1	9.755	A
C-AB	77	19	0.00	652	0.118	77	0.2	0.2	6.399	A
C-A	133	33	0.00			133				
A-B	85	21	0.00			85				
A-C	186	46	0.00			186				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.27	0.49	0.52			N/A	N/A
B-A	0.21	0.03	0.27	0.49	0.51			N/A	N/A
C-AB	0.34	0.03	0.27	0.48	0.51			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.27	0.48	0.50			N/A	N/A
B-A	0.21	0.03	0.28	0.51	0.82			N/A	N/A
C-AB	0.34	0.03	0.31	0.97	1.26			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Back Lane/Basingstoke Road	T-Junction	Two-way	Two-way	Two-way		1.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	443	100.000
B		ONE HOUR	✓	113	100.000
C		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	70	373
	B	63	0	50
	C	199	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To		
	A	B	C
	0	0	3
	3	0	0
From	To		
	A	B	C
	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	7.40	0.1	0.5	A	46	69
B-A	0.17	11.24	0.2	0.9	B	58	87
C-AB	0.04	5.82	0.1	0.5	A	22	33
C-A						176	264
AB						64	96
AC						342	513

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	9	0.00	589	0.064	37	0.0	0.1	6.529	A
B-A	47	12	0.00	448	0.106	47	0.0	0.1	9.226	A
C-AB	17	4	0.00	637	0.026	17	0.0	0.0	5.816	A
C-A	146	36	0.00			146				
AB	53	13	0.00			53				
AC	281	70	0.00			281				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	0.00	569	0.079	45	0.1	0.1	6.867	A
B-A	57	14	0.00	428	0.132	56	0.1	0.2	9.985	A
C-AB	21	5	0.00	644	0.033	21	0.0	0.0	5.793	A
C-A	173	43	0.00			173				
AB	63	16	0.00			63				
AC	335	84	0.00			335				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	0.00	542	0.102	55	0.1	0.1	7.393	A
B-A	69	17	0.00	399	0.174	69	0.2	0.2	11.222	B
C-AB	28	7	0.00	655	0.043	28	0.0	0.1	5.764	A
C-A	210	52	0.00			210				
AB	77	19	0.00			77				
AC	411	103	0.00			411				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	0.00	542	0.102	55	0.1	0.1	7.399	A
B-A	69	17	0.00	399	0.174	69	0.2	0.2	11.236	B
C-AB	28	7	0.00	655	0.043	28	0.1	0.1	5.766	A
C-A	210	52	0.00			210				
A-B	77	19	0.00			77				
A-C	411	103	0.00			411				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	0.00	569	0.079	45	0.1	0.1	6.874	A
B-A	57	14	0.00	428	0.132	57	0.2	0.2	10.000	A
C-AB	21	5	0.00	644	0.033	21	0.1	0.0	5.800	A
C-A	173	43	0.00			173				
A-B	63	16	0.00			63				
A-C	335	84	0.00			335				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	9	0.00	588	0.064	38	0.1	0.1	6.541	A
B-A	47	12	0.00	448	0.106	48	0.2	0.1	9.252	A
C-AB	17	4	0.00	637	0.026	17	0.0	0.0	5.818	A
C-A	146	36	0.00			146				
A-B	53	13	0.00			53				
A-C	281	70	0.00			281				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.21	0.03	0.27	0.48	0.50			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.21	0.03	0.28	0.50	0.92			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2032 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Back Lane/Basingstoke Road	T-Junction	Two-way	Two-way	Two-way		1.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2032	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	804	100.000
B		ONE HOUR	✓	104	100.000
C		ONE HOUR	✓	446	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	207	597
	B	103	0	1
	C	446	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	9.46	0.0	0.5	A	0.92	1
B-A	0.39	20.70	0.6	3.0	C	95	142
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						409	614
AB						190	285
AC						548	822

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	479	0.002	0.75	0.0	0.0	7.523	A
B-A	78	19	0.00	372	0.208	77	0.0	0.3	12.126	B
C-AB	0	0	0.00	469	0.000	0	0.0	0.0	0.000	A
C-A	336	84	0.00			336				
AB	156	39	0.00			156				
AC	449	112	0.00			449				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	443	0.002	0.90	0.0	0.0	8.140	A
B-A	93	23	0.00	337	0.275	92	0.3	0.4	14.698	B
C-AB	0	0	0.00	441	0.000	0	0.0	0.0	0.000	A
C-A	401	100	0.00			401				
AB	186	47	0.00			186				
AC	537	134	0.00			537				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	383	0.003	1	0.0	0.0	9.432	A
B-A	113	28	0.00	287	0.395	112	0.4	0.6	20.478	C
C-AB	0	0	0.00	404	0.000	0	0.0	0.0	0.000	A
C-A	491	123	0.00			491				
AB	228	57	0.00			228				
AC	657	164	0.00			657				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	382	0.003	1	0.0	0.0	9.460	A
B-A	113	28	0.00	287	0.395	113	0.6	0.6	20.704	C
C-AB	0	0	0.00	404	0.000	0	0.0	0.0	0.000	A
C-A	491	123	0.00			491				
A-B	228	57	0.00			228				
A-C	657	164	0.00			657				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	442	0.002	0.90	0.0	0.0	8.160	A
B-A	93	23	0.00	337	0.275	94	0.6	0.4	14.875	B
C-AB	0	0	0.00	441	0.000	0	0.0	0.0	0.000	A
C-A	401	100	0.00			401				
A-B	186	47	0.00			186				
A-C	537	134	0.00			537				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	478	0.002	0.75	0.0	0.0	7.539	A
B-A	78	19	0.00	372	0.208	78	0.4	0.3	12.252	B
C-AB	0	0	0.00	469	0.000	0	0.0	0.0	0.000	A
C-A	336	84	0.00			336				
A-B	156	39	0.00			156				
A-C	449	112	0.00			449				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.25	0.45	0.48			N/A	N/A
B-A	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.63	0.03	0.26	0.63	0.63			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.64	0.03	0.30	1.07	3.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.39	0.03	0.30	0.88	1.19			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.27	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2032 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Back Lane/Basingstoke Road	T-Junction	Two-way	Two-way	Two-way		1.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2032	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	842	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	293	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A	B	C
From	A	0	164
	B	102	0
	C	293	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.38	19.53	0.6	2.8	C	94	140
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						269	403
AB						150	226
AC						622	933

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	473	0.000	0	0.0	0.0	0.000	A
B-A	77	19	0.00	379	0.203	76	0.0	0.3	11.839	B
C-AB	0	0	0.00	462	0.000	0	0.0	0.0	0.000	A
C-A	221	55	0.00			221				
AB	123	31	0.00			123				
AC	510	128	0.00			510				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	440	0.000	0	0.0	0.0	0.000	A
B-A	92	23	0.00	344	0.266	91	0.3	0.4	14.204	B
C-AB	0	0	0.00	433	0.000	0	0.0	0.0	0.000	A
C-A	263	66	0.00			263				
AB	147	37	0.00			147				
AC	610	152	0.00			610				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	395	0.000	0	0.0	0.0	0.000	A
B-A	112	28	0.00	296	0.379	111	0.4	0.6	19.352	C
C-AB	0	0	0.00	394	0.000	0	0.0	0.0	0.000	A
C-A	323	81	0.00			323				
AB	181	45	0.00			181				
AC	746	187	0.00			746				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	395	0.000	0	0.0	0.0	0.000	A
B-A	112	28	0.00	296	0.379	112	0.6	0.6	19.535	C
C-AB	0	0	0.00	394	0.000	0	0.0	0.0	0.000	A
C-A	323	81	0.00			323				
A-B	181	45	0.00			181				
A-C	746	187	0.00			746				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	440	0.000	0	0.0	0.0	0.000	A
B-A	92	23	0.00	344	0.266	93	0.6	0.4	14.355	B
C-AB	0	0	0.00	433	0.000	0	0.0	0.0	0.000	A
C-A	263	66	0.00			263				
A-B	147	37	0.00			147				
A-C	610	152	0.00			610				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	472	0.000	0	0.0	0.0	0.000	A
B-A	77	19	0.00	379	0.203	77	0.4	0.3	11.952	B
C-AB	0	0	0.00	462	0.000	0	0.0	0.0	0.000	A
C-A	221	55	0.00			221				
A-B	123	31	0.00			123				
A-C	510	128	0.00			510				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.59	0.03	0.26	0.59	0.59			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.60	0.03	0.30	1.50	2.81			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.37	0.03	0.28	0.50	0.96			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.26	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2038 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Back Lane/Basingstoke Road	T-Junction	Two-way	Two-way	Two-way		1.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2038	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	840	100.000
B		ONE HOUR	✓	107	100.000
C		ONE HOUR	✓	462	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	250	590
	B	107	0	0
	C	462	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.42	21.94	0.7	3.4	C	98	147
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						424	636
AB						229	344
AC						541	812

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	480	0.000	0	0.0	0.0	0.000	A
B-A	81	20	0.00	369	0.218	79	0.0	0.3	12.394	B
C-AB	0	0	0.00	462	0.000	0	0.0	0.0	0.000	A
C-A	348	87	0.00			348				
AB	188	47	0.00			188				
AC	444	111	0.00			444				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	448	0.000	0	0.0	0.0	0.000	A
B-A	96	24	0.00	332	0.290	96	0.3	0.4	15.186	C
C-AB	0	0	0.00	434	0.000	0	0.0	0.0	0.000	A
C-A	415	104	0.00			415				
AB	225	56	0.00			225				
AC	530	133	0.00			530				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	403	0.000	0	0.0	0.0	0.000	A
B-A	118	29	0.00	282	0.418	117	0.4	0.7	21.651	C
C-AB	0	0	0.00	395	0.000	0	0.0	0.0	0.000	A
C-A	509	127	0.00			509				
AB	275	69	0.00			275				
AC	650	162	0.00			650				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	403	0.000	0	0.0	0.0	0.000	A
B-A	118	29	0.00	282	0.418	118	0.7	0.7	21.937	C
C-AB	0	0	0.00	395	0.000	0	0.0	0.0	0.000	A
C-A	509	127	0.00			509				
A-B	275	69	0.00			275				
A-C	650	162	0.00			650				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	448	0.000	0	0.0	0.0	0.000	A
B-A	96	24	0.00	332	0.290	97	0.7	0.4	15.398	C
C-AB	0	0	0.00	434	0.000	0	0.0	0.0	0.000	A
C-A	415	104	0.00			415				
A-B	225	56	0.00			225				
A-C	530	133	0.00			530				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	479	0.000	0	0.0	0.0	0.000	A
B-A	81	20	0.00	369	0.218	81	0.4	0.3	12.534	B
C-AB	0	0	0.00	462	0.000	0	0.0	0.0	0.000	A
C-A	348	87	0.00			348				
A-B	188	47	0.00			188				
A-C	444	111	0.00			444				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.69	0.03	0.26	0.69	0.74			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.70	0.03	0.30	1.14	3.42			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.42	0.03	0.34	1.12	1.31			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.28	0.03	0.27	0.48	0.74			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2038 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Back Lane/Basingstoke Road	T-Junction	Two-way	Two-way	Two-way		1.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2038	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	864	100.000
B		ONE HOUR	✓	110	100.000
C		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	171	693
	B	110	0	0
	C	312	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.42	21.53	0.7	3.4	C	101	151
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						286	429
AB						157	235
AC						636	954

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	467	0.000	0	0.0	0.0	0.000	A
B-A	83	21	0.00	373	0.222	82	0.0	0.3	12.306	B
C-AB	0	0	0.00	458	0.000	0	0.0	0.0	0.000	A
C-A	235	59	0.00			235				
AB	129	32	0.00			129				
AC	522	130	0.00			522				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	434	0.000	0	0.0	0.0	0.000	A
B-A	99	25	0.00	337	0.293	98	0.3	0.4	15.027	C
C-AB	0	0	0.00	429	0.000	0	0.0	0.0	0.000	A
C-A	280	70	0.00			280				
AB	154	38	0.00			154				
AC	623	156	0.00			623				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	386	0.000	0	0.0	0.0	0.000	A
B-A	121	30	0.00	288	0.420	120	0.4	0.7	21.259	C
C-AB	0	0	0.00	389	0.000	0	0.0	0.0	0.000	A
C-A	344	86	0.00			344				
AB	188	47	0.00			188				
AC	763	191	0.00			763				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	386	0.000	0	0.0	0.0	0.000	A
B-A	121	30	0.00	288	0.420	121	0.7	0.7	21.535	C
C-AB	0	0	0.00	389	0.000	0	0.0	0.0	0.000	A
C-A	344	86	0.00			344				
A-B	188	47	0.00			188				
A-C	763	191	0.00			763				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	433	0.000	0	0.0	0.0	0.000	A
B-A	99	25	0.00	337	0.293	100	0.7	0.4	15.233	C
C-AB	0	0	0.00	429	0.000	0	0.0	0.0	0.000	A
C-A	280	70	0.00			280				
A-B	154	38	0.00			154				
A-C	623	156	0.00			623				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	467	0.000	0	0.0	0.0	0.000	A
B-A	83	21	0.00	373	0.222	83	0.4	0.3	12.444	B
C-AB	0	0	0.00	458	0.000	0	0.0	0.0	0.000	A
C-A	235	59	0.00			235				
A-B	129	32	0.00			129				
A-C	522	130	0.00			522				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.70	0.03	0.26	0.70	0.73			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.71	0.03	0.30	1.12	3.45			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.42	0.03	0.35	1.14	1.32			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.29	0.03	0.27	0.49	0.82			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

T23591

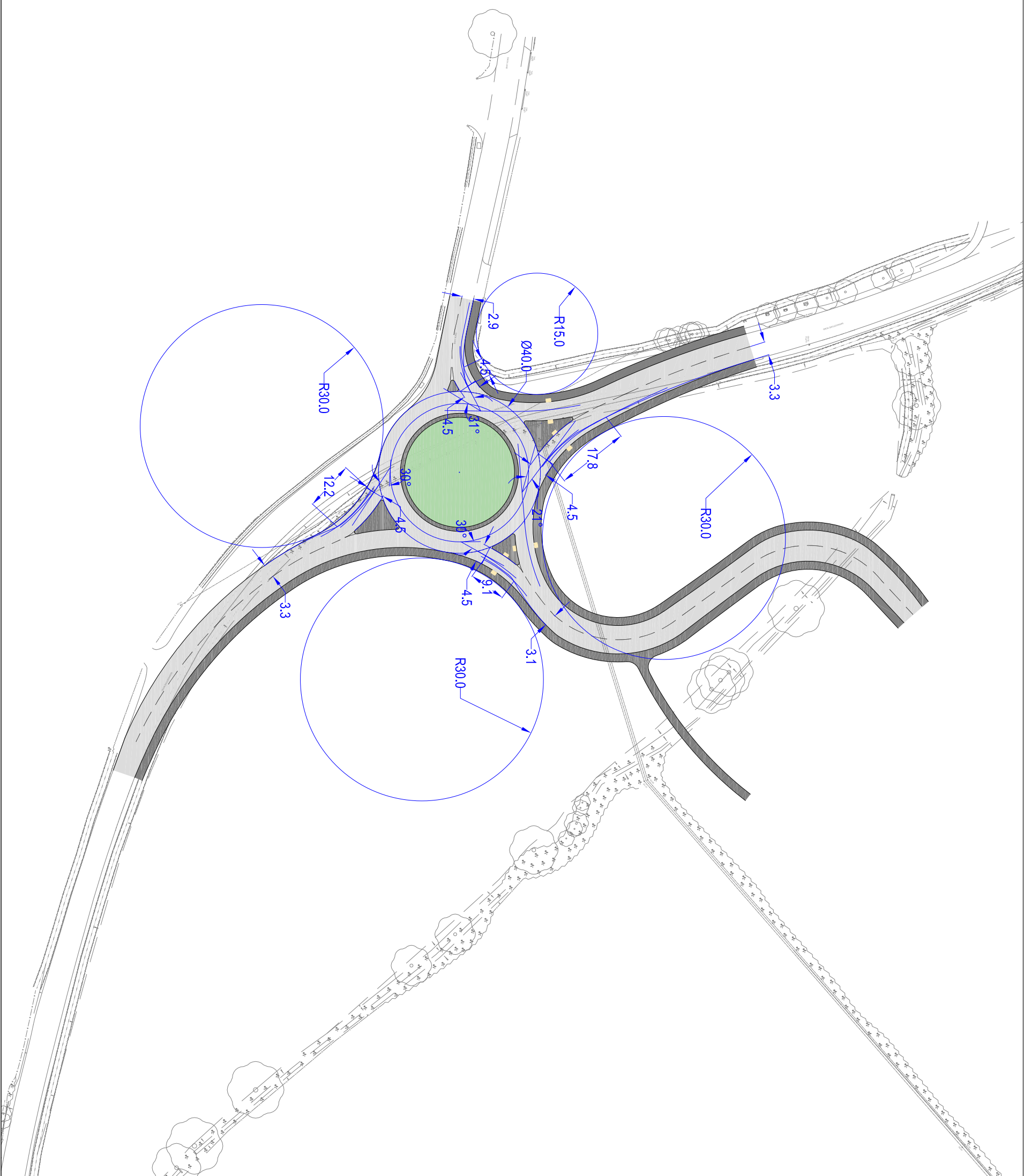
Land off Basingstoke Road, Spencers Wood



Appendix R

Appendix R1 B3349 Basingstoke Road/Back Lane/Site Access Priority Roundabout – Dimensions

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



hub TRANSPORT PLANNING LTD				Hub Transport Planning Ltd Floor 1B 4 Temple Row Birmingham B2 5HG T : 0121 454 5530			
CLIENT							
RICHBOROUGH							
PROJECT							
SPENCERS WOOD							
TITLE							
PROPOSED SITE ACCESS							
ROUNDABOUT JUNCTION							
DRAWN		AUTHORISED		SCALE		SHEET SIZE	
CR		JP		1:1000		A3	
PROJECT NO.				DRAWING NO.			
T23591				001_J11 DIMS			
				REV			
				A			

T23591

Land off Basingstoke Road, Spencers Wood



Appendix R2 B3349 Basingstoke Road/Back Lane/Site Access Priority Roundabout – Junctions 11 Output

Junctions 11																
ARCADY 11 - Roundabout Module																
Version: 11.0.0.2177																
© Copyright TRL Software Limited, 2024																
For sales and distribution information, program advice and maintenance, contact TRL Software:																
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com																
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution																

Filename: Primary Roundabout Access Junction Model.j11

Path: C:\Users\MarkFleming\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2023\T23591 Spencers Wood\Modelling\Arcady

Report generation date: 13/02/2025 17:31:22

»2032 | DS | AM

»2032 | DS | PM

»2038 | DS | AM

»2038 | DS | PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2032 - DS															
1 - Site Access	D1	0.3	5.12	0.22	A	7.80	A	29 % [2 - B3349 South]	D2	0.1	3.90	0.07	A	8.60	A	25 % [2 - B3349 South]
2 - B3349 South		2.4	10.18	0.70	B					2.8	11.06	0.74	B			
3 - Back Lane		0.3	6.42	0.21	A					0.3	6.72	0.20	A			
4 - B3349 North		0.9	5.64	0.47	A					0.4	4.16	0.31	A			
	2038 - DS															
1 - Site Access	D3	0.3	5.25	0.23	A	8.75	A	22 % [2 - B3349 South]	D4	0.1	3.96	0.07	A	8.90	A	23 % [2 - B3349 South]
2 - B3349 South		2.9	11.91	0.74	B					3.0	11.53	0.75	B			
3 - Back Lane		0.3	6.45	0.22	A					0.3	6.91	0.22	A			
4 - B3349 North		1.0	5.89	0.49	A					0.5	4.27	0.32	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. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

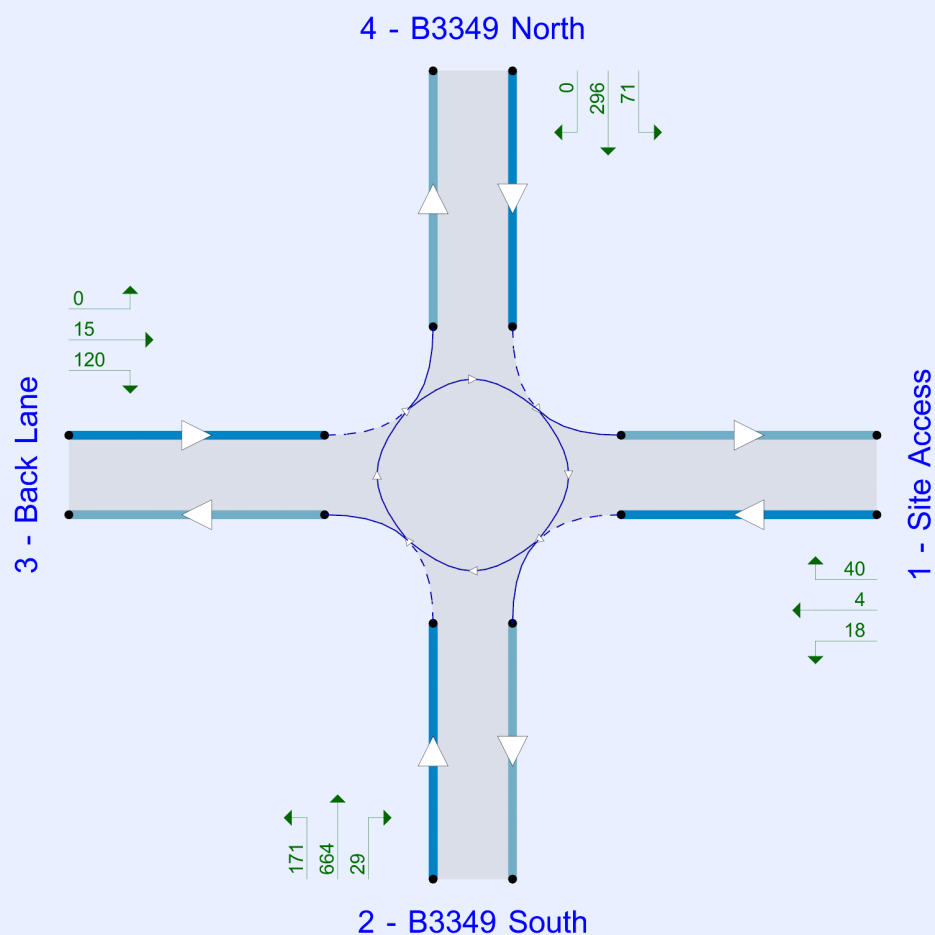
File summary

File Description

Title	Primary Site Access Roundabout
Location	Spencers Wood
Site number	
Date	11/02/2025
Version	1
Status	Final
Identifier	
Client	Richborough
Jobnumber	T23591
Enumerator	SF
Description	

Units

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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2032	DS	AM	ONE HOUR	07:45	09:15	15	✓
D2	2032	DS	PM	ONE HOUR	16:45	18:15	15	✓
D3	2038	DS	AM	ONE HOUR	07:45	09:15	15	✓
D4	2038	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2032 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Primary Access Roundabout	Standard Roundabout		1, 2, 3, 4	7.80	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	29	2 - B3349 South	7.80	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Site Access		
2	B3349 South		
3	Back Lane		
4	B3349 North		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Site Access	3.10	4.50	9.1	30.0	40.0	30.0		
2 - B3349 South	3.30	4.50	12.2	30.0	40.0	30.0		
3 - Back Lane	2.90	4.50	4.5	15.0	40.0	31.0		
4 - B3349 North	3.30	4.50	17.8	30.0	40.0	21.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Site Access	0.556	1244
2 - B3349 South	0.566	1297
3 - Back Lane	0.513	1084
4 - B3349 North	0.589	1361

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2032	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access		ONE HOUR	✓	184	100.000
2 - B3349 South		ONE HOUR	✓	769	100.000
3 - Back Lane		ONE HOUR	✓	132	100.000
4 - B3349 North		ONE HOUR	✓	536	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Site Access	2 - B3349 South	3 - Back Lane	4 - B3349 North
From	1 - Site Access	0	50	21	113
	2 - B3349 South	40	0	213	516
	3 - Back Lane	19	106	0	7
	4 - B3349 North	92	441	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Site Access	2 - B3349 South	3 - Back Lane	4 - B3349 North
From	1 - Site Access	0	1	0	0
	2 - B3349 South	2	0	0	5
	3 - Back Lane	0	0	0	0
	4 - B3349 North	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access	0.22	5.12	0.3	1.3	A	169	253
2 - B3349 South	0.70	10.18	2.4	6.6	B	706	1058
3 - Back Lane	0.21	6.42	0.3	1.1	A	121	182
4 - B3349 North	0.47	5.64	0.9	2.1	A	492	738

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	139	35	412	1015	0.137	138	113	0.0	0.2	4.115	A
2 - B3349 South	579	145	103	1239	0.467	575	447	0.0	0.9	5.579	A
3 - Back Lane	99	25	501	827	0.120	99	177	0.0	0.1	4.942	A
4 - B3349 North	404	101	124	1288	0.313	402	476	0.0	0.5	4.219	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	165	41	494	969	0.171	165	136	0.2	0.2	4.489	A
2 - B3349 South	691	173	123	1228	0.563	690	536	0.9	1.3	6.877	A
3 - Back Lane	119	30	600	776	0.153	118	213	0.1	0.2	5.475	A
4 - B3349 North	482	120	148	1274	0.378	481	571	0.5	0.6	4.724	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	203	51	604	908	0.223	202	166	0.2	0.3	5.115	A
2 - B3349 South	847	212	151	1212	0.699	843	656	1.3	2.3	9.972	A
3 - Back Lane	145	36	733	707	0.205	145	260	0.2	0.3	6.398	A
4 - B3349 North	590	148	181	1254	0.471	589	697	0.6	0.9	5.624	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	203	51	606	907	0.223	203	166	0.3	0.3	5.123	A
2 - B3349 South	847	212	151	1212	0.699	847	657	2.3	2.4	10.179	B
3 - Back Lane	145	36	736	706	0.206	145	261	0.3	0.3	6.421	A
4 - B3349 North	590	148	182	1254	0.471	590	700	0.9	0.9	5.645	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	165	41	496	968	0.171	166	136	0.3	0.2	4.500	A
2 - B3349 South	691	173	123	1227	0.563	695	538	2.4	1.4	7.050	A
3 - Back Lane	119	30	604	774	0.153	119	214	0.3	0.2	5.503	A
4 - B3349 North	482	120	149	1273	0.378	483	575	0.9	0.6	4.750	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	139	35	415	1013	0.137	139	114	0.2	0.2	4.130	A
2 - B3349 South	579	145	103	1239	0.467	581	450	1.4	0.9	5.671	A
3 - Back Lane	99	25	505	825	0.121	100	179	0.2	0.1	4.967	A
4 - B3349 North	404	101	124	1287	0.313	404	480	0.6	0.5	4.244	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.16	0.00	0.00	0.16	0.16			N/A	N/A
2 - B3349 South	0.90	0.57	1.03	1.45	1.50			N/A	N/A
3 - Back Lane	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - B3349 North	0.47	0.00	0.00	0.47	0.47			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - B3349 South	1.31	0.07	0.93	2.73	3.77			N/A	N/A
3 - Back Lane	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4 - B3349 North	0.63	0.11	0.89	1.43	1.49			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.29	0.03	0.25	0.46	0.48			N/A	N/A
2 - B3349 South	2.31	0.03	0.29	2.31	6.57			N/A	N/A
3 - Back Lane	0.26	0.03	0.26	0.46	0.48			N/A	N/A
4 - B3349 North	0.91	0.03	0.27	0.91	0.91			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.29	0.03	0.31	0.96	1.26			N/A	N/A
2 - B3349 South	2.35	0.03	0.28	2.35	2.58			N/A	N/A
3 - Back Lane	0.26	0.03	0.29	0.78	1.15			N/A	N/A
4 - B3349 North	0.92	0.03	0.28	0.92	2.06			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - B3349 South	1.36	0.07	0.98	2.81	3.86			N/A	N/A
3 - Back Lane	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4 - B3349 North	0.64	0.57	1.04	1.46	1.51			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.16	0.00	0.00	0.16	0.16			N/A	N/A
2 - B3349 South	0.92	0.05	0.48	1.98	2.99			N/A	N/A
3 - Back Lane	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - B3349 North	0.48	0.04	0.38	1.23	1.39			N/A	N/A

2032 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Primary Access Roundabout	Standard Roundabout		1, 2, 3, 4	8.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	25	2 - B3349 South	8.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2032	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access		ONE HOUR	✓	62	100.000
2 - B3349 South		ONE HOUR	✓	851	100.000
3 - Back Lane		ONE HOUR	✓	124	100.000
4 - B3349 North		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Site Access	2 - B3349 South	3 - Back Lane	4 - B3349 North
From	1 - Site Access	0	17	4	41
	2 - B3349 South	29	0	163	659
	3 - Back Lane	15	109	0	0
	4 - B3349 North	71	282	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - Site Access	2 - B3349 South	3 - Back Lane	4 - B3349 North
	1 - Site Access	0	5	0	0
	2 - B3349 South	1	0	0	3
	3 - Back Lane	0	0	0	0
	4 - B3349 North	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access	0.07	3.90	0.1	0.5	A	57	85
2 - B3349 South	0.74	11.06	2.8	10.3	B	781	1171
3 - Back Lane	0.20	6.72	0.3	1.1	A	114	171
4 - B3349 North	0.31	4.16	0.4	1.9	A	324	486

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	47	12	293	1081	0.043	46	86	0.0	0.0	3.526	A
2 - B3349 South	641	160	34	1278	0.501	637	306	0.0	1.0	5.709	A
3 - Back Lane	93	23	545	804	0.116	93	125	0.0	0.1	5.060	A
4 - B3349 North	266	66	115	1293	0.205	265	524	0.0	0.3	3.524	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	56	14	351	1048	0.053	56	103	0.0	0.1	3.673	A
2 - B3349 South	765	191	40	1274	0.600	763	366	1.0	1.5	7.172	A
3 - Back Lane	111	28	654	748	0.149	111	150	0.1	0.2	5.649	A
4 - B3349 North	317	79	137	1280	0.248	317	628	0.3	0.3	3.768	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	68	17	430	1005	0.068	68	126	0.1	0.1	3.895	A
2 - B3349 South	937	234	49	1269	0.738	932	449	1.5	2.8	10.761	B
3 - Back Lane	137	34	799	674	0.203	136	183	0.2	0.3	6.690	A
4 - B3349 North	389	97	168	1262	0.308	388	767	0.3	0.4	4.152	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	68	17	430	1004	0.068	68	127	0.1	0.1	3.896	A
2 - B3349 South	937	234	50	1269	0.738	937	449	2.8	2.8	11.061	B
3 - Back Lane	137	34	802	672	0.203	137	184	0.3	0.3	6.721	A
4 - B3349 North	389	97	168	1262	0.308	389	771	0.4	0.4	4.156	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	56	14	352	1048	0.053	56	104	0.1	0.1	3.679	A
2 - B3349 South	765	191	41	1274	0.600	770	367	2.8	1.6	7.376	A
3 - Back Lane	111	28	659	745	0.150	112	151	0.3	0.2	5.685	A
4 - B3349 North	317	79	138	1279	0.248	318	633	0.4	0.3	3.774	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	47	12	295	1080	0.043	47	87	0.1	0.0	3.530	A
2 - B3349 South	641	160	34	1278	0.501	643	308	1.6	1.0	5.818	A
3 - Back Lane	93	23	551	801	0.117	94	126	0.2	0.1	5.089	A
4 - B3349 North	266	66	115	1293	0.206	266	529	0.3	0.3	3.534	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A
2 - B3349 South	1.02	0.56	1.02	1.43	1.48			N/A	N/A
3 - Back Lane	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - B3349 North	0.26	0.00	0.00	0.26	0.26			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.06	0.03	0.25	0.46	0.48			N/A	N/A
2 - B3349 South	1.51	0.06	0.88	3.46	4.95			N/A	N/A
3 - Back Lane	0.17	0.00	0.00	0.17	0.17			N/A	N/A
4 - B3349 North	0.33	0.00	0.00	0.33	0.33			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.07	0.03	0.26	0.47	0.50			N/A	N/A
2 - B3349 South	2.76	0.03	0.30	2.76	10.27			N/A	N/A
3 - Back Lane	0.25	0.03	0.26	0.46	0.49			N/A	N/A
4 - B3349 North	0.45	0.03	0.25	0.46	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.07	0.00	0.00	0.07	0.07			N/A	N/A
2 - B3349 South	2.82	0.03	0.28	2.82	3.88			N/A	N/A
3 - Back Lane	0.25	0.03	0.29	0.73	1.12			N/A	N/A
4 - B3349 North	0.45	0.03	0.31	1.37	1.86			N/A	N/A

17:45 - 18:00

Am	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2 - B3349 South	1.57	0.06	0.89	3.66	5.21			N/A	N/A
3 - Back Lane	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4 - B3349 North	0.33	0.00	0.00	0.33	0.33			N/A	N/A

18:00 - 18:15

Am	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A
2 - B3349 South	1.04	0.04	0.44	2.53	3.98			N/A	N/A
3 - Back Lane	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - B3349 North	0.26	0.00	0.00	0.26	0.26			N/A	N/A

2038 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Primary Access Roundabout	Standard Roundabout		1, 2, 3, 4	8.75	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	22	2 - B3349 South	8.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2038	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access		ONE HOUR	✓	185	100.000
2 - B3349 South		ONE HOUR	✓	811	100.000
3 - Back Lane		ONE HOUR	✓	140	100.000
4 - B3349 North		ONE HOUR	✓	559	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Site Access	2 - B3349 South	3 - Back Lane	4 - B3349 North
From	1 - Site Access	0	39	37	109
	2 - B3349 South	39	0	262	510
	3 - Back Lane	19	110	0	11
	4 - B3349 North	92	463	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - Site Access	2 - B3349 South	3 - Back Lane	4 - B3349 North
	1 - Site Access	0	1	0	0
	2 - B3349 South	2	0	0	5
	3 - Back Lane	0	0	0	0
	4 - B3349 North	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access	0.23	5.25	0.3	1.3	A	170	255
2 - B3349 South	0.74	11.91	2.9	11.3	B	744	1116
3 - Back Lane	0.22	6.45	0.3	1.2	A	128	193
4 - B3349 North	0.49	5.89	1.0	1.8	A	513	769

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	139	35	432	1003	0.139	139	112	0.0	0.2	4.170	A
2 - B3349 South	611	153	112	1234	0.495	607	458	0.0	1.0	5.925	A
3 - Back Lane	105	26	492	831	0.127	105	227	0.0	0.1	4.949	A
4 - B3349 North	421	105	126	1287	0.327	419	471	0.0	0.5	4.309	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	166	42	518	956	0.174	166	135	0.2	0.2	4.568	A
2 - B3349 South	729	182	135	1221	0.597	727	549	1.0	1.5	7.488	A
3 - Back Lane	126	31	590	781	0.161	126	272	0.1	0.2	5.492	A
4 - B3349 North	503	126	151	1272	0.395	502	565	0.5	0.7	4.862	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	204	51	634	891	0.229	203	165	0.2	0.3	5.242	A
2 - B3349 South	893	223	165	1204	0.742	888	672	1.5	2.8	11.551	B
3 - Back Lane	154	39	721	714	0.216	154	332	0.2	0.3	6.421	A
4 - B3349 North	615	154	184	1252	0.492	614	690	0.7	1.0	5.862	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	204	51	635	890	0.229	204	165	0.3	0.3	5.252	A
2 - B3349 South	893	223	165	1204	0.742	893	674	2.8	2.9	11.914	B
3 - Back Lane	154	39	724	712	0.216	154	334	0.3	0.3	6.450	A
4 - B3349 North	615	154	185	1252	0.492	615	693	1.0	1.0	5.888	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	166	42	520	955	0.174	167	135	0.3	0.2	4.580	A
2 - B3349 South	729	182	135	1221	0.597	734	552	2.9	1.6	7.721	A
3 - Back Lane	126	31	595	778	0.162	126	274	0.3	0.2	5.522	A
4 - B3349 North	503	126	152	1272	0.395	504	570	1.0	0.7	4.889	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	139	35	435	1002	0.139	139	113	0.2	0.2	4.186	A
2 - B3349 South	611	153	113	1233	0.495	613	462	1.6	1.0	6.006	A
3 - Back Lane	105	26	497	829	0.127	106	229	0.2	0.1	4.980	A
4 - B3349 North	421	105	127	1286	0.327	422	476	0.7	0.5	4.339	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.16	0.00	0.00	0.16	0.16			N/A	N/A
2 - B3349 South	1.00	0.57	1.03	1.44	1.50			N/A	N/A
3 - Back Lane	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - B3349 North	0.50	0.00	0.00	0.50	0.50			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - B3349 South	1.50	0.06	0.90	3.41	4.87			N/A	N/A
3 - Back Lane	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4 - B3349 North	0.67	0.12	0.90	1.43	1.50			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.29	0.03	0.25	0.46	0.48			N/A	N/A
2 - B3349 South	2.83	0.03	0.30	2.83	11.31			N/A	N/A
3 - Back Lane	0.27	0.03	0.25	0.46	0.48			N/A	N/A
4 - B3349 North	0.99	0.03	0.27	0.99	0.99			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.30	0.03	0.31	1.01	1.29			N/A	N/A
2 - B3349 South	2.89	0.03	0.28	2.89	4.90			N/A	N/A
3 - Back Lane	0.27	0.03	0.30	0.91	1.22			N/A	N/A
4 - B3349 North	1.00	0.03	0.28	1.00	1.83			N/A	N/A

08:45 - 09:00

Am	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - B3349 South	1.56	0.06	0.85	3.68	5.31			N/A	N/A
3 - Back Lane	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4 - B3349 North	0.69	0.24	0.98	1.44	1.50			N/A	N/A

09:00 - 09:15

Am	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.16	0.00	0.00	0.16	0.16			N/A	N/A
2 - B3349 South	1.02	0.04	0.43	2.51	4.02			N/A	N/A
3 - Back Lane	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - B3349 North	0.51	0.05	0.46	1.32	1.44			N/A	N/A

2038 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Primary Access Roundabout	Standard Roundabout		1, 2, 3, 4	8.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	23	2 - B3349 South	8.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2038	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access		ONE HOUR	✓	62	100.000
2 - B3349 South		ONE HOUR	✓	864	100.000
3 - Back Lane		ONE HOUR	✓	135	100.000
4 - B3349 North		ONE HOUR	✓	367	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Site Access	2 - B3349 South	3 - Back Lane	4 - B3349 North
From	1 - Site Access	0	18	4	40
	2 - B3349 South	29	0	171	664
	3 - Back Lane	15	120	0	0
	4 - B3349 North	71	296	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - Site Access	2 - B3349 South	3 - Back Lane	4 - B3349 North
	1 - Site Access	0	5	0	0
	2 - B3349 South	1	0	0	3
	3 - Back Lane	0	0	0	0
	4 - B3349 North	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access	0.07	3.96	0.1	0.5	A	57	85
2 - B3349 South	0.75	11.53	3.0	11.6	B	793	1189
3 - Back Lane	0.22	6.91	0.3	1.3	A	124	186
4 - B3349 North	0.32	4.27	0.5	2.1	A	337	505

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	47	12	312	1070	0.044	46	86	0.0	0.0	3.565	A
2 - B3349 South	650	163	33	1279	0.509	646	325	0.0	1.0	5.788	A
3 - Back Lane	102	25	548	802	0.127	101	131	0.0	0.1	5.128	A
4 - B3349 North	276	69	123	1288	0.214	275	527	0.0	0.3	3.578	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	56	14	374	1036	0.054	56	103	0.0	0.1	3.723	A
2 - B3349 South	777	194	40	1275	0.609	775	390	1.0	1.6	7.333	A
3 - Back Lane	121	30	657	747	0.163	121	157	0.1	0.2	5.755	A
4 - B3349 North	330	82	147	1274	0.259	330	631	0.3	0.4	3.841	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	68	17	457	989	0.069	68	126	0.1	0.1	3.962	A
2 - B3349 South	951	238	48	1270	0.749	946	477	1.6	2.9	11.183	B
3 - Back Lane	149	37	803	672	0.221	148	192	0.2	0.3	6.870	A
4 - B3349 North	404	101	180	1255	0.322	404	771	0.4	0.5	4.260	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	68	17	458	989	0.069	68	127	0.1	0.1	3.964	A
2 - B3349 South	951	238	48	1270	0.749	951	478	2.9	3.0	11.527	B
3 - Back Lane	149	37	807	670	0.222	149	193	0.3	0.3	6.906	A
4 - B3349 North	404	101	181	1254	0.322	404	775	0.5	0.5	4.267	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	56	14	375	1035	0.054	56	104	0.1	0.1	3.726	A
2 - B3349 South	777	194	40	1275	0.609	782	391	3.0	1.6	7.558	A
3 - Back Lane	121	30	663	743	0.163	122	158	0.3	0.2	5.793	A
4 - B3349 North	330	82	148	1274	0.259	330	637	0.5	0.4	3.850	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	47	12	314	1069	0.044	47	87	0.1	0.0	3.569	A
2 - B3349 South	650	163	33	1278	0.509	653	327	1.6	1.1	5.906	A
3 - Back Lane	102	25	554	800	0.127	102	132	0.2	0.1	5.161	A
4 - B3349 North	276	69	124	1288	0.215	277	532	0.4	0.3	3.588	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A
2 - B3349 South	1.05	0.56	1.02	1.43	1.48			N/A	N/A
3 - Back Lane	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - B3349 North	0.27	0.00	0.00	0.27	0.27			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.06	0.03	0.25	0.46	0.48			N/A	N/A
2 - B3349 South	1.56	0.06	0.87	3.67	5.26			N/A	N/A
3 - Back Lane	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4 - B3349 North	0.35	0.00	0.00	0.35	0.35			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.07	0.03	0.26	0.47	0.50			N/A	N/A
2 - B3349 South	2.92	0.03	0.30	2.92	11.64			N/A	N/A
3 - Back Lane	0.28	0.03	0.26	0.46	0.48			N/A	N/A
4 - B3349 North	0.48	0.03	0.25	0.48	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2 - B3349 South	2.98	0.03	0.28	2.98	4.66			N/A	N/A
3 - Back Lane	0.28	0.03	0.30	0.96	1.26			N/A	N/A
4 - B3349 North	0.48	0.03	0.31	1.39	2.08			N/A	N/A

17:45 - 18:00

Am	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2 - B3349 South	1.63	0.06	0.85	3.89	5.69			N/A	N/A
3 - Back Lane	0.20	0.00	0.00	0.20	0.20			N/A	N/A
4 - B3349 North	0.35	0.00	0.00	0.35	0.35			N/A	N/A

18:00 - 18:15

Am	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Site Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A
2 - B3349 South	1.07	0.04	0.43	2.66	4.28			N/A	N/A
3 - Back Lane	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - B3349 North	0.28	0.00	0.00	0.28	0.28			N/A	N/A

T23591

Land off Basingstoke Road, Spencers Wood



Appendix S

Appendix S1 B3349 Basingstoke Road/Site Access Priority Junction – Dimensions

T23591

Land off Basingstoke Road, Spencers Wood



Appendix S2 B3349 Basingstoke Road/Site Access Priority Junction – Junctions 11 Output

Junctions 11																
PICADY 11 - Priority Intersection Module																
Version: 11.0.0.2177																
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For sales and distribution information, program advice and maintenance, contact TRL Software:																
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com																
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution																

Filename: Secondary Site Access Model.j11

Path: C:\Users\MarkFleming\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2023\T23591 Spencers Wood\Modelling\Picady

Report generation date: 13/02/2025 17:26:39

»2032 | DS | AM

»2032 | DS | PM

»2038 | DS | AM

»2038 | DS | PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2032 - DS															
Stream B-AC	D1	0.8	18.28	0.44	C	2.03	A	25 %	D2	0.2	10.94	0.13	B	0.49	A	95 %
Stream C-AB		0.0	0.00	0.00	A			[Stream B-AC]		0.0	0.00	0.00	A			[Stream B-AC]
	2038 - DS															
Stream B-AC	D3	0.8	18.63	0.44	C	2.04	A	24 %	D4	0.2	11.00	0.13	B	0.47	A	93 %
Stream C-AB		0.0	0.00	0.00	A			[Stream B-AC]		0.0	0.00	0.00	A			[Stream B-AC]

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. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

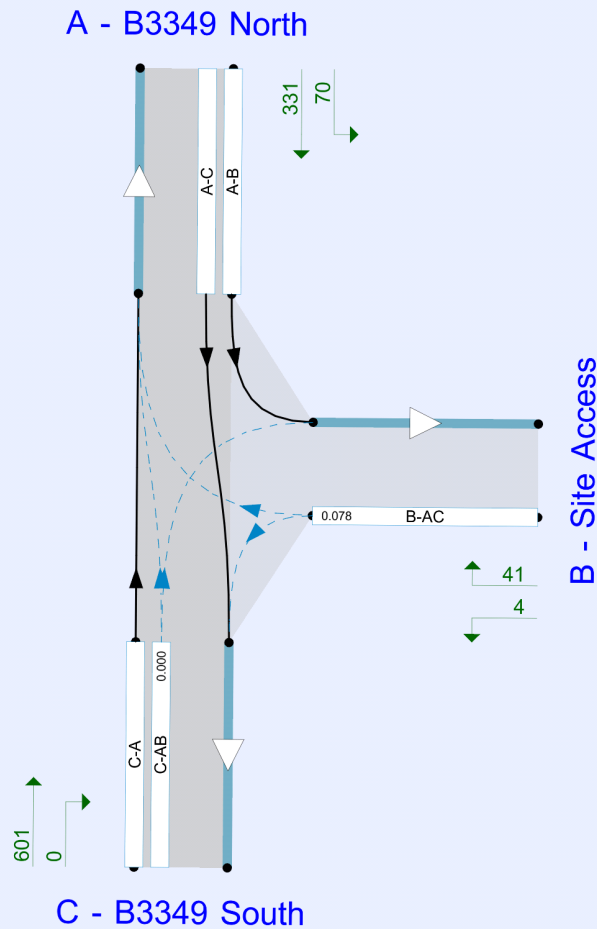
File summary

File Description

Title	Secondary T-Junction Access
Location	Spencers Wood
Site number	
Date	11/02/2025
Version	1
Status	Final
Identifier	
Client	Richborough
Jobnumber	T23591
Enumerator	SF
Description	

Units

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



Flows show original traffic demand (PCU/hr)

Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2032	DS	AM	ONE HOUR	07:45	09:15	15	✓
D2	2032	DS	PM	ONE HOUR	16:45	18:15	15	✓
D3	2038	DS	AM	ONE HOUR	07:45	09:15	15	✓
D4	2038	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2032 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Secondary T-Junction Access	T-Junction	Two-way	Two-way	Two-way		2.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	25	Stream B-AC	2.03	A

Arms

Arms

Arm	Name	Description	Arm type
A	B3349 North		Major
B	Site Access		Minor
C	B3349 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B3349 South	7.40			240.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.94	34	37

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	554	0.093	0.235	0.148	0.336
B-C	708	0.104	0.262	-	-
C-B	713	0.259	0.259	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2032	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B3349 North		ONE HOUR	✓	549	100.000
B - Site Access		ONE HOUR	✓	140	100.000
C - B3349 South		ONE HOUR	✓	571	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B3349 North	B - Site Access	C - B3349 South
From	A - B3349 North	0	91	458
	B - Site Access	123	0	17
	C - B3349 South	571	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B3349 North	B - Site Access	C - B3349 South
From	A - B3349 North	0	0	4
	B - Site Access	0	0	0
	C - B3349 South	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.44	18.28	0.8	3.6	C	128	193
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						524	786
A-B						84	125
A-C						420	630

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	0.00	421	0.251	104	0.0	0.3	11.330	B
C-AB	0	0	0.00	606	0.000	0	0.0	0.0	0.000	A
C-A	430	107	0.00			430				
A-B	69	17	0.00			69				
A-C	345	86	0.00			345				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	0.00	391	0.322	125	0.3	0.5	13.501	B
C-AB	0	0	0.00	585	0.000	0	0.0	0.0	0.000	A
C-A	513	128	0.00			513				
A-B	82	20	0.00			82				
A-C	412	103	0.00			412				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	39	0.00	351	0.439	153	0.5	0.8	18.084	C
C-AB	0	0	0.00	556	0.000	0	0.0	0.0	0.000	A
C-A	629	157	0.00			629				
A-B	100	25	0.00			100				
A-C	504	126	0.00			504				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	39	0.00	351	0.439	154	0.8	0.8	18.283	C
C-AB	0	0	0.00	556	0.000	0	0.0	0.0	0.000	A
C-A	629	157	0.00			629				
A-B	100	25	0.00			100				
A-C	504	126	0.00			504				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	0.00	391	0.322	127	0.8	0.5	13.674	B
C-AB	0	0	0.00	585	0.000	0	0.0	0.0	0.000	A
C-A	513	128	0.00			513				
A-B	82	20	0.00			82				
A-C	412	103	0.00			412				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	0.00	421	0.251	106	0.5	0.3	11.464	B
C-AB	0	0	0.00	606	0.000	0	0.0	0.0	0.000	A
C-A	430	107	0.00			430				
A-B	69	17	0.00			69				
A-C	345	86	0.00			345				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.76	0.03	0.26	0.76	0.76			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.03	0.29	1.41	3.59			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.04	0.43	1.26	1.38			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.29	0.83	1.17			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Secondary T-Junction Access	T-Junction	Two-way	Two-way	Two-way		0.49	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	95	Stream B-AC	0.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2032	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B3349 North		ONE HOUR	✓	389	100.000
B - Site Access		ONE HOUR	✓	46	100.000
C - B3349 South		ONE HOUR	✓	602	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B3349 North	B - Site Access	C - B3349 South
From	A - B3349 North	0	70	319
	B - Site Access	42	0	4
	C - B3349 South	602	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B3349 North	B - Site Access	C - B3349 South
From	A - B3349 North	0	0	1
	B - Site Access	0	0	0
	C - B3349 South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	10.94	0.2	0.5	B	42	63
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						552	829
A-B						64	96
A-C						293	439

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	439	0.079	34	0.0	0.1	8.897	A
C-AB	0	0	0.00	637	0.000	0	0.0	0.0	0.000	A
C-A	453	113	0.00			453				
A-B	53	13	0.00			53				
A-C	240	60	0.00			240				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	414	0.100	41	0.1	0.1	9.659	A
C-AB	0	0	0.00	622	0.000	0	0.0	0.0	0.000	A
C-A	541	135	0.00			541				
A-B	63	16	0.00			63				
A-C	287	72	0.00			287				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	380	0.133	50	0.1	0.2	10.934	B
C-AB	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
C-A	663	166	0.00			663				
A-B	77	19	0.00			77				
A-C	351	88	0.00			351				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	380	0.133	51	0.2	0.2	10.944	B
C-AB	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
C-A	663	166	0.00			663				
A-B	77	19	0.00			77				
A-C	351	88	0.00			351				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	414	0.100	42	0.2	0.1	9.672	A
C-AB	0	0	0.00	622	0.000	0	0.0	0.0	0.000	A
C-A	541	135	0.00			541				
A-B	63	16	0.00			63				
A-C	287	72	0.00			287				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	439	0.079	35	0.1	0.1	8.917	A
C-AB	0	0	0.00	637	0.000	0	0.0	0.0	0.000	A
C-A	453	113	0.00			453				
A-B	53	13	0.00			53				
A-C	240	60	0.00			240				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Secondary T-Junction Access	T-Junction	Two-way	Two-way	Two-way		2.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	Stream B-AC	2.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2038	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B3349 North		ONE HOUR	✓	565	100.000
B - Site Access		ONE HOUR	✓	140	100.000
C - B3349 South		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B3349 North	B - Site Access	C - B3349 South
From	A - B3349 North	0	91	474
	B - Site Access	122	0	18
	C - B3349 South	574	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B3349 North	B - Site Access	C - B3349 South
From	A - B3349 North	0	0	4
	B - Site Access	0	0	0
	C - B3349 South	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.44	18.63	0.8	3.7	C	128	193
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						527	790
A-B						84	125
A-C						435	652

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	0.00	418	0.252	104	0.0	0.3	11.406	B
C-AB	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
C-A	432	108	0.00			432				
A-B	69	17	0.00			69				
A-C	357	89	0.00			357				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	0.00	389	0.324	125	0.3	0.5	13.645	B
C-AB	0	0	0.00	581	0.000	0	0.0	0.0	0.000	A
C-A	516	129	0.00			516				
A-B	82	20	0.00			82				
A-C	426	107	0.00			426				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	39	0.00	347	0.444	153	0.5	0.8	18.415	C
C-AB	0	0	0.00	552	0.000	0	0.0	0.0	0.000	A
C-A	632	158	0.00			632				
A-B	100	25	0.00			100				
A-C	522	130	0.00			522				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	39	0.00	347	0.444	154	0.8	0.8	18.629	C
C-AB	0	0	0.00	552	0.000	0	0.0	0.0	0.000	A
C-A	632	158	0.00			632				
A-B	100	25	0.00			100				
A-C	522	130	0.00			522				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	0.00	389	0.324	127	0.8	0.5	13.822	B
C-AB	0	0	0.00	581	0.000	0	0.0	0.0	0.000	A
C-A	516	129	0.00			516				
A-B	82	20	0.00			82				
A-C	426	107	0.00			426				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	0.00	418	0.252	106	0.5	0.3	11.544	B
C-AB	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
C-A	432	108	0.00			432				
A-B	69	17	0.00			69				
A-C	357	89	0.00			357				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.03	0.26	0.77	0.77			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.03	0.29	1.42	3.65			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.04	0.44	1.27	1.38			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.30	0.88	1.19			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2038 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Secondary T-Junction Access	T-Junction	Two-way	Two-way	Two-way		0.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	93	Stream B-AC	0.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2038	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B3349 North		ONE HOUR	✓	401	100.000
B - Site Access		ONE HOUR	✓	45	100.000
C - B3349 South		ONE HOUR	✓	601	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B3349 North	B - Site Access	C - B3349 South
	A - B3349 North	0	70	331
	B - Site Access	41	0	4
	C - B3349 South	601	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B3349 North	B - Site Access	C - B3349 South
	A - B3349 North	0	0	1
	B - Site Access	0	0	0
	C - B3349 South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	11.00	0.2	0.5	B	41	62
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						551	827
A-B						64	96
A-C						304	456

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	8	0.00	437	0.078	34	0.0	0.1	8.919	A
C-AB	0	0	0.00	635	0.000	0	0.0	0.0	0.000	A
C-A	452	113	0.00			452				
A-B	53	13	0.00			53				
A-C	249	62	0.00			249				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	412	0.098	40	0.1	0.1	9.692	A
C-AB	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
C-A	540	135	0.00			540				
A-B	63	16	0.00			63				
A-C	298	74	0.00			298				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	0.00	377	0.131	49	0.1	0.1	10.987	B
C-AB	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
C-A	662	165	0.00			662				
A-B	77	19	0.00			77				
A-C	364	91	0.00			364				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	0.00	377	0.131	50	0.1	0.2	10.998	B
C-AB	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
C-A	662	165	0.00			662				
A-B	77	19	0.00			77				
A-C	364	91	0.00			364				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	412	0.098	41	0.2	0.1	9.706	A
C-AB	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
C-A	540	135	0.00			540				
A-B	63	16	0.00			63				
A-C	298	74	0.00			298				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	8	0.00	437	0.078	34	0.1	0.1	8.939	A
C-AB	0	0	0.00	635	0.000	0	0.0	0.0	0.000	A
C-A	452	113	0.00			452				
A-B	53	13	0.00			53				
A-C	249	62	0.00			249				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A