

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Hurst Road (South of Loddon View)	51.470811, -0.861898	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day





SW0105 Hured

Project ID and Name:	W0185 Hurst
Site No:	6
Location Name	Hurst Road (South of Loddon View)
Direction:	AB (Northbound)

[illegible]



SWD185 Hours

6
Hurst Road (South of Loddon View)
AB (Northbound)

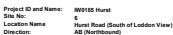
[illegible]

22 November 2023

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	C13s	C14s	Mean	Vpp	V10n	V15n	V16n	V17n	V18n	V19n	V20n	V25n	V30n	V35n	V40n	V45n	V50n	V55n	V60n	V65n	V70n	V75n	V80n	Number of vessels exceeding V90n
0000	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
0005	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0010	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0020	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0025	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0035	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	70.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0055	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0205	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0210	17	14	0	0	0	0	0	0	0	0	0	0	0	0	0	38.0	47.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	40	41.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0220	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	40	41.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0225	34	32	0	0	0	0	0	0	0	0	0	0	0	0	0	2	34.0	43.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	70	60	0	0	0	0	0	0	0	0	0	0	0	0	0	52.0	37.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0235	83	75	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33.0	40.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0240	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0245	109	100	0	0	0	0	0	0	0	0	0	0	0	0	0	20.0	33.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0250	170	160	0	0	0	0	0	0	0	0	0	0	0	0	0	28.0	33.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0255	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	2	38.0	31.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	85	81	0	0	0	0	0	0	0	0	0	0	0	0	0	31	34.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0305	118	107	0	0	0	0	0	0	0	0	0	0	0	0	0	30	34.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0310	118	107	0	0	0	0	0	0	0	0	0	0	0	0	0	30	34.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	87	83	0	0	0	0	0	0	0	0	0	0	0	0	0	30	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0320	80	72	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	30.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0325	72	64	0	0	0	0	0	0	0	0	0	0	0	0	0	31.0	35.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	71	61	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	35.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0335	53	44	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	34.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0340	66	56	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	30.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	55	48	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	37.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0350	53	48	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	37.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0355	55	48	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	37.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	55	48	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	37.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0405	55	48	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	37.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0410	55	48	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	37.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0420	55	48	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	37.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

23 November 2023

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SW0105 Hured

6
Hurst Road (South of Loddon View)
AB (Northbound)

[illegible]

[illegible]



SW0105 Hured

SW0105 Hured

6
Hurst Road (South of Loddon View)
AB (Northbound)

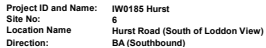
6
Hurst Road (5
AB (Northbou

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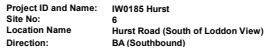
20 November 2023

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[illegible]

[illegible]

[illegible]



Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period	1	2	3	4	5	6	7	8	9	10	11	12	14	15	85	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	4	
0015	3	3	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
0030	3	3	0	0	0	0	0	0	0	0	0	0	0	0	37	-	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	2	
0045	3	2	0	0	1	0	0	0	0	0	0	0	0	0	43.7	-	0	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	3	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
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0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	41	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	45.3	-	0	0	0	0	0														



Project ID and Name: RW0185 Hurst
Site No: 6
Location Name: Hurst Road (South of Loddon View)
Direction: BA (Southbound)

2345	16	12	0	2	0	0	0	0	0	0	0	0	0	0	1	1	33.8	40.5	0	0	1	0	0	2	7	3	2	1	0	0	0	0	0	13
07-19	3613	3281	10	251	8	10	1	2	0	0	0	0	0	0	14	36	31.4	35.8	0	4	24	50	125	1091	1668	509	116	21	4	1	0	0	0	2319
06-22	4167	3806	10	274	9	11	1	2	0	0	0	0	0	14	40	31.6	36	0	5	30	56	141	1230	1688	632	150	28	5	2	0	0	0	0	2705
06-00	4274	3905	10	277	9	11	1	2	0	0	0	0	0	17	42	31.6	36.1	0	5	31	58	142	1248	1930	661	162	29	6	2	0	0	0	0	2790
00-00	4321	3948	10	281	9	11	1	2	0	0	0	0	0	17	42	31.7	36.2	0	5	31	59	142	1255	1941	673	172	34	6	2	0	1	0	0	2829

23 November 2023

[illegible]



Project ID and Name: RW0185 Hurst
Site No: 6
Location Name: Hurst Road (South of Loddon View)
Direction: BA (Southbound)

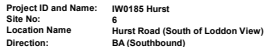
2345	13	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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[illegible]



Project ID and Name: IW0185 Hurst
Site No: 6
Location Name: Hurst Road (South of Loddon View)
Direction: BA (Southbound)

2345	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	40	0	0	0	0	7	6	3	1	0	0	0	1	0	0	0	11
07-19	3321	3037	7	218	4	6	2	3	2	1	0	0	0	14	27	32.2	36.7	0	3	18	43	97	828	1548	610	135	34	1	0	3	1	0	0	2332
06-22	3816	3503	7	239	9	7	2	3	2	1	0	0	0	15	28	32.3	36.8	0	3	18	47	113	932	1780	703	167	44	3	1	4	1	0	0	2703
06-00	3967	3651	7	240	10	7	2	3	2	1	0	0	0	15	29	32.4	36.9	0	3	19	47	114	967	1841	741	175	49	4	1	5	1	0	0	2817
00-00	4044	3724	7	243	10	7	2	3	2	1	0	0	0	16	29	32.4	37	0	3	19	47	114	981	1870	760	182	54	5	1	6	1	1	0	2880

[illegible]



Project ID and Name: IW0185 Hurst
Site No: 6
Location Name: Hurst Road (South of Loddon View)
Direction: BA (Southbound)

2345	20	19	0	0	0	0	0	0	0	0	0	0	0	0	1	31.3	36.7	0	0	0	1	1	4	9	5	0	0	0	0	0	0	0	14	
07-19	2891	2610	4	105	12	3	0	1	0	5	3	0	0	15	43	31.8	36.4	0	6	15	43	121	673	1341	446	128	22	4	1	0	1	0	0	1943
06-22	3160	2953	5	115	13	3	0	1	0	5	3	0	0	15	44	32	36.6	0	7	15	44	128	760	1491	524	152	29	5	3	0	1	0	0	2205
06-00	3350	3140	5	119	14	3	0	1	0	5	3	0	0	15	45	32.2	36.8	0	7	15	46	130	796	1567	568	174	35	7	3	1	1	0	0	2356
00-00	3415	3200	5	123	14	4	0	1	0	5	3	0	0	15	45	32.2	36.9	0	8	15	46	133	805	1591	584	184	35	8	3	2	1	0	0	2408

26 November 2023

[illegible]



Project ID and Name: RW0185 Hurst
Site No: 6
Location Name: Hurst Road (South of Loddon View)
Direction: BA (Southbound)

2345	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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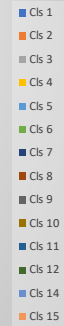
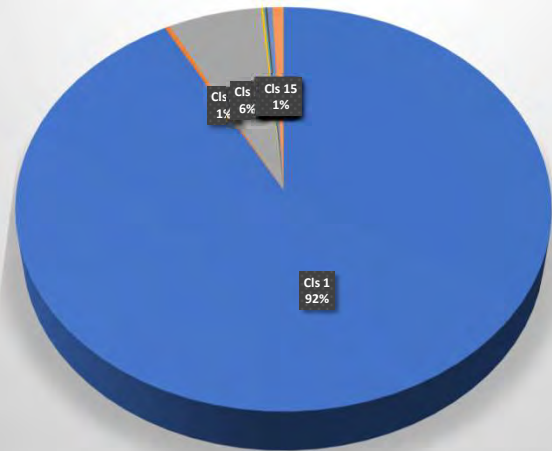
Project ID and Name: IW0185 Hurst
Site No: 6
Location Name: Hurst Road (South of Loddon View)
Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	26085	13129	50%
Direction BA - Southbound	26460	17556	66%

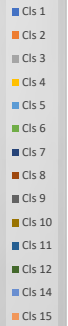
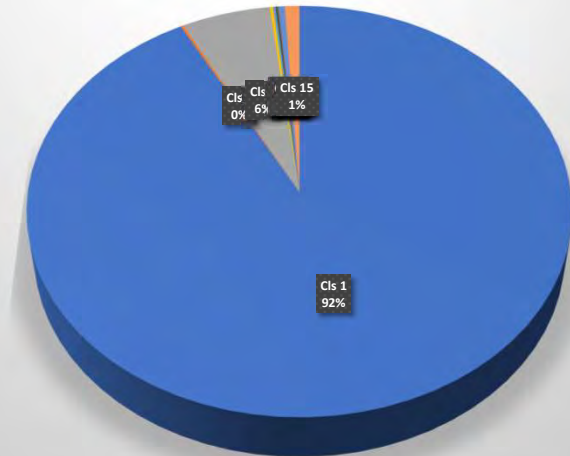
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	23999	85	1616	38	30	8	15	8	8	1	0	0	84	193
Vehicle Proportion - %	92.0%	0.3%	6.2%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.7%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	24378	48	1527	55	39	7	19	9	15	3	0	0	109	251
Vehicle Proportion - %	92.1%	0.2%	5.8%	0.2%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.4%	0.9%

Direction AB - Northbound



Direction BA - Southbound



Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Broadwater Lane (opposite The Brookside/Twyford Brook Walk)	51.465304, -0.860033	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day



[illegible]

21 November 2023

[illegible]

[illegible]

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Project ID and Name: M0188 Hunt
Site No: Brookwater Lane (opposite The Brookside/Tayford Brook Walk)
Location Name: A16 (Northbound)
Direction:

25 November 2023

Time	Total	Cls		Cls		Cls		Cls		Cls		Cls		Cls		Mean	Vpp	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50
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20 November 2023

[illegible]



Site No:	7
Location Name	Broadwater Lane (opposite The Brookside/Twyford Brook Walk
Direction:	BA (Southbound)

[illegible]

[illegible]

[illegible]

[illegible]

26 November 2023

[illegible]



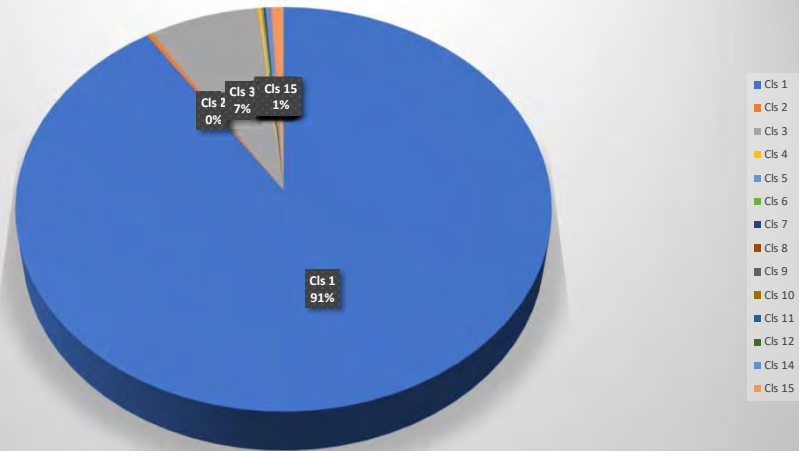
Project ID and Name: IW0185 Hurst
 Site No: 7
 Location Name: Broadwater Lane (opposite The Brookside/Twyford Brook Walk)
 Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	24907	21307	86%
Direction BA - Southbound	25473	21354	84%

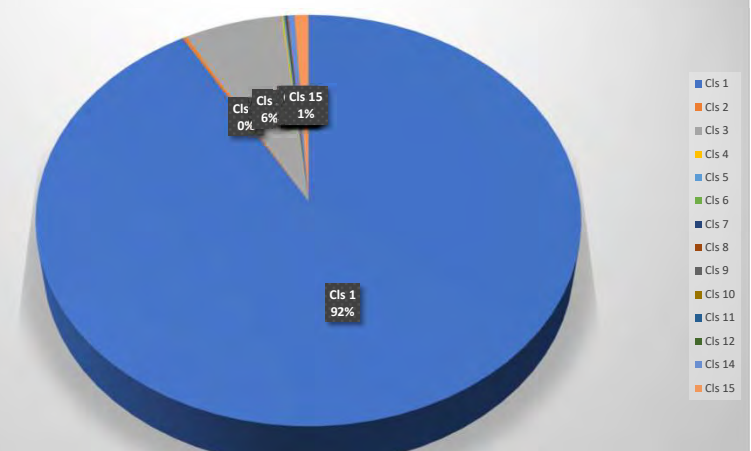
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	22587	86	1816	52	25	13	22	8	5	2	0	0	90	201
Vehicle Proportion - %	90.7%	0.3%	7.3%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.8%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	23341	63	1628	22	26	9	20	13	13	0	0	0	110	228
Vehicle Proportion - %	91.6%	0.2%	6.4%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.4%	0.9%

Direction AB - Northbound



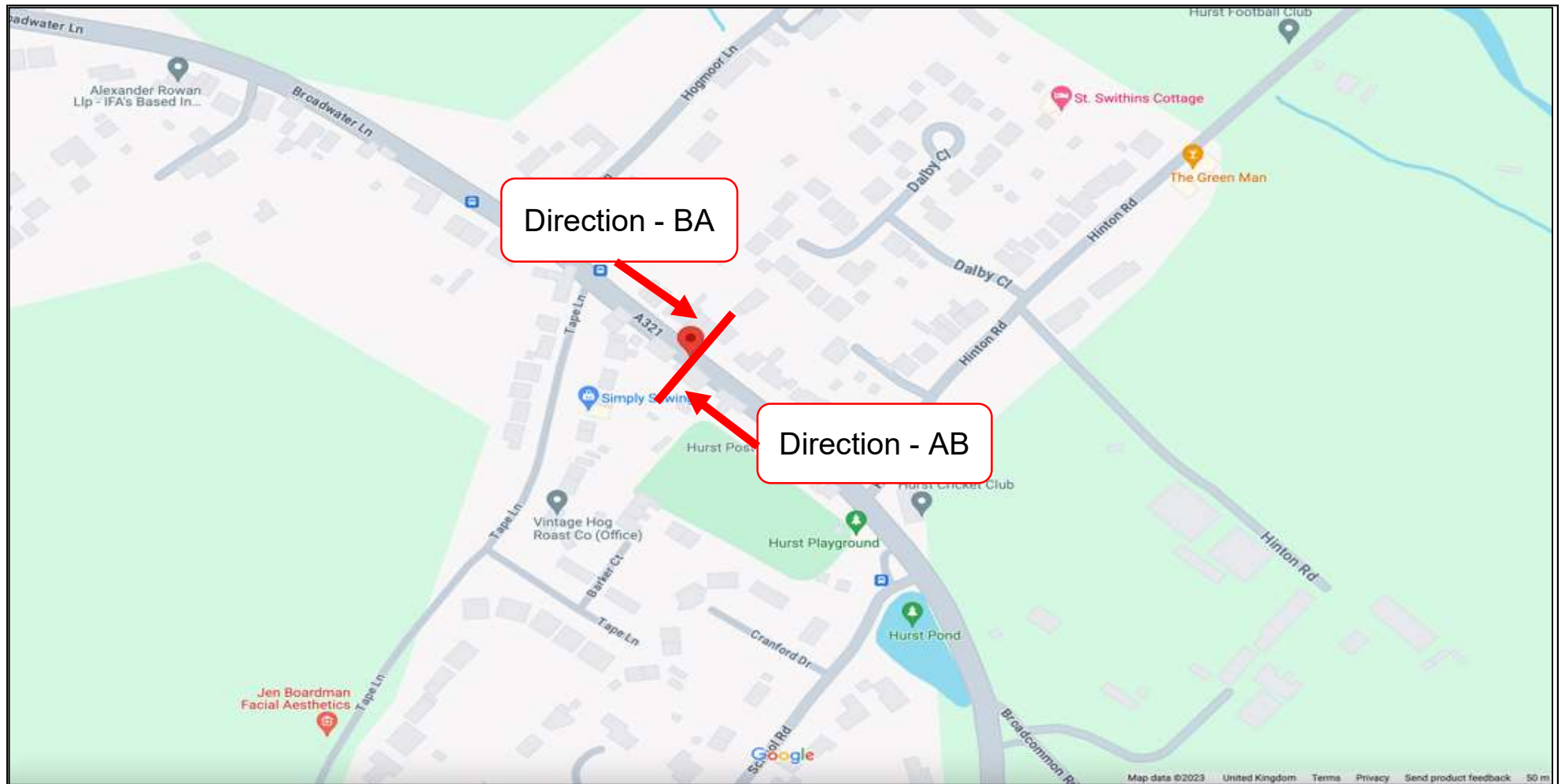
Direction BA - Southbound



Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Broadwater Lane (near Hurst Post Office)	51.458663, -0.853101	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day



20 November 2023

[illegible]

21 November 2023

[illegible]

22 November 2023

[illegible]

23 November 2023

[illegible]

[illegible]

25 November 2023

[illegible]

26 November 2023

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	C13s	C14s	C15s	Mean	Vpp	Vmin	V1min	V2min	V3min	V4min	V5min	V6min	V7min	V8min	V9min	V10min	V11min	V12min	V13min	V14min	V15min	V16min	V17min	V18min	V19min	V20min	V21min	V22min	V23min	V24min	V25min	V26min	V27min	V28min	V29min	V30min	V31min	V32min	V33min	V34min	V35min	V36min	V37min	V38min	V39min	V40min	V41min	V42min	V43min	V44min	V45min	V46min	V47min	V48min	V49min	V50min	V51min	V52min	V53min	V54min	V55min	V56min	V57min	V58min	V59min	V60min	V61min	V62min	V63min	V64min	V65min	V66min	V67min	V68min	V69min	V70min	V71min	V72min	V73min	V74min	V75min	V76min	V77min	V78min	V79min	V80min	V81min	V82min	V83min	V84min	V85min	V86min	V87min	V88min	V89min	V90min	V91min	V92min	V93min	V94min	V95min	V96min	V97min	V98min	V99min	V100min	V101min	V102min	V103min	V104min	V105min	V106min	V107min	V108min	V109min	V110min	V111min	V112min	V113min	V114min	V115min	V116min	V117min	V118min	V119min	V120min	V121min	V122min	V123min	V124min	V125min	V126min	V127min	V128min	V129min	V130min	V131min	V132min	V133min	V134min	V135min	V136min	V137min	V138min	V139min	V140min	V141min	V142min	V143min	V144min	V145min	V146min	V147min	V148min	V149min	V150min	V151min	V152min	V153min	V154min	V155min	V156min	V157min	V158min	V159min	V160min	V161min	V162min	V163min	V164min	V165min	V166min	V167min	V168min	V169min	V170min	V171min	V172min	V173min	V174min	V175min	V176min	V177min	V178min	V179min	V180min	V181min	V182min	V183min	V184min	V185min	V186min	V187min	V188min	V189min	V190min	V191min	V192min	V193min	V194min	V195min	V196min	V197min	V198min	V199min	V200min	V201min	V202min	V203min	V204min	V205min	V206min	V207min	V208min	V209min	V210min	V211min	V212min	V213min	V214min	V215min	V216min	V217min	V218min	V219min	V220min	V221min	V222min	V223min	V224min	V225min	V226min	V227min	V228min	V229min	V230min	V231min	V232min	V233min	V234min	V235min	V236min	V237min	V238min	V239min	V240min	V241min	V242min	V243min	V244min	V245min	V246min	V247min	V248min	V249min	V250min	V251min	V252min	V253min	V254min	V255min	V256min	V257min	V258min	V259min	V260min	V261min	V262min	V263min	V264min	V265min	V266min	V267min	V268min	V269min	V270min	V271min	V272min	V273min	V274min	V275min	V276min	V277min	V278min	V279min	V280min	V281min	V282min	V283min	V284min	V285min	V286min	V287min	V288min	V289min	V290min	V291min	V292min	V293min	V294min	V295min	V296min	V297min	V298min	V299min	V300min	V301min	V302min	V303min	V304min	V305min	V306min	V307min	V308min	V309min	V310min	V311min	V312min	V313min	V314min	V315min	V316min	V317min	V318min	V319min	V320min	V321min	V322min	V323min	V324min	V325min	V326min	V327min	V328min	V329min	V330min	V331min	V332min	V333min	V334min	V335min	V336min	V337min	V338min	V339min	V340min	V341min	V342min	V343min	V344min	V345min	V346min	V347min	V348min	V349min	V350min	V351min	V352min	V353min	V354min	V355min	V356min	V357min	V358min	V359min	V360min	V361min	V362min	V363min	V364min	V365min	V366min	V367min	V368min	V369min	V370min	V371min	V372min	V373min	V374min	V375min	V376min	V377min	V378min	V379min	V380min	V381min	V382min	V383min	V384min	V385min	V386min	V387min	V388min	V389min	V390min	V391min	V392min	V393min	V394min	V395min	V396min	V397min	V398min	V399min	V400min	V401min	V402min	V403min	V404min	V405min	V406min	V407min	V408min	V409min	V410min	V411min	V412min	V413min	V414min	V415min	V416min	V417min	V418min	V419min	V420min	V421min	V422min	V423min	V424min	V425min	V426min	V427min	V428min	V429min	V430min	V431min	V432min	V433min	V434min	V435min	V436min	V437min	V438min	V439min	V440min	V441min	V442min	V443min	V444min	V445min	V446min	V447min	V448min	V449min	V450min	V451min	V452min	V453min	V454min	V455min	V456min	V457min	V458min	V459min	V460min	V461min	V462min	V463min	V464min	V465min	V466min	V467min	V468min	V469min	V470min	V471min	V472min	V473min	V474min	V475min	V476min	V477min	V478min	V479min	V480min	V481min	V482min	V483min	V484min	V485min	V486min	V487min	V488min	V489min	V490min	V491min	V492min	V493min	V494min	V495min	V496min	V497min	V498min	V499min	V500min	V501min	V502min	V503min	V504min	V505min	V506min	V507min	V508min	V509min	V510min	V511min	V512min	V513min	V514min	V515min	V516min	V517min	V518min	V519min	V520min	V521min	V522min	V523min	V524min	V525min	V526min	V527min	V528min	V529min	V530min	V531min	V532min	V533min	V534min	V535min	V536min	V537min	V538min	V539min	V540min	V541min	V542min	V543min	V544min	V545min	V546min	V547min	V548min	V549min	V550min	V551min	V552min	V553min	V554min	V555min	V556min	V557min	V558min	V559min	V560min	V561min	V562min	V563min	V564min	V565min	V566min	V567min	V568min	V569min	V570min	V571min	V572min	V573min	V574min	V575min	V576min	V577min	V578min	V579min	V580min	V581min	V582min	V583min	V584min	V585min	V586min	V587min	V588min	V589min	V590min	V591min	V592min	V593min	V594min	V595min	V596min	V597min	V598min	V599min	V600min	V601min	V602min	V603min	V604min	V605min	V606min	V607min	V608min	V609min	V610min	V611min	V612min	V613min	V614min	V615min	V616min	V617min	V618min	V619min	V620min	V621min	V622min	V623min	V624min	V625min	V626min	V627min	V628min	V629min	V630min	V631min	V632min	V633min	V634min	V635min	V636min	V637min	V638min	V639min	V640min	V641min	V642min	V643min	V644min	V645min	V646min	V647min	V648min	V649min	V650min	V651min	V652min	V653min	V654min	V655min	V656min	V657min	V658min	V659min	V660min	V661min	V662min	V663min	V664min	V665min	V666min	V667min	V668min	V669min	V670min	V671min	V672min	V673min	V674min	V675min	V676min	V677min	V678min	V679min	V680min	V681min	V682min	V683min	V684min	V685min	V686min	V687min	V688min	V689min	V690min	V691min	V692min	V693min	V694min	V695min	V696min	V697min	V698min	V699min	V700min	V701min	V702min	V703min	V704min	V705min	V706min	V707min	V708min	V709min	V710min	V711min	V712min	V713min	V714min	V715min	V716min	V717min	V718min	V719min	V720min	V721min	V722min	V723min	V724min	V725min	V726min	V727min	V728min	V729min	V730min	V731min	V732min	V733min	V734min	V735min	V736min	V737min	V738min	V739min	V740min	V741min	V742min	V743min	V744min	V745min	V746min	V747min	V748min	V749min	V750min	V751min	V752min	V753min	V754min	V755min	V756min	V757min	V758min	V759min	V760min	V761min	V762min	V763min	V764min	V765min	V766min	V767min	V768min	V769min	V770min	V771min	V772min	V773min	V774min	V775min	V776min	V777min	V778min	V779min	V780min	V781min	V782min	V783min	V784min	V785min	V786min	V787min	V788min	V789min	V790min	V791min	V792min	V793min	V794min	V795min	V796min	V797min	V798min	V799min	V800min	V801min	V802min	V803min	V804min	V805min	V806min	V807min	V808min	V809min	V810min	V811min	V812min	V813min	V814min	V815min	V816min	V817min	V818min	V819min	V820min	V821min	V822min	V823min	V824min	V825min	V826min	V827min	V828min	V829min	V830min	V831min	V832min	V833min	V834min	V835min	V836min	V837min	V838min	V839min	V840min	V841min	V842min	V843min	V844min	V845min	V846min	V847min	V848min	V849min	V850min	V851min	V852min	V853min	V854min	V855min	V856min	V857min	V858min	V859min	V860min	V861min	V862min	V863min	V864min	V865min	V866min	V867min	V868min	V869min	V870min	V871min	V872min	V873min	V874min	V875min	V876min	V877min	V878min	V879min	V880min	V881min	V882min	V883min	V884min	V885min	V886min	V887min	V888min	V889min	V890min	V891min	V892min	V893min	V894min	V895min	V896min	V897min	V898min	V899min	V900min	V901min	V902min	V903min	V904min	V905min	V906min	V907min	V908min	V909min	V910min	V911min	V912min	V913min	V914min	V915min	V916min	V917min	V918min	V919min	V920min	V921min	V922min	V923min	V924min	V925min	V926min	V927min	V928min	V929min	V930min	V931min	V932min	V933min	V934min	V935min	V936min	V937min	V938min	V939min	V940min	V941min	V942min	V943min	V944min</
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[illegible]

[illegible]



Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	C13s	C14s	Mean	Vpp	V10n	V15n	V20n	V25n	V30n	V35n	V40n	V45n	V50n	V55n	V60n	V65n	V70n	V75n		
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0001	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0002	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0003	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0004	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0005	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0006	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0007	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0008	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0009	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0010	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0011	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0012	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0013	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0014	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0015	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
0016	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	55	8	5	10	15	20	25	30	35								

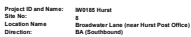
[illegible]

24 November 2023

[illegible]

25 November 2023

[illegible]

[illegible]

Number of vehicles exceeding km/h
0
1
0
0
0
1
0
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0
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1
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Number of values exceeding α_0
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0
0
246
330
548

Number of
vehicles
exceeding
km/h

1
3
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0
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5
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0

200
250
300
400

Number of vehicles exceeding km/h
2
1
0
2
0
0
1
0
0
0
1
0
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0
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0
1
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7
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3
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9
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12
9
10
9
7
2
9
2
1
5
4
1
6
7
1
2
4
1
2
2
364
352
350
372

Number of values exceeding 20
6
0
2
1
2
0
0
1
1
0
0
0
0
5
2
4
4
4
6
6
4
5
1
11
1
8
2
6
5
5
7
4
3
2
9
1
10
3
5
3
0
0
9
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7
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7
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3
4
3
10
5
4
6
7
1
3
4
3
5
4
1
4
2
1
3
5
329
354

Number of
vehicles
exceeding
km/h

3
2
0
0
1
2
0
2
1
0
0
0
0
0
0
1
1
1
3
3
1
1
4
4
4
3
3
5
4
3
2
6
10
0
3
3
4
10
7
10
6
7
13
6
3
2
4
6
5
7
7
3
10
1
6
2
6
6
6
3
7
6
5
8
3
4
7
1
5
1
3
4
5
10
5
5

206
205
202
217

Number of
vehicles
exceeding
km/h

1
1
2
2
3
2
0
0
1
0
1
0
0
0
0
0
0
0
1
0
0
0
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4
4
5
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2
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6
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1
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2
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0
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93
120
125
140



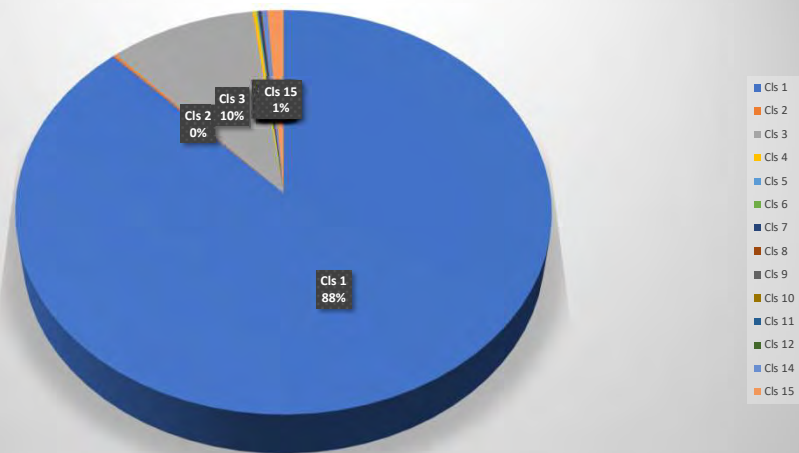
Project ID and Name: IW0185 Hurst
 Site No: 8
 Location Name: Broadwater Lane (near Hurst Post Office)
 Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	11648	5056	43%
Direction BA - Southbound	11081	2382	21%

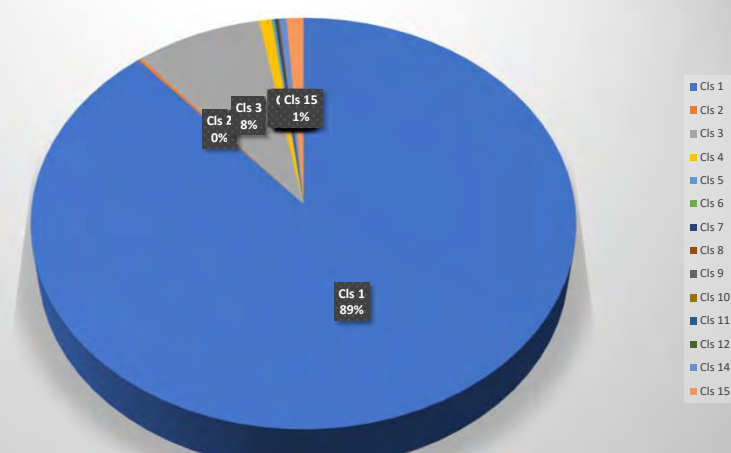
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	10254	23	1135	29	8	5	19	6	2	0	0	0	43	124
Vehicle Proportion - %	88.0%	0.2%	9.7%	0.2%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%	1.1%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	9827	24	912	90	19	4	18	6	6	1	1	0	51	122
Vehicle Proportion - %	88.7%	0.2%	8.2%	0.8%	0.2%	0.0%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.5%	1.1%

Direction AB - Northbound



Direction BA - Southbound



Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0185	Hurst	A321 Broadwater Lane / B3030 Lodge Road	51.463384, -0.860470	Tuesday	21/11/2023	0700-1000 & 1600-1900hrs	Dry	Dry



Google

Map data ©2023 United Kingdom Terms Privacy Send p



Project ID and Name: W0185 Hurst
Junction name: A201 Broadwater Lane / B3030 Lodge Road

Survey Date: 21/11/2023
Survey Day: Tuesday

A - A (15-minute intervals)										A - B (15-minute intervals)										A - C (15-minute intervals)										
Time Interval	Car	LGV	ODV1	ODV2	PSV/Couch	MC	PIC	Total	PCU	Time Interval	Car	LGV	ODV1	ODV2	PSV/Couch	MC	PIC	Total	PCU	Time Interval	Car	LGV	ODV1	ODV2	PSV/Couch	MC	PIC	Total	PCU	
07:00 - 07:15	0	0	0	0	0	0	0	0	0	07:00 - 07:15	18	1	0	0	0	0	0	19	19	07:00 - 07:15	20	3	0	0	0	0	0	1	24	23.2
07:15 - 07:30	0	0	0	0	0	0	0	0	0	07:15 - 07:30	37	2	0	0	0	0	1	40	39.2	07:15 - 07:30	27	3	2	0	0	0	0	0	32	33
07:30 - 07:45	0	0	0	0	0	0	0	0	0	07:30 - 07:45	24	2	0	0	0	0	2	28	28.4	07:30 - 07:45	32	6	0	0	0	0	0	0	38	38
07:45 - 08:00	0	0	0	0	0	0	0	0	0	07:45 - 08:00	48	4	1	0	2	0	0	55	57.5	07:45 - 08:00	56	6	0	0	0	0	1	0	63	62.4
08:00 - 08:15	0	0	0	0	0	0	0	0	0	08:00 - 08:15	38	3	0	0	1	0	0	42	43	08:00 - 08:15	36	2	0	0	0	0	0	0	40	39.6
08:15 - 08:30	0	0	0	0	0	0	0	0	0	08:15 - 08:30	30	1	0	0	0	1	0	32	31.4	08:15 - 08:30	31	5	0	0	0	0	0	0	36	36
08:30 - 08:45	0	0	0	0	0	0	0	0	0	08:30 - 08:45	24	6	0	0	0	0	1	31	36.2	08:30 - 08:45	46	2	0	0	0	0	0	0	47	47
08:45 - 09:00	0	0	0	0	0	0	0	0	0	08:45 - 09:00	32	3	0	0	1	0	0	36	37	08:45 - 09:00	39	7	0	0	0	0	0	0	46	46
09:00 - 09:15	0	0	0	0	0	0	0	0	0	09:00 - 09:15	21	2	0	0	0	1	0	24	25	09:00 - 09:15	35	6	0	0	0	0	0	1	42	41.2
09:15 - 09:30	0	0	0	0	0	0	0	0	0	09:15 - 09:30	22	3	0	0	0	0	0	25	25	09:15 - 09:30	26	5	0	0	0	0	0	0	31	31
09:30 - 09:45	0	0	0	0	0	0	0	0	0	09:30 - 09:45	27	3	0	0	0	0	0	30	30	09:30 - 09:45	22	5	0	1	0	0	0	0	28	29.3
09:45 - 10:00	0	0	0	0	0	0	0	0	0	09:45 - 10:00	12	6	0	0	0	0	0	18	18	09:45 - 10:00	27	4	0	0	0	0	0	0	31	31
TOTAL (AM & PM)										TOTAL										TOTAL										
16:00 - 16:15	0	0	0	0	0	0	0	0	0	16:00 - 16:15	24	6	0	0	0	0	1	31	30.4	16:00 - 16:15	35	13	0	0	0	0	0	1	49	48.2
16:15 - 16:30	0	0	0	0	0	0	0	0	0	16:15 - 16:30	30	4	0	0	0	0	0	34	34	16:15 - 16:30	39	4	0	0	0	0	0	0	43	43
16:30 - 16:45	0	0	0	0	0	0	0	0	0	16:30 - 16:45	28	2	0	0	0	0	2	33	31	16:30 - 16:45	54	3	0	0	0	0	0	1	59	57.6
16:45 - 17:00	0	0	0	0	0	0	0	0	0	16:45 - 17:00	25	0	0	0	1	0	0	26	27	16:45 - 17:00	51	3	0	0	1	0	0	0	55	55
17:00 - 17:15	0	0	0	0	0	0	0	0	0	17:00 - 17:15	25	1	0	0	0	0	0	26	26	17:00 - 17:15	63	3	0	0	0	0	0	0	66	66
17:15 - 17:30	0	0	0	0	0	0	0	0	0	17:15 - 17:30	36	0	0	0	0	0	1	37	36.2	17:15 - 17:30	43	4	0	0	0	0	0	1	48	47.2
17:30 - 17:45	0	0	0	0	0	0	0	0	0	17:30 - 17:45	44	0	0	0	1	0	0	45	46	17:30 - 17:45	59	1	0	0	0	0	0	0	60	60
17:45 - 18:00	0	0	0	0	0	0	0	0	0	17:45 - 18:00	36	0	0	0	0	0	0	36	36	17:45 - 18:00	51	2	1	0	0	0	0	0	54	54.5
18:00 - 18:15	0	0	0	0	0	0	0	0	0	18:00 - 18:15	36	0	0	0	0	0	0	37	36.2	18:00 - 18:15	54	1	0	0	0	0	0	1	56	55.2
18:15 - 18:30	0	0	0	0	0	0	0	0	0	18:15 - 18:30	37	0	0	0	0	0	0	37	37	18:15 - 18:30	60	0	0	0	0	0	0	0	60	60
18:30 - 18:45	0	0	0	0	0	0	0	0	0	18:30 - 18:45	33	1	0	0	0	0	0	34	34	18:30 - 18:45	35	0	0	0	0	0	0	0	35	35
18:45 - 19:00	0	0	0	0	0	0	0	0	0	18:45 - 19:00	23	1	0	0	1	0	0	25	26	18:45 - 19:00	25	0	0	0	0	0	0	0	25	25
TOTAL (PM)										TOTAL										TOTAL										
07:00 - 08:00	0	0	0	0	0	0	0	0	0	07:00 - 08:00	127	9	1	0	2	0	3	142	142.1	07:00 - 08:00	135	18	2	0	0	1	1	157	156.6	
07:15 - 08:15	0	0	0	0	0	0	0	0	0	07:15 - 08:15	147	11	1	0	3	0	3	165	165.1	07:15 - 08:15	151	17	2	0	0	0	2	1	173	172
07:30 - 08:30	0	0	0	0	0	0	0	0	0	07:30 - 08:30	140	10	1	0	3	1	2	167	168.3	07:30 - 08:30	155	19	0	0	0	0	2	1	177	175
07:45 - 08:45	0	0	0	0	0	0	0	0	0	07:45 - 08:45	140	14	1	0	3	1	1	160	162.1	07:45 - 08:45	168	15	0	0	0	0	2	1	186	184
08:00 - 09:00	0	0	0	0	0	0	0	0	0	08:00 - 09:00	124	13	0	0	2	1	1	141	141.6	08:00 - 09:00	151	16	0	0	0	0	1	1	169	167.6
08:15 - 09:15	0	0	0	0	0	0	0	0	0	08:15 - 09:15	107	12	0	0	2	1	1	123	123.8	08:15 - 09:15	150	20	0	0	0	0	0	1	171	170.2
08:30 - 09:30	0	0	0	0	0	0	0	0	0	08:30 - 09:30	99	14	0	0	2	0	1	116	117.2	08:30 - 09:30	145	20	0	0	0	0	0	1	166	166.2
08:45 - 09:45	0	0	0	0	0	0	0	0	0	08:45 - 09:45	102	11	0	0	2	0	0	115	117	08:45 - 09:45	122	23	0	1	0	0	1	147	147.6	
09:00 - 10:00	0	0	0	0	0	0	0	0	0	09:00 - 10:00	82	14	0	0	1	0	0	97	98	09:00 - 10:00	115	20	0	1	0	0	0	1	132	132.6
09:15 - 10:15	0	0	0	0	0	0	0	0	0	09:15 - 10:15	61	12	0	0	0	0	0	73	73	09:15 - 10:15	75	14	0	1	0	0	0	0	90	91.3
09:30 - 10:30	0	0	0	0	0	0	0	0	0	09:30 - 10:30	39	9	0	0	0	0	0	48	48	09:30 - 10:30	49	9	0	1	0	0	0	0	59	60.3
09:45 - 10:45	0	0	0	0	0	0	0	0	0	09:45 - 10:45	12	6	0	0	0	0	0	18	19	09:45 - 10:45	27	4	0	0	0	0	0	0	31	31
16:00 - 17:00	0	0	0	0	0	0	0	0	0	16:00 - 17:00	107	12	0	0	1	3	1	124	122.4	16:00 - 17:00	179	23	0	0	0	1	1	2	206	204.8
16:15 - 17:15	0	0	0	0	0	0	0	0	0	16:15 - 17:15	108	7	0	0	1	2	1	119	118	16:15 - 17:15	207	13	0	0	0	0	0	1	223	222.6
16:30 - 17:30	0	0	0	0	0	0	0	0	0	16:30 - 17:30	114	3	0	0	1	2	2	122	120.2	16:30 - 17:30	211	13	0	0	0	1	1	2	228	226.8
16:45 - 17:45	0	0	0	0	0	0	0	0	0	16:45 - 17:45	130	1	0	0	2	0	1	134	135.2	16:45 - 17:45	215	11	0	0	0	1	0	1	229	228.2
17:00 - 18:00	0	0	0	0	0	0	0	0	0	17:00 - 18:00	141	1	0	0	1	0	1	144	144.2	17:00 - 18:00	216	10	1	0	0	0	0	1	223	222.7
17:15 - 18:15	0	0	0	0	0	0	0	0	0	17:15 - 18:15	152	0	0	0	1	0	2	155	154.4	17:15 - 18:15	207	8	1	0	0	0	2	218	216.9	
17:30 - 18:30	0	0	0	0	0	0	0	0	0	17:30 - 18:30	153	0	0	0	1	0	1	155	155.2	17:30 - 18:30	224	4	1	0	0	0	1	230	228.7	
17:45 - 18:45	0	0	0	0	0	0	0	0	0	17:45 - 18:45	142	1	0	0	0	0	1	144	143.2	17:45 - 18:45	203	3	1	0	0	0	0	1	205	204.7
18:00 - 19:00	0	0	0	0	0	0	0	0	0	18:00 - 19:00	129	2	0	0	1	0	1	133	133.2	18:00 - 19:00	175	1	0	0	0	0	0	1	177	175.2
18:15 - 19:15	0	0	0	0	0	0	0	0	0	18:15 - 19:15	93	2	0	0	1	0	0	96	97	18:15 - 19:15	121	0	0	0	0	0	0	0	121	121
18:30 - 19:30	0	0	0	0	0	0	0	0	0	18:30 - 19:30	56	2	0	0	1	0	0	59	60	18:30 - 19:30	61	0	0	0	0	0	0	0	61	61
18:45 - 19:45	0	0	0	0	0	0	0	0	0	18:45 - 19:45	23	1	0	0	0	0	0	25	26	18:45 - 19:45	26	0	0	1	0	0	0	0	27	27
TOTAL										TOTAL										TOTAL										
07:00 - 08:00	0	0	0	0	0	0	0	0	0	07:00 - 08:00	127	9	1	0	2	0	3	142	142.1	07:00 - 08:00	135	18	2	0	0	1	1	157	156.6	
07:15 - 08:15	0	0	0	0	0	0	0	0	0	07:15 - 08:15	147	11	1	0	3	0	3	165	165.1	07:15 - 08:15	151	17	2	0	0	0	2	1	173	172
07:30 - 08:30	0	0	0	0	0	0	0	0	0	07:30 - 08:30	140	10	1	0	3	1	2	167	168.3	07:30 - 08:30	155	19	0	0	0	0	2	1	177	



Project ID and Name: W0185 Hurst
Junction name: A201 Broadwater Lane / B3030 Lodge Road

Survey Date: 21/11/2023
Survey Day: Tuesday

B - A (15-minute intervals)										B - B (15-minute intervals)										B - C (15-minute intervals)										
Time Interval	Car	LGV	ODV1	ODV2	PSV/Coach	MC	PIC	Total	PCU	Time Interval	Car	LGV	ODV1	ODV2	PSV/Coach	MC	PIC	Total	PCU	Time Interval	Car	LGV	ODV1	ODV2	PSV/Coach	MC	PIC	Total	PCU	
07:00 - 07:15	54	10	1	0	0	0	0	65	65.5	07:00 - 07:15	0	0	0	0	0	0	0	0	0	07:00 - 07:15	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	35	6	0	0	0	0	3	44	44.6	07:15 - 07:30	0	0	0	0	0	0	0	0	0	07:15 - 07:30	0	1	0	0	0	0	0	0	1	1
07:30 - 07:45	36	7	0	0	1	0	1	45	45.2	07:30 - 07:45	0	0	0	0	0	0	0	0	0	07:30 - 07:45	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	41	5	0	0	0	0	0	46	46	07:45 - 08:00	0	0	0	0	0	0	0	0	0	07:45 - 08:00	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	30	2	0	0	0	0	0	33	32.2	08:00 - 08:15	0	0	0	0	0	0	0	0	0	08:00 - 08:15	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	35	5	0	0	2	0	2	44	44.4	08:15 - 08:30	0	0	0	0	0	0	0	0	0	08:15 - 08:30	1	0	0	0	0	0	0	0	1	1
08:30 - 08:45	26	7	2	0	0	0	0	36	36	08:30 - 08:45	0	0	0	0	0	0	0	0	0	08:30 - 08:45	1	0	0	0	0	0	0	0	1	1
08:45 - 09:00	29	7	0	0	0	0	0	36	36	08:45 - 09:00	0	0	0	0	0	0	0	0	0	08:45 - 09:00	2	0	0	0	0	0	0	0	2	2
09:00 - 09:15	28	6	1	0	0	0	0	35	35.5	09:00 - 09:15	0	0	0	0	0	0	0	0	0	09:00 - 09:15	0	1	0	0	0	0	0	0	1	1
09:15 - 09:30	19	4	1	0	0	0	0	24	24.5	09:15 - 09:30	0	0	0	0	0	0	0	0	0	09:15 - 09:30	1	0	0	0	0	0	0	0	1	1
09:30 - 09:45	17	4	0	0	1	0	0	22	22	09:30 - 09:45	0	0	0	0	0	0	0	0	0	09:30 - 09:45	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	22	2	2	0	0	1	0	27	27.4	09:45 - 10:00	0	0	0	0	0	0	0	0	0	09:45 - 10:00	1	0	0	0	0	0	0	0	1	1
Total										Total										Total										
16:00 - 16:15	29	6	0	0	0	0	0	35	35	16:00 - 16:15	0	0	0	0	0	0	0	0	0	16:00 - 16:15	1	0	0	0	0	0	0	0	1	1
16:15 - 16:30	31	4	1	0	2	0	0	38	40.5	16:15 - 16:30	0	0	0	0	0	0	0	0	0	16:15 - 16:30	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	31	2	0	0	0	0	0	33	33	16:30 - 16:45	0	0	0	0	0	0	0	0	0	16:30 - 16:45	0	1	0	0	0	0	0	0	1	1
16:45 - 17:00	23	1	0	0	0	0	0	24	24	16:45 - 17:00	0	0	0	0	0	0	0	0	0	16:45 - 17:00	2	0	0	0	0	0	0	0	2	2
17:00 - 17:15	33	0	0	0	0	0	2	35	33.4	17:00 - 17:15	0	0	0	0	0	0	0	0	0	17:00 - 17:15	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	19	1	0	0	2	0	0	22	24	17:15 - 17:30	0	0	0	0	0	0	0	0	0	17:15 - 17:30	1	0	0	0	0	0	0	0	1	1
17:30 - 17:45	34	1	0	0	0	0	0	35	35	17:30 - 17:45	0	0	0	0	0	0	0	0	0	17:30 - 17:45	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	25	0	0	0	1	0	0	26	27	17:45 - 18:00	0	0	0	0	0	0	0	0	0	17:45 - 18:00	1	0	0	0	0	0	0	0	1	1
18:00 - 18:15	35	0	0	0	0	1	0	36	37	18:00 - 18:15	0	0	0	0	0	0	0	0	0	18:00 - 18:15	3	0	0	0	0	0	0	0	3	3
18:15 - 18:30	23	2	0	0	0	0	0	25	25	18:15 - 18:30	0	0	0	0	0	0	0	0	0	18:15 - 18:30	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	22	0	0	0	0	0	0	22	22	18:30 - 18:45	0	0	0	0	0	0	0	0	0	18:30 - 18:45	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	16	1	0	0	0	0	0	17	17	18:45 - 19:00	0	0	0	0	0	0	0	0	0	18:45 - 19:00	1	0	0	0	0	0	0	0	1	1
Total										Total										Total										
07:00 - 08:00	168	28	1	0	1	0	4	200	199.3	07:00 - 08:00	0	0	0	0	0	0	0	0	0	07:00 - 08:00	0	1	0	0	0	0	0	0	1	1
07:15 - 08:15	142	20	0	0	1	0	5	168	166	07:15 - 08:15	0	0	0	0	0	0	0	0	0	07:15 - 08:15	0	1	0	0	0	0	0	0	1	1
07:30 - 08:30	142	19	0	0	3	0	4	168	167.8	07:30 - 08:30	0	0	0	0	0	0	0	0	0	07:30 - 08:30	1	0	0	0	0	0	0	0	1	1
07:45 - 08:45	132	19	2	0	2	0	3	158	158.6	07:45 - 08:45	0	0	0	0	0	0	0	0	0	07:45 - 08:45	2	0	0	0	0	0	0	0	2	2
08:00 - 09:00	120	21	2	0	2	0	3	148	148.6	08:00 - 09:00	0	0	0	0	0	0	0	0	0	08:00 - 09:00	4	0	0	0	0	0	0	0	4	4
08:15 - 09:15	118	25	3	0	2	0	2	160	161.9	08:15 - 09:15	0	0	0	0	0	0	0	0	0	08:15 - 09:15	4	1	0	0	0	0	0	0	5	5
08:30 - 09:30	102	24	4	0	0	0	0	130	132	08:30 - 09:30	0	0	0	0	4	0	0	0	0	08:30 - 09:30	4	1	0	0	0	0	0	0	5	5
08:45 - 09:45	93	21	2	0	1	0	0	117	119	08:45 - 09:45	0	0	0	0	0	0	0	0	0	08:45 - 09:45	3	1	0	0	0	0	0	0	4	4
09:00 - 10:00	56	16	4	0	1	1	0	109	110.4	09:00 - 10:00	0	0	0	0	0	0	0	0	0	09:00 - 10:00	2	1	0	0	0	0	0	0	3	3
09:15 - 10:15	58	10	3	0	1	1	0	73	74.9	09:15 - 10:15	0	0	0	0	0	0	0	0	0	09:15 - 10:15	2	0	0	0	0	0	0	0	2	2
09:30 - 10:30	59	6	2	0	1	1	0	69	69.4	09:30 - 10:30	0	0	0	0	0	0	0	0	0	09:30 - 10:30	1	0	0	0	0	0	0	0	1	1
09:45 - 10:45	22	2	2	0	0	1	0	27	27.4	09:45 - 10:45	0	0	0	0	0	0	0	0	0	09:45 - 10:45	1	0	0	0	0	0	0	0	1	1
16:00 - 17:00	114	13	1	0	2	0	0	130	132.5	16:00 - 17:00	0	0	0	0	0	0	0	0	0	16:00 - 17:00	3	1	0	0	0	0	0	0	4	4
16:15 - 17:15	118	7	1	0	2	0	2	130	130.9	16:15 - 17:15	0	0	0	0	0	0	0	0	0	16:15 - 17:15	2	1	0	0	0	0	0	0	3	3
16:30 - 17:30	106	4	0	0	2	0	2	114	114.4	16:30 - 17:30	0	0	0	0	0	0	0	0	0	16:30 - 17:30	3	1	0	0	0	0	0	0	4	4
16:45 - 17:45	109	3	0	0	2	0	2	116	116.4	16:45 - 17:45	0	0	0	0	0	0	0	0	0	16:45 - 17:45	3	0	0	0	0	0	0	0	3	3
17:00 - 18:00	111	2	0	0	3	0	2	118	124	17:00 - 18:00	0	0	0	0	0	0	0	0	0	17:00 - 18:00	2	0	0	0	0	0	0	0	2	2
17:15 - 18:15	113	2	0	0	4	0	0	119	123	17:15 - 18:15	0	0	0	0	0	0	0	0	0	17:15 - 18:15	5	0	0	0	0	0	0	0	5	5
17:30 - 18:30	117	3	0	0	2	0	0	122	124	17:30 - 18:30	0	0	0	0	0	0	0	0	0	17:30 - 18:30	4	0	0	0	0	0	0	0	4	4
17:45 - 18:45	105	2	0	0	2	0	0	109	111	17:45 - 18:45	0	0	0	0	0	0	0	0	0	17:45 - 18:45	4	0	0	0	0	0	0	0	4	4
18:00 - 19:00	56	3	0	0	1	0	0	100	101	18:00 - 19:00	0	0	0	0	0	0	0	0	0	18:00 - 19:00	4	0	0	0	0	0	0	0	4	4
18:15 - 19:15	61	3	0	0	0	0	0	64	64	18:15 - 19:15	0	0	0	0	0	0	0	0	0	18:15 - 19:15	1	0	0	0	0	0	0	0	1	1
18:30 - 19:30	38	1	0	0	0	0	0	39	39	18:30 - 19:30	0	0	0	0	0	0	0	0	0	18:30 - 19:30	1	0	0	0	0	0	0	0	1	1
18:45 - 19:45	16	1	0	0	0	0	0	17	17	18:45 - 19:45	0	0	0	0	0	0	0	0	0	18:45 - 19:45	1	0	0	0	0	0	0	0	1	1
TOTAL										TOTAL										TOTAL										
07:00 - 08:00	168	28	1	0	1	0	4	200	199.3	07:00 - 08:00	0	0	0	0	0	0	0	0	0	07:00 - 08:00	0	1	0	0	0	0	0	0	1	1
07:15 - 08:15	142	20	0	0	1	0	5	168	166	07:15 - 08:15	0	0	0	0	0	0	0	0	0	07:15 - 08:15	0	1	0	0	0	0	0	0	1	1
07:30 - 08:30	142	19	0	0	3	0	4	168	167.8	07:30 - 08:30	0	0	0	0	0	0	0	0	0	07:30 - 08:30	1	0	0	0	0	0	0	0	1	1
07:45 - 08:45	132	19	2	0	2	0	3	158	158.6	07:45 - 08:45	0	0	0	0	0	0	0	0	0	07:45 - 08:45	2	0	0	0	0	0	0	0	2	2
08:00 - 09:00	120	21	2	0	2	0	3	148	148.6	08:00 - 09:00	0	0	0	0	0	0														

Survey Date: 21/11/2023
Survey Day: Tuesday



Project ID and Name: W0185 Hurst
Junction name: A201 Broadwater Lane / B3030 Lodge Road

Survey Date: 21/11/2023
Survey Day: Tuesday

Arm A - Entry (15-minute intervals)										Arm A - Exit (15-minute intervals)									
Time Interval	Car	LGW	ODGV1	ODV2 (PSV/Cach)	MC	PIC	Total	PCU	Time Interval	Car	LGW	ODGV1	ODV2 (PSV/Cach)	MC	PIC	Total	PCU		
07:00 - 07:15	38	4	0	0	0	0	1	43	42.2	07:00 - 07:15	131	13	1	0	0	1	146	145.7	
07:15 - 07:30	64	6	2	0	0	1	72	72.2	07:15 - 07:30	78	16	1	0	0	3	97	95.1		
07:30 - 07:45	56	8	0	0	0	0	2	66	64.4	07:30 - 07:45	103	10	1	0	1	0	116	116.7	
07:45 - 08:00	104	10	1	0	2	1	0	116	116.9	07:45 - 08:00	117	16	0	0	1	0	133	134	
08:00 - 08:15	74	0	0	0	1	1	0	82	81.6	08:00 - 08:15	77	11	0	0	1	1	92	90.8	
08:15 - 08:30	61	6	0	0	0	1	0	68	67.4	08:15 - 08:30	94	9	0	0	2	0	108	107.6	
08:30 - 08:45	69	8	0	0	0	0	1	78	77.2	08:30 - 08:45	67	16	4	0	0	0	86	88	
08:45 - 09:00	71	10	0	0	1	0	0	82	83	08:45 - 09:00	62	12	2	0	0	1	78	77.6	
09:00 - 09:15	56	0	0	0	1	0	1	60	60.2	09:00 - 09:15	47	11	1	0	0	0	59	58.6	
09:15 - 09:30	48	8	0	0	0	0	0	56	56	09:15 - 09:30	41	9	2	0	0	0	52	53	
09:30 - 09:45	49	8	0	1	0	0	0	58	58.3	09:30 - 09:45	43	7	0	0	1	0	1	52	52.2
09:45 - 10:00	39	10	0	0	0	0	0	49	48	09:45 - 10:00	44	10	2	0	0	1	0	57	57.4

16:00 16:15	60	19	0	0	0	1	1	80	78.6	16:00 16:15	71	9	0	0	1	0	0	81	82
16:15 16:30	69	8	0	0	0	0	0	77	77	16:15 16:30	61	10	1	0	2	0	0	74	76.5
16:30 16:45	82	5	0	0	0	3	2	92	88.5	16:30 16:45	68	5	0	0	1	0	0	74	75
16:45 17:00	76	3	0	0	0	2	0	81	83	16:45 17:00	57	2	0	0	0	0	0	59	59
17:00 17:15	88	4	0	0	0	0	0	92	92	17:00 17:15	59	2	0	0	0	0	2	63	61.4
17:15 17:30	79	4	0	0	0	0	2	85	83.4	17:15 17:30	47	3	0	0	2	0	0	52	54
17:30 17:45	103	1	0	0	1	0	0	105	106	17:30 17:45	72	2	0	0	0	0	0	74	74
17:45 18:00	67	2	1	0	0	0	0	70	69.5	17:45 18:00	49	1	0	0	1	0	0	51	52
18:00 18:15	90	1	0	0	0	0	2	93	91.4	18:00 18:15	77	1	0	0	1	0	1	80	80.2
18:15 18:30	97	0	0	0	0	0	0	97	97	18:15 18:30	50	2	0	1	0	0	0	53	54.3
18:30 18:45	68	1	0	0	0	0	0	69	69	18:30 18:45	48	2	0	0	0	0	1	51	50.2
18:45 19:00	49	1	0	0	1	0	0	51	52	18:45 19:00	40	2	0	0	0	0	0	42	42
TOTAL	1676	139	4	1	9	7	14	1890	1846.9	TOTAL	1693	178	15	1	14	3	16	1930	1838.2

Arm A - Entry (rolling hour)										Arm A - Exit (rolling hour)									
Time Interval	Car	LGW	ODGV1	ODV2 (PSV/Cach)	MC	PIC	Total	PCU		Time Interval	Car	LGW	ODGV1	ODV2 (PSV/Cach)	MC	PIC	Total	PCU	
07:00 08:00	262	27	3	0	2	1	4	299	298.7	07:00 08:00	429	63	3	0	2	0	5	492	491.5
07:15 08:15	258	28	3	0	3	2	4	338	338.1	07:15 08:15	375	61	2	0	3	1	6	438	438.6
07:30 08:30	295	29	1	0	3	3	3	334	333.3	07:30 08:30	391	45	1	0	5	1	6	449	449.1
07:45 08:45	308	29	1	0	3	3	2	346	346.1	07:45 08:45	365	60	4	0	4	1	5	419	420.4
08:00 09:00	275	29	0	0	2	2	2	310	309.2	08:00 09:00	300	47	6	0	3	2	6	364	364
08:15 09:15	257	32	0	0	2	1	2	294	293.8	08:15 09:15	270	47	7	0	2	1	4	331	332.7
08:30 09:30	244	34	0	0	2	0	2	262	262.4	08:30 09:30	217	47	9	0	0	1	1	276	276.1
08:45 09:45	224	34	0	1	2	0	1	262	264.5	08:45 09:45	193	39	5	0	1	1	2	241	242.3
09:00 10:00	192	34	0	1	1	0	1	229	230.5	09:00 10:00	175	37	6	0	1	1	1	220	222.1
09:15 10:15	130	28	0	1	0	0	0	163	164.3	09:15 10:15	128	26	4	0	1	1	1	161	162.6
09:30 10:30	86	18	0	1	0	0	0	107	108.3	09:30 10:30	87	17	2	0	1	1	1	109	109.6
09:45 10:45	39	10	0	0	0	0	0	49	49	09:45 10:45	44	10	2	0	0	1	0	57	57.4
10:00 17:00	286	36	0	0	2	4	3	330	327.2	10:00 17:00	267	26	1	0	4	0	0	288	292.5
16:15 17:15	315	20	0	0	2	3	2	342	340.6	16:15 17:15	245	19	1	0	3	0	2	270	271.9
16:30 17:30	325	16	0	0	2	3	4	360	347	16:30 17:30	231	12	0	0	3	0	2	248	249.4
16:45 17:45	346	12	0	0	3	0	2	363	364.4	16:45 17:45	236	9	0	0	2	0	2	248	248.4
17:00 18:00	357	11	1	0	1	0	2	372	371.9	17:00 18:00	227	8	0	0	3	0	2	240	241.4
17:15 18:15	369	8	1	0	1	0	4	373	371.3	17:15 18:15	245	7	0	0	4	0	1	257	260.2
17:30 18:30	377	4	1	0	1	0	2	386	384.9	17:30 18:30	248	6	0	1	2	0	1	258	260.5
17:45 18:45	342	4	1	0	0	0	2	349	347.9	17:45 18:45	224	6	0	1	2	0	2	235	236.7
18:00 19:00	334	3	0	0	1	0	2	310	309.4	18:00 19:00	215	7	0	1	1	0	2	225	225.7
18:15 19:15	214	2	0	0	1	0	0	217	218	18:15 19:15	138	6	0	1	0	0	1	146	146.5
18:30 19:30	117	2	0	0	1	0	0	120	121	18:30 19:30	86	4	0	0	0	0	1	93	93.2
18:45 19:45	49	1	0	0	1	0	0	51	52	18:45 19:45	40	2	0	0	0	0	0	42	42
TOTAL	1676	139	4	1	9	7	14	1890	1846.9	TOTAL	1693	178	15	1	14	3	16	1930	1838.2



Project ID and Name: W0185 Hunt
Junction name: A201 Broadwater Lane / B3030 Lodge Road

Survey Date: 21/11/2023
Survey Day: Tuesday

Arm B - Entry (15-minute intervals)										Arm B - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Cauch	MC	PIC	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Cauch	MC	PIC	Total	PCU
07:00 - 07:15	54	10	1	0	0	0	0	65	65.5	07:00 - 07:15	19	1	0	0	0	0	0	20	20
07:15 - 07:30	35	7	0	0	0	0	3	45	42.6	07:15 - 07:30	37	2	0	0	0	0	1	40	39.2
07:30 - 07:45	36	7	0	0	0	1	0	44	42.6	07:30 - 07:45	25	2	0	0	0	0	0	29	27.4
07:45 - 08:00	41	5	0	0	0	0	0	46	46	07:45 - 08:00	48	4	1	0	2	0	0	55	57.5
08:00 - 08:15	30	2	0	0	0	0	1	33	32.1	08:00 - 08:15	38	3	0	0	1	0	0	42	43
08:15 - 08:30	36	5	0	0	2	2	0	45	45.4	08:15 - 08:30	30	1	0	0	0	0	1	32	31.4
08:30 - 08:45	27	7	2	0	0	0	0	36	37	08:30 - 08:45	24	6	0	0	0	0	1	31	30.2
08:45 - 09:00	31	7	0	0	0	0	0	38	38	08:45 - 09:00	35	3	0	0	1	0	0	39	40
09:00 - 09:15	28	7	1	0	0	0	0	36	36.5	09:00 - 09:15	21	2	0	0	0	0	0	24	25
09:15 - 09:30	20	4	1	0	0	0	0	25	25.5	09:15 - 09:30	22	4	0	0	0	0	0	26	26
09:30 - 09:45	17	4	0	0	1	0	0	22	23	09:30 - 09:45	28	3	1	0	0	0	0	32	32.5
09:45 - 10:00	23	2	2	0	0	0	1	28	28.6	09:45 - 10:00	12	6	0	0	0	0	0	18	18
10:00 - 10:15	30	6	0	0	0	0	0	36	36	10:00 - 10:15	24	6	0	0	0	0	1	31	30.4
10:15 - 10:30	31	4	1	0	2	0	0	38	40.5	10:15 - 10:30	30	4	0	0	0	0	0	34	34
10:30 - 10:45	31	3	0	0	0	0	0	34	34	10:30 - 10:45	28	2	0	0	0	0	0	30	31
10:45 - 11:00	25	1	0	0	0	0	0	26	26	10:45 - 11:00	25	0	0	0	0	0	0	25	27
11:00 - 11:15	33	0	0	0	0	2	35	35	11:00 - 11:15	25	1	0	0	0	0	0	0	26	26
11:15 - 11:30	20	1	0	0	2	0	0	23	25	11:15 - 11:30	36	0	0	0	0	0	0	36	37
11:30 - 11:45	34	1	0	0	0	0	0	35	35	11:30 - 11:45	44	0	0	0	0	0	0	44	46
11:45 - 12:00	26	0	0	0	1	0	0	27	28	11:45 - 12:00	36	1	0	0	0	0	0	37	37
12:00 - 12:15	38	0	0	0	0	0	0	38	40	12:00 - 12:15	36	0	0	0	0	0	0	36	37
12:15 - 12:30	23	2	0	0	0	0	0	25	25	12:15 - 12:30	37	0	0	0	0	0	0	37	37
12:30 - 12:45	22	0	0	0	0	0	0	22	22	12:30 - 12:45	33	1	0	0	0	0	0	34	34
12:45 - 13:00	17	1	0	0	0	0	0	18	18	12:45 - 13:00	23	1	0	0	1	0	0	25	26
Total	788	86	10	0	10	1	716	822.2		Total	716	53	2	0	8	0	790	791	

Arm B - Entry (rolling hour)							Arm B - Exit (rolling hour)											
Time Interval	Car	LGV	ODV1	ODV2 (PSV/Cauch)	MC	PIC	Total	PCU	Time Interval	Car	LGV	ODV1	ODV2 (PSV/Cauch)	MC	PIC	Total	PCU	
07:00 08:00	166	29	1	0	1	0	201	199.3	07:00 08:00	129	9	1	0	3	0	144	144.1	
07:15 08:15	142	21	0	0	1	0	169	166	07:15 08:15	148	11	1	0	3	0	163	167.1	
07:30 08:30	143	19	0	0	3	0	165	168.8	07:30 08:30	141	10	1	0	3	1	156	159.3	
07:45 08:45	134	19	2	0	2	0	160	160.6	07:45 08:45	140	14	1	0	3	1	160	162.1	
08:00 09:00	124	21	2	0	2	0	152	152.9	08:00 09:00	127	13	0	0	2	1	144	144.6	
08:15 09:15	122	26	3	0	2	0	155	156.9	08:15 09:15	110	12	0	0	2	1	126	128.6	
08:30 09:30	108	25	4	0	0	0	135	137	08:30 09:30	102	15	0	0	2	0	119	121.2	
08:45 09:45	96	22	2	0	1	0	121	123	08:45 09:45	106	12	1	0	2	0	121	123.5	
09:00 10:00	88	17	4	0	1	1	111	113.4	09:00 10:00	83	15	1	0	1	0	100	101.5	
09:15 10:15	60	10	3	0	1	1	75	76.9	09:15 10:15	62	13	1	0	0	0	76	76.5	
09:30 10:30	40	6	2	0	1	1	50	51.4	09:30 10:30	40	9	1	0	0	0	50	50.5	
09:45 10:45	23	2	2	0	0	0	28	28.4	09:45 10:45	12	6	0	0	0	0	18	18	
10:00 11:00	117	14	1	0	2	0	134	135.5	10:00 11:00	107	12	0	0	1	3	1	124	122.4
10:15 11:15	120	8	1	0	2	0	133	133.9	10:15 11:15	108	7	0	0	1	2	1	119	118
10:30 11:30	109	5	0	0	2	0	116	116.4	10:30 11:30	114	3	0	0	1	2	2	122	120.2
10:45 11:45	112	3	0	0	2	0	119	119.4	10:45 11:45	130	1	0	0	2	0	1	134	135.2
11:00 12:00	113	2	0	0	3	0	120	121.4	11:00 12:00	141	2	0	0	1	0	1	145	145.2
11:15 12:15	118	2	0	0	4	0	124	126	11:15 12:15	152	1	0	0	1	0	2	156	156.4
11:30 12:30	121	3	0	0	2	0	126	128	11:30 12:30	153	1	0	0	1	0	1	156	156.2
11:45 12:45	109	2	0	0	2	0	113	115	11:45 12:45	142	2	0	0	0	0	1	145	144.2
12:00 13:00	106	3	0	0	1	0	104	105	12:00 13:00	129	2	0	0	1	0	1	133	133.2
12:15 13:15	62	3	0	0	0	0	65	65	12:15 13:15	93	2	0	0	1	0	0	96	97
12:30 13:30	39	1	0	0	0	0	40	40	12:30 13:30	56	2	0	0	1	0	0	59	60
12:45 13:45	17	1	0	0	0	0	18	18	12:45 13:45	23	1	0	0	0	0	0	25	26
TOTAL	788	86	8	0	19	1	822	828.2	TOTAL	716	53	2	0	8	4	7	790	791



Project ID and Name: W0185 Hunt
Junction name: A201 Broadwater Lane / B3030 Lodge Road

Survey Date: 21/11/2023
Survey Day: Tuesday

Am C - Entry (15-minute intervals)										Am C - Ext (15-minute intervals)									
Time Interval	Car	LGW	ODGV1	ODGV2	PSV/Cach	MC	PIC	Total	PCU	Time Interval	Car	LGW	ODGV1	ODGV2	PSV/Cach	MC	PIC	Total	PCU
07:00 07:15	78	3	0	0	0	0	1	82	81.2	07:00 07:15	20	3	0	0	0	0	1	24	23.2
07:15 07:30	43	8	1	0	0	0	0	52	53.5	07:15 07:30	27	4	2	0	0	0	0	33	34
07:30 07:45	68	3	1	0	0	0	0	72	72.6	07:30 07:45	32	6	0	0	0	0	0	38	38
07:45 08:00	76	10	0	0	1	0	0	87	88	07:45 08:00	58	6	0	0	0	1	0	63	62.4
08:00 08:15	47	0	0	0	1	1	1	59	58.6	08:00 08:15	36	2	0	0	0	1	1	40	38.6
08:15 08:30	59	4	0	0	0	0	1	64	63.2	08:15 08:30	32	5	0	0	0	0	0	37	37
08:30 08:45	41	8	2	0	0	0	0	51	52	08:30 08:45	46	2	0	0	0	0	0	48	48
08:45 09:00	36	6	2	0	0	1	1	45	44.6	08:45 09:00	41	7	0	0	0	0	0	48	48
09:00 09:15	19	0	0	0	0	0	0	19	19	09:00 09:15	35	7	0	0	0	0	1	43	42.2
09:15 09:30	22	6	1	0	0	0	0	29	28.6	09:15 09:30	27	5	0	0	0	0	0	32	32
09:30 09:45	27	3	1	0	0	0	1	32	31.7	09:30 09:45	22	5	0	1	0	0	0	28	28.3
09:45 10:00	22	8	0	0	0	0	0	30	30	09:45 10:00	28	4	0	0	0	0	0	32	32
10:00 10:15	42	3	0	0	0	1	0	46	47	10:00 10:15	38	13	0	0	0	0	1	50	48.2
10:15 10:30	30	6	0	0	0	0	0	36	36	10:15 10:30	39	4	0	0	0	0	0	43	43
10:30 10:45	37	3	0	0	1	0	0	41	42	10:30 10:45	54	4	0	0	0	1	1	60	58.6
10:45 11:00	34	1	0	0	0	0	0	35	36	10:45 11:00	53	3	0	0	1	0	0	57	58
11:00 11:15	26	2	0	0	0	0	0	28	28	11:00 11:15	63	3	0	0	0	0	0	66	66
11:15 11:30	28	2	0	0	0	0	0	30	30	11:15 11:30	44	4	0	0	0	0	1	48	46.2
11:30 11:45	38	1	0	0	0	0	0	39	39	11:30 11:45	59	1	0	0	0	0	0	60	60
11:45 12:00	24	2	0	0	0	0	0	26	26	11:45 12:00	62	2	1	0	0	0	0	65	63.6
12:00 12:15	42	1	0	0	0	0	1	44	43.2	12:00 12:15	57	1	0	0	0	0	1	59	58.2
12:15 12:30	27	0	0	1	0	0	0	28	28.3	12:15 12:30	60	0	0	0	0	0	0	60	60
12:30 12:45	26	2	0	0	0	0	1	29	28.2	12:30 12:45	35	0	0	0	0	0	0	35	35
12:45 13:00	24	1	0	0	0	0	0	25	25	12:45 13:00	27	0	0	0	0	0	0	27	27
Total	916	97	8	1	4	2	7	1035	1037.6	Total	981	91	3	1	1	3	7	1087	1083.4
Am C - Entry (rolling hour)										Am C - Ext (rolling hour)									
Time Interval	Car	LGW	ODGV1	ODGV2	PSV/Cach	MC	PIC	Total	PCU	Time Interval	Car	LGW	ODGV1	ODGV2	PSV/Cach	MC	PIC	Total	PCU
07:00 08:00	285	26	2	0	1	0	1	294	295.2	07:00 08:00	135	19	2	0	0	1	1	158	157.6
07:15 08:15	234	31	2	0	2	1	1	271	272.6	07:15 08:15	181	18	2	0	0	2	1	174	173
07:30 08:30	250	26	1	0	2	1	2	262	262.3	07:30 08:30	166	19	0	0	0	2	1	178	176
07:45 08:45	223	31	2	0	2	1	2	261	261.8	07:45 08:45	170	15	0	0	0	2	1	186	186
08:00 09:00	183	26	4	0	1	2	3	213	213.4	08:00 09:00	165	16	0	0	0	1	1	173	171.6
08:15 09:15	165	22	4	0	0	1	2	184	183.8	08:15 09:15	154	21	0	0	0	0	1	176	176.2
08:30 09:30	118	24	5	0	0	1	1	149	146.1	08:30 09:30	149	21	0	0	0	0	1	171	170.2
08:45 09:45	104	19	4	0	0	1	2	130	128.8	08:45 09:45	125	24	0	1	0	0	1	151	151.6
09:00 10:00	90	22	2	0	0	0	1	115	115.2	09:00 10:00	112	21	0	1	0	0	1	135	135.6
09:15 10:15	71	17	2	0	0	0	1	91	91.2	09:15 10:15	77	14	0	1	0	0	0	92	93.3
09:30 10:30	49	11	1	0	0	0	1	62	61.7	09:30 10:30	50	9	0	1	0	0	0	60	61.3
09:45 10:45	22	6	0	0	0	0	0	28	28	09:45 10:45	26	4	0	0	0	0	0	32	32
10:00 11:00	143	13	0	0	2	0	0	168	168	10:00 11:00	182	24	0	0	1	1	2	210	208.8
10:15 11:15	127	12	0	0	1	0	0	140	141	10:15 11:15	209	14	0	0	1	1	1	226	225.6
10:30 11:30	125	8	0	0	1	0	0	134	136	10:30 11:30	214	14	0	0	1	1	2	232	230.8
10:45 11:45	126	6	0	0	0	0	0	132	132	10:45 11:45	219	11	0	0	1	0	1	232	229.2
11:00 12:00	116	7	0	0	0	0	0	123	123	11:00 12:00	218	10	1	0	0	0	1	230	228.7
11:15 12:15	132	6	0	0	0	0	1	139	138.2	11:15 12:15	212	8	1	0	0	0	2	223	221.9
11:30 12:30	131	4	0	1	0	0	1	137	137.6	11:30 12:30	228	4	1	0	0	0	1	234	233.7
11:45 12:45	119	6	0	1	0	0	2	127	126.7	11:45 12:45	204	3	1	0	0	0	1	209	208.7
12:00 13:00	119	4	0	1	0	0	2	126	125.7	12:00 13:00	179	1	0	0	0	0	1	181	180.2
12:15 13:15	77	3	0	1	0	0	1	82	82.6	12:15 13:15	122	0	0	0	0	0	0	122	122
12:30 13:30	50	3	0	0	0	0	1	54	53.2	12:30 13:30	62	0	0	0	0	0	0	62	62
12:45 13:45	24	1	0	0	0	0	0	25	25	12:45 13:45	27	0	0	0	0	0	0	27	27
TOTAL	916	97	8	1	4	2	7	1035	1037.6	TOTAL	981	91	3	1	1	3	7	1087	1083.4



Project ID and Name: W0185 Hurst
Junction name: A201 Broadwater Lane / B3030 Lodge Road
Survey Date: 21/11/2023
Survey Day: Tuesday

Time Interval	Car	LGW	ODV1	All movements (15-minute intervals)				P/C	Total	PCU
				ODV2	PSV/Crutch	MC				
07:00 - 07:15	170	17	1	0	0	0	0	2	190	188.9
07:15 - 07:30	142	21	3	0	0	0	4	4	170	168.3
07:30 - 07:45	160	18	1	0	1	0	3	3	163	162.1
07:45 - 08:00	221	29	1	0	3	1	0	0	261	253.9
08:00 - 08:15	151	16	0	0	2	2	3	3	174	172.4
08:15 - 08:30	196	15	0	0	2	1	3	3	177	176
08:30 - 08:45	137	23	4	0	0	0	1	1	166	166.2
08:45 - 09:00	138	22	2	0	1	1	1	1	165	165.6
09:00 - 09:15	103	20	1	0	1	0	1	0	126	126.7
09:15 - 09:30	90	18	2	0	0	0	0	0	110	111
09:30 - 09:45	93	15	1	1	1	0	1	0	112	114
09:45 - 10:00	84	20	2	2	0	0	1	0	107	107.4
10:00 - 10:15	131	28	0	0	1	1	1	1	162	161.6
10:15 - 10:30	130	18	1	0	2	0	0	0	151	153.5
10:30 - 10:45	150	11	0	0	1	3	2	2	167	164.6
10:45 - 11:00	135	5	0	0	2	0	0	0	142	144
11:00 - 11:15	147	6	0	0	0	0	2	2	155	153.4
11:15 - 11:30	127	7	0	0	2	0	2	2	138	138.4
11:30 - 11:45	175	3	0	0	1	0	0	0	179	180
11:45 - 12:00	137	0	1	0	1	0	0	0	143	144.6
12:00 - 12:15	170	2	0	0	1	0	3	3	176	174.6
12:15 - 12:30	147	2	0	1	0	0	0	0	150	151.3
12:30 - 12:45	116	3	0	0	0	0	1	1	120	119.2
12:45 - 13:00	80	3	0	0	1	0	0	0	84	85
TOTAL	3300	322	20	2	23	10	30	3787	3712.6	

Time Interval	Car	LGW	ODV1	All movements (rolling hour)				P/C	Total	PCU
				ODV2	PSV/Crutch	MC				
07:00 - 08:00	693	81	6	0	4	1	9	794	793.2	
07:15 - 08:15	674	80	5	0	6	3	10	778	776.7	
07:30 - 08:30	688	74	2	0	8	4	9	765	764.4	
07:45 - 08:45	665	79	5	0	7	4	7	767	765.6	
08:00 - 09:00	582	78	6	0	5	4	8	681	680.2	
08:15 - 09:15	534	80	7	0	4	2	6	633	634.6	
08:30 - 09:30	468	83	9	0	2	1	3	566	568.5	
08:45 - 09:45	424	75	6	1	3	1	3	513	517.3	
09:00 - 10:00	375	73	6	1	2	1	2	455	459.1	
09:15 - 10:15	267	53	5	1	1	1	1	339	332.4	
09:30 - 10:30	177	39	3	1	1	1	1	219	221.4	
09:45 - 10:45	84	20	2	0	0	1	0	107	107.4	
10:00 - 11:00	548	62	1	0	6	4	3	622	623.7	
10:15 - 11:15	562	40	1	0	5	3	4	615	615.6	
10:30 - 11:30	559	29	0	0	5	3	6	602	600.4	
10:45 - 11:45	594	21	0	0	5	0	4	614	615.8	
11:00 - 12:00	586	20	1	0	4	0	4	615	616.3	
11:15 - 12:15	609	16	1	0	5	0	5	636	637.6	
11:30 - 12:30	629	11	1	1	3	0	3	648	649.4	
11:45 - 12:45	575	11	1	1	2	0	4	589	589.6	
12:00 - 13:00	523	19	0	1	2	0	4	540	545.1	
12:15 - 13:15	353	6	0	1	1	0	1	364	365.6	
12:30 - 13:30	206	6	0	0	1	0	1	214	214.2	
12:45 - 13:45	80	3	0	0	1	0	0	84	85	
TOTAL	3300	322	20	2	23	10	30	3787	3712.6	



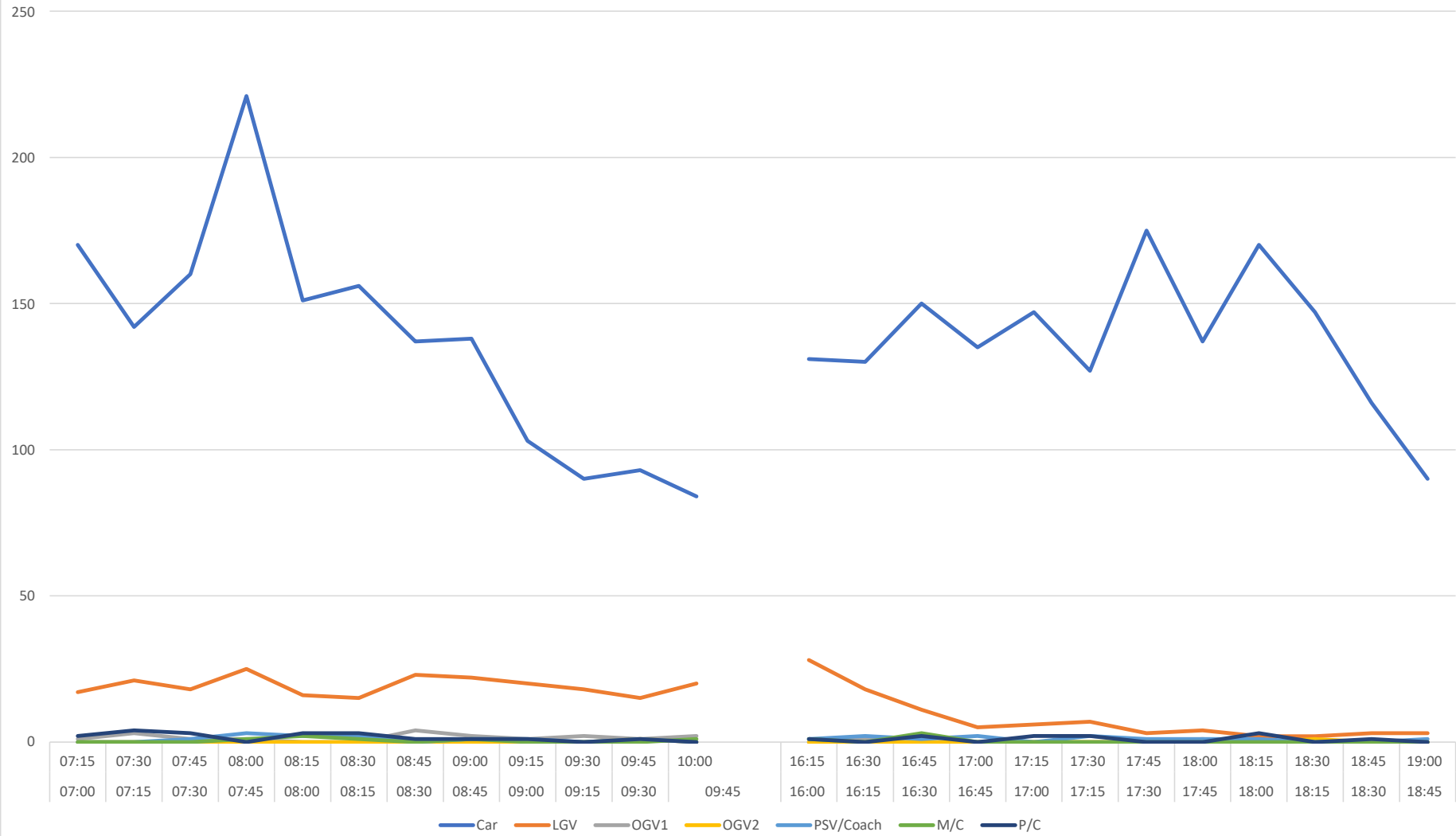
Project ID and Name: IW0185 Hurst
Junction name: A321 Broadwater Lane / B3030 Lodge Road

Survey Date: 21/11/2023
Survey Day: Tuesday

		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	170	17	1	0	0	0	2	190	188.9
07:15	07:30	142	21	3	0	0	0	4	170	168.3
07:30	07:45	160	18	1	0	1	0	3	183	182.1
07:45	08:00	221	25	1	0	3	1	0	251	253.9

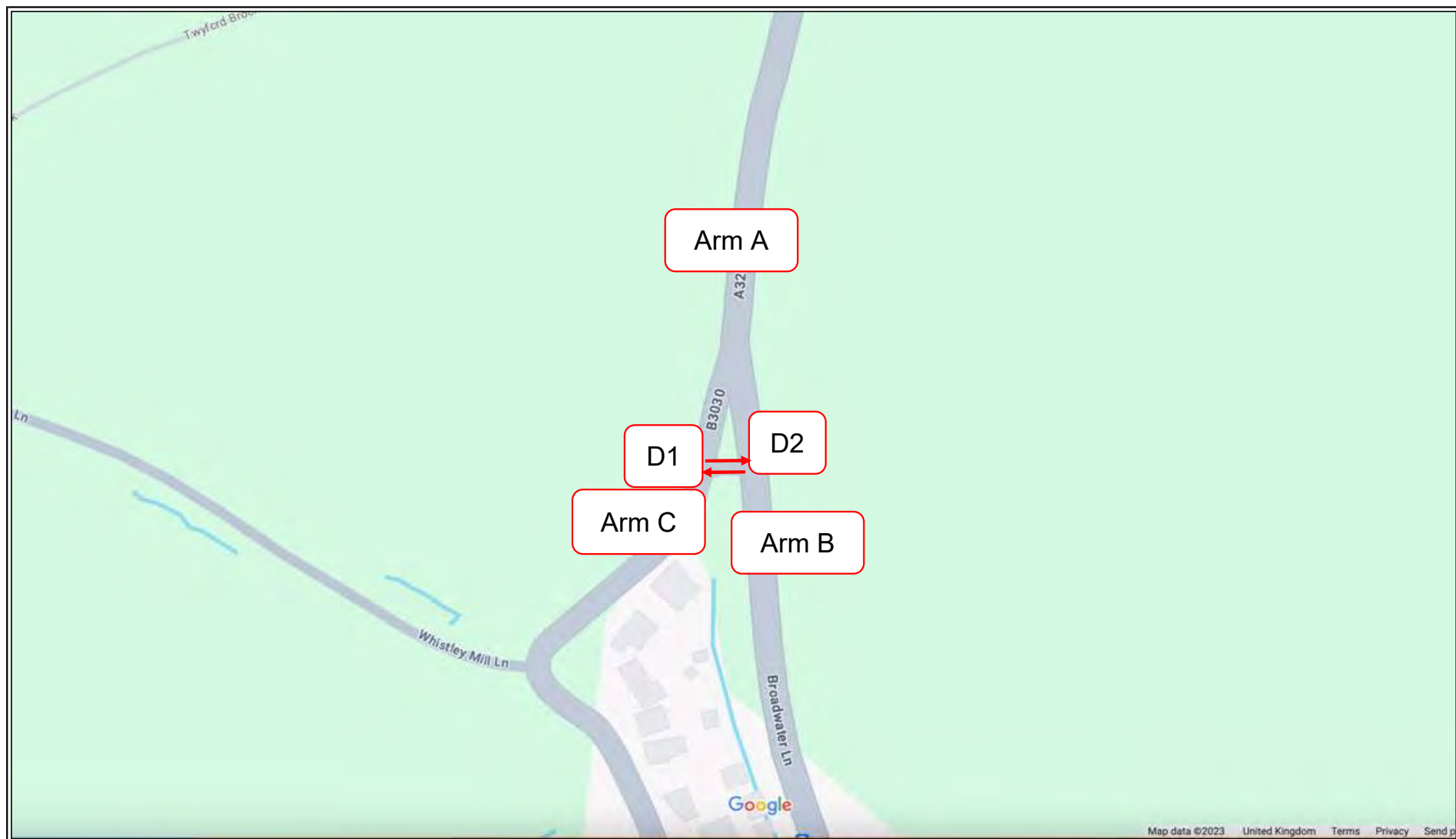
		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
17:30	17:45	175	3	0	0	1	0	0	179	180
17:45	18:00	137	4	1	0	1	0	0	143	144.5
18:00	18:15	170	2	0	0	1	0	3	176	174.6
18:15	18:30	147	2	0	1	0	0	0	150	151.3

All movements (15-minute intervals)



Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0185	Hurst	A321 Broadwater Lane / B3030 Lodge Road	51.463384, -0.860470	Tuesday	21/11/2023	0700-1000 & 1600-1900hrs	Dry	Dry



[illegible]

[illegible]

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

APPENDIX E. WBC PRE-APP MEETING MINUTES

Notes of Meeting

Project No: ITB19328
Project Title: Tape Lane, Hurst
Date: 13 December 2023
Venue: Microsoft Teams

Attendees

Gordon Adam	—	Wokingham Borough Council (GA)
Conor Roberts	—	Mac & Mic (CR)
Kari Burton	—	Mac & Mic (KB)
Stuart Slatter	—	Planning Potential (SS)
Ben Burrows	—	i-Transport LLP (BB)
Sian Geddes	—	i-Transport LLP (SG)

Item	Actions
1.0 Introductions and Site Context	
1.1 The team provided an overview of the proposed site and context for the pre-application meeting.	
2.0 Appeal Review	
2.1 The team provided a review of their views on the recent Appeal decision for the previous planning application at the site.	
2.2 It was confirmed with WBC that, from a highways and transport perspective, the only outstanding objection leading into the Appeal was on sustainable transport grounds. All other highways matters, including access and impacts were agreed with WBC.	
2.3 It was agreed with WBC that the primary reasons for the dismissal of the Appeal were: - The scale of the scheme proposed was considered too large for Hurst. - The package of improvements was insufficient to ensure sustainable transport opportunities are taken up.	
2.4 The team provided the context for the revised planning application at the site, setting out how this application intends to directly respond to these matters and provide a significant betterment, i.e.: - The delivery of a significantly reduced development in both size and scale – representing a circa 50% reduction on that which was previously considered. - Retaining the agreed highway elements that formed the foundation of the previous scheme, including access. - Providing a significantly improved sustainable transport offering.	
3.0 Access	

Item	Actions
3.1 Access matters discussed in the context of the previous application, including the proposals to provide vehicular access onto Lodge Road and emergency access onto Tape Lane. 3.2 WBC confirmed that the form and design of the previously agreed access arrangements, including the extension of the existing 30mph speed limit and associated visibility splays, remain acceptable in safety and design terms. 3.3 It was therefore agreed with WBC that the retention of the previously agreed access arrangements would be acceptable for the revised proposals.	
4.0 Traffic Impacts 4.1 Traffic impacts discussed in the context of the previous application. 4.2 WBC confirmed that the traffic impacts of the previous scheme were assessed through the use of the WSTM4 (WBC's strategic model). The development traffic flows were built using trip rates contained within the strategic model and distributed using the assumptions contained therein. SBC confirmed that the modelling was undertaken for the assessment years of 2026 and 2036 respectively. 4.3 WBC confirmed that the version of WSTM4 used to assess the traffic impacts of the previous scheme remains the most up-to-date version of the model. Whilst minor amendments have been made to the growth rates within the model, these are not significant, and WBC confirmed that these would actually serve to make the previously obtained flows robust. 4.4 Overall, WBC confirmed that there were no outstanding cumulative traffic impact issues associated with the previous scheme and therefore, in the context of the reduced quantum/scale of the proposed development, that the strategic modelling would not need to be run again in support of the revised scheme. 4.5 However, WBC requested that updated traffic surveys be undertaken on the local highway network and the results compared to the baseline traffic conditions from the strategic model within the TA to confirm the conditions remain relevant. It was confirmed that a suite of Automatic Traffic Counter (ATC) surveys have been undertaken on the local highway network, including Lodge Road, Tape Lane and Broadwater Lane and WBC agreed that these would be acceptable to undertake this comparison. 4.6 It was agreed with WBC that the development traffic impacts of the proposed development at the site could be determined on a 'pro-rata' basis, i.e. that these could be factored down to reflect the reduced quantum of development proposed. 4.7 It was also agreed with WBC that the undertaking of detailed junction assessments at the following three junctions would remain acceptable: - Proposed site access priority junction onto Lodge Road. - Lodge Road / Blackwater Lane priority junction.	i-Transport

Item	Actions
Lodge Road / Sawpit Road priority junction.	
5.0 Sustainable Transport Package	
5.1 WBC confirmed that the previous scheme was refused primarily for sustainability matters. WBC's view was that the previous scheme at the site would be car dependent.	
5.2 However, it was raised with WBC that the previous scheme was significantly larger in scale (circa 50%) and WBC confirmed that the reduced size and scale of the proposed scheme would represent a material change.	
5.3 It was outlined to WBC that, as part of the significant sustainable transport package associated with the proposed development at the site, the delivery of a cycle improvement scheme towards Twyford Railway Station is being investigated. This improvement scheme would be delivered in broad alignment with the principles of the LCWIP. This was welcomed by WBC.	
5.4 Whilst the potential scheme is evolving, the broad principles of the design were discussed. Advisory cycle lanes could be provided along Lodge Road, whilst a 3.0m wide shared footway/cycleway could be delivered along the eastern side of Broadwater Lane, through the removal of the central median strip. WBC confirmed that this would be acceptable in principle and in keeping with guidance in LTN 1/20 in these locations.	
5.5 Where the route becomes more constrained to north (nearer to Twyford Railway Station), it was agreed with WBC that bringing cyclists onto the carriageway with advisory cycle lanes would also be acceptable in principle.	
5.6 The potential building out of kerbs along Hurst Road to reduce crossing distances for pedestrians and cyclists was also welcomed by WBC, as was the potential to deliver significant improvements to the interchange between walking, cycling and public transport at Twyford Railway Station, through the introduction of an improved bus lay by and public realm improvements.	
5.7 WBC suggested they would like to see improvements to pedestrian connections along Lodge Road considered in greater detail. It was agreed that these would be investigated as the wider cycle improvement scheme towards Twyford Railway Station develops.	i-Transport
5.8 Lodge Road is constrained, both in terms of available highway and presence of street furniture and trees. WBC confirmed that any improvements could include short lengths of narrower (less than 2m) footways as necessary. A strategy that focussed on the delivery of more coherent crossing points would also be welcomed.	i-Transport
5.9 The possibility of delivering a significant public transport improvement alongside the delivery of the site was also discussed. It was confirmed to WBC that initial engagement had been held with Thames Valley Buses to determine the feasibility of delivering either a diversion to the existing 128/129 service (alongside an improvement to its existing service level) or a new bus service to supplement the existing 128/129 service. A further meeting with Thames Valley Buses is planned in the New Year.	

Item	Actions
5.10 WBC confirmed that the existing 128/129 service is heavily subsidised by the Borough. They would want any existing service level maintained as a minimum. It was clarified that an improvement to the existing service level is being investigated with Thames Valley Buses alongside any potential diversion. 5.11 WBC stated that any diversion should ensure that existing residents of Hurst can still access bus stops within reasonable distances. It was confirmed to WBC that any potential diversion of the existing service could include a 'reshuffling' of existing bus stops to improve public transport accessibility. 5.12 The cost of implementing an entirely new bus service was acknowledged by WBC. WBC recommended that an assessment of the costs be undertaken to assess the possible deliverability of such a scheme. WBC would like to see that this option had been explored. 5.13 It was confirmed to WBC that the revised scheme would also be supported by a robust Travel Plan, with comprehensive measures to promote sustainable travel. Measures mentioned included a Car Club, travel incentives and the possibility of delivering a Mobility Hub on site amongst others. 5.14 WBC confirmed that the delivery of a Car Club would provide a material benefit to the village and should be located close to the existing village area. WBC also agreed that this could be located at any potential Mobility Hub within the site. 5.15 The team provided an overview of early discussions about potentially relocating the existing village shop onto the site but clarified that these discussions are at their early stages and are ongoing. Any relocated shop could form part of the Mobility Hub, with measures such as a Car Club and Real Time Information for nearby public transport services amongst others. 5.16 In the context of the reduced size and scale of the revised development, as well as the comprehensive sustainable transport package, the team asked WBC whether the revised scheme would thereby overcome the previous schemes objection on sustainable transport grounds. WBC acknowledged that the proposed sustainable transport package is 'moving the site in the right direction' but that no further specific comments in support of the sustainable transport package could be provided at this stage, as this would require review of specific details. 5.17 However, WBC acknowledged that any sustainable transport package associated with the revised scheme would need to be deliverable in the context of the size and scale of the development. WBC agreed that they would need to be reasonable in this regard.	i-Transport

Circulation

- Gordon Adam (WBC)
- Kari Burton (Mac&Mic)
- Conor Roberts (Mac&Mic)

-
- Stuart Slatter (Planning Potential)
 - Sian Geddes (i-Transport LLP)
 - Ben Burrows (i-Transport LLP)

Author

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APPENDIX F. JUNCTIONS 10 MODELLING REPORTS

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.1.0.1820						
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Filename: Broadwater Lane_Lodge Road Nov 2024.j10

Path: T:\Projects\19000 Series\19328\ITB - Tape Lane Hurst\Tech\Junction Assessments\Picady\i-Transport Updated Motion Models

Report generation date: 14/11/2024 11:36:42

- »2024 Baseline, AM
- »2024 Baseline, PM
- »2026 Baseline, AM
- »2026 Baseline, PM
- »2026 with Dev, AM
- »2026 with Dev, PM
- »2038 Baseline, AM
- »2038 Baseline, PM
- »2038 with Dev, AM
- »2038 with Dev , PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2024 Baseline						
Stream B-AC	0.6	8.66	0.37	0.3	6.75	0.20
Stream C-AB	0.5	8.03	0.31	0.8	9.04	0.41
2026 Baseline						
Stream B-AC	1.2	11.56	0.55	2.8	20.40	0.75
Stream C-AB	1.2	11.47	0.54	1.7	15.18	0.63
2026 with Dev						
Stream B-AC	1.3	11.85	0.56	2.9	20.91	0.75
Stream C-AB	1.3	11.59	0.54	1.8	15.69	0.65
2038 Baseline						
Stream B-AC	1.1	11.22	0.54	3.2	22.23	0.77
Stream C-AB	1.3	11.73	0.55	2.1	16.80	0.67
2038 with Dev						
Stream B-AC	1.2	11.42	0.54	3.3	22.83	0.77
Stream C-AB	1.3	11.87	0.56	2.2	17.41	0.68

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	23/01/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 with Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 with Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2038 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2038 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2038 with Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2038 with Dev	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

2024 Baseline, AM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		4.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.88	A

Arms

Arms

Arm	Name	Description	Arm type
A	Broadwater Lane South		Major
B	Lodge Road		Minor
C	Broadwater Lane 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 - Broadwater Lane North	6.35			120.4	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Lodge Road	One lane	3.65	144	63

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	593	0.106	0.269	0.169	0.384
B-C	707	0.107	0.270	-	-
C-B	644	0.246	0.246	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broadwater Lane South		ONE HOUR	✓	153	100.000
B - Lodge Road		ONE HOUR	✓	220	100.000
C - Broadwater Lane North		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	4	149
	B - Lodge Road	3	0	217
	C - Broadwater Lane North	142	170	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	0
	B - Lodge Road	0	0	0
	C - Broadwater Lane North	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	8.66	0.6	A	202	303
C-AB	0.31	8.03	0.5	A	165	248
C-A					121	182
A-B					4	6
A-C					137	205

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	166	41	673	0.246	164	0.0	0.3	7.063	A
C-AB	133	33	638	0.208	132	0.0	0.3	7.099	A
C-A	102	26			102				
A-B	3	0.75			3				
A-C	112	28			112				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	198	49	667	0.297	197	0.3	0.4	7.666	A
C-AB	161	40	642	0.251	161	0.3	0.3	7.476	A
C-A	120	30			120				
A-B	4	0.90			4				
A-C	134	33			134				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	242	61	658	0.368	242	0.4	0.6	8.636	A
C-AB	202	51	651	0.311	202	0.3	0.5	8.010	A
C-A	141	35			141				
A-B	4	1			4				
A-C	164	41			164				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	242	61	658	0.368	242	0.6	0.6	8.662	A
C-AB	202	51	651	0.311	202	0.5	0.5	8.029	A
C-A	141	35			141				
A-B	4	1			4				
A-C	164	41			164				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	198	49	667	0.297	198	0.6	0.4	7.701	A
C-AB	161	40	642	0.251	161	0.5	0.4	7.503	A
C-A	120	30			120				
A-B	4	0.90			4				
A-C	134	33			134				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	166	41	673	0.246	166	0.4	0.3	7.110	A
C-AB	133	33	638	0.208	133	0.4	0.3	7.140	A
C-A	102	26			102				
A-B	3	0.75			3				
A-C	112	28			112				

2024 Baseline, PM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		4.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broadwater Lane South		ONE HOUR	✓	120	100.000
B - Lodge Road		ONE HOUR	✓	123	100.000
C - Broadwater Lane North		ONE HOUR	✓	372	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	2	118
	B - Lodge Road	1	0	122
	C - Broadwater Lane North	144	228	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	0
	B - Lodge Road	1	0	0
	C - Broadwater Lane North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	6.75	0.3	A	113	169
C-AB	0.41	9.04	0.8	A	226	338
C-A					116	174
A-B					2	3
A-C					108	162

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	680	0.136	92	0.0	0.2	6.113	A
C-AB	180	45	651	0.276	178	0.0	0.4	7.586	A
C-A	100	25			100				
A-B	2	0.38			2				
A-C	89	22			89				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	675	0.164	110	0.2	0.2	6.371	A
C-AB	219	55	660	0.332	219	0.4	0.5	8.149	A
C-A	115	29			115				
A-B	2	0.45			2				
A-C	106	27			106				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	135	34	668	0.203	135	0.2	0.3	6.748	A
C-AB	278	69	676	0.411	277	0.5	0.8	9.001	A
C-A	132	33			132				
A-B	2	0.55			2				
A-C	130	32			130				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	135	34	668	0.203	135	0.3	0.3	6.753	A
C-AB	278	69	676	0.411	278	0.8	0.8	9.043	A
C-A	132	33			132				
A-B	2	0.55			2				
A-C	130	32			130				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	675	0.164	111	0.3	0.2	6.381	A
C-AB	219	55	660	0.332	220	0.8	0.5	8.202	A
C-A	115	29			115				
A-B	2	0.45			2				
A-C	106	27			106				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	680	0.136	93	0.2	0.2	6.128	A
C-AB	180	45	651	0.276	180	0.5	0.4	7.654	A
C-A	100	25			100				
A-B	2	0.38			2				
A-C	89	22			89				

2026 Baseline, AM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		9.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broadwater Lane South		ONE HOUR	✓	53	100.000
B - Lodge Road		ONE HOUR	✓	345	100.000
C - Broadwater Lane North		ONE HOUR	✓	396	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	53
	B - Lodge Road	0	0	345
	C - Broadwater Lane North	88	308	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	0
	B - Lodge Road	0	0	0
	C - Broadwater Lane North	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.55	11.56	1.2	B	317	475
C-AB	0.54	11.47	1.2	B	300	450
C-A					63	95
A-B					0	0
A-C					49	73

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	260	65	696	0.373	257	0.0	0.6	8.165	A
C-AB	241	60	658	0.366	238	0.0	0.6	8.533	A
C-A	57	14			57				
A-B	0	0			0				
A-C	40	10			40				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	310	78	694	0.447	309	0.6	0.8	9.339	A
C-AB	292	73	667	0.438	291	0.6	0.8	9.570	A
C-A	64	16			64				
A-B	0	0			0				
A-C	48	12			48				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	380	95	691	0.550	378	0.8	1.2	11.450	B
C-AB	367	92	681	0.539	366	0.8	1.2	11.354	B
C-A	69	17			69				
A-B	0	0			0				
A-C	58	15			58				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	380	95	691	0.550	380	1.2	1.2	11.564	B
C-AB	367	92	682	0.539	367	1.2	1.2	11.468	B
C-A	69	17			69				
A-B	0	0			0				
A-C	58	15			58				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	310	78	694	0.447	312	1.2	0.8	9.456	A
C-AB	292	73	667	0.438	294	1.2	0.8	9.703	A
C-A	64	16			64				
A-B	0	0			0				
A-C	48	12			48				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	260	65	696	0.373	261	0.8	0.6	8.286	A
C-AB	241	60	658	0.366	242	0.8	0.6	8.667	A
C-A	57	14			57				
A-B	0	0			0				
A-C	40	10			40				

2026 Baseline, PM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		16.74	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.74	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broadwater Lane South		ONE HOUR	✓	52	100.000
B - Lodge Road		ONE HOUR	✓	469	100.000
C - Broadwater Lane North		ONE HOUR	✓	385	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	52
	B - Lodge Road	0	0	469
	C - Broadwater Lane North	23	362	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	0
	B - Lodge Road	1	0	0
	C - Broadwater Lane North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.75	20.40	2.8	C	430	646
C-AB	0.63	15.18	1.7	C	338	508
C-A					15	22
A-B					0	0
A-C					48	72

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	353	88	696	0.507	349	0.0	1.0	10.257	B
C-AB	276	69	642	0.430	273	0.0	0.7	9.687	A
C-A	14	4			14				
A-B	0	0			0				
A-C	39	10			39				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	105	694	0.607	420	1.0	1.5	13.016	B
C-AB	331	83	643	0.515	330	0.7	1.1	11.454	B
C-A	15	4			15				
A-B	0	0			0				
A-C	47	12			47				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	691	0.747	511	1.5	2.7	19.470	C
C-AB	409	102	646	0.633	406	1.1	1.7	14.884	B
C-A	15	4			15				
A-B	0	0			0				
A-C	57	14			57				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	516	129	691	0.747	516	2.7	2.8	20.402	C
C-AB	409	102	646	0.633	409	1.7	1.7	15.180	C
C-A	15	4			15				
A-B	0	0			0				
A-C	57	14			57				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	105	694	0.607	427	2.8	1.6	13.688	B
C-AB	331	83	643	0.515	333	1.7	1.1	11.730	B
C-A	15	4			15				
A-B	0	0			0				
A-C	47	12			47				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	353	88	696	0.507	355	1.6	1.1	10.626	B
C-AB	276	69	642	0.430	277	1.1	0.8	9.917	A
C-A	14	4			14				
A-B	0	0			0				
A-C	39	10			39				

2026 with Dev, AM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		9.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.94	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 with Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broadwater Lane South		ONE HOUR	✓	53	100.000
B - Lodge Road		ONE HOUR	✓	352	100.000
C - Broadwater Lane North		ONE HOUR	✓	399	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
	From			
	A - Broadwater Lane South	0	0	53
	B - Lodge Road	0	0	352
	C - Broadwater Lane North	88	311	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
	From			
	A - Broadwater Lane South	0	0	0
	B - Lodge Road	0	0	0
	C - Broadwater Lane North	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.56	11.85	1.3	B	323	485
C-AB	0.54	11.59	1.3	B	303	455
C-A					63	95
A-B					0	0
A-C					49	73

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	265	66	696	0.381	263	0.0	0.6	8.260	A
C-AB	243	61	658	0.369	241	0.0	0.6	8.577	A
C-A	57	14			57				
A-B	0	0			0				
A-C	40	10			40				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	316	79	694	0.456	316	0.6	0.8	9.491	A
C-AB	295	74	667	0.442	294	0.6	0.8	9.641	A
C-A	64	16			64				
A-B	0	0			0				
A-C	48	12			48				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	388	97	691	0.561	386	0.8	1.2	11.729	B
C-AB	371	93	682	0.544	369	0.8	1.3	11.471	B
C-A	68	17			68				
A-B	0	0			0				
A-C	58	15			58				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	388	97	691	0.561	387	1.2	1.3	11.852	B
C-AB	371	93	682	0.544	371	1.3	1.3	11.595	B
C-A	68	17			68				
A-B	0	0			0				
A-C	58	15			58				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	316	79	694	0.456	318	1.3	0.9	9.620	A
C-AB	295	74	667	0.442	297	1.3	0.9	9.777	A
C-A	64	16			64				
A-B	0	0			0				
A-C	48	12			48				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	265	66	696	0.381	266	0.9	0.6	8.388	A
C-AB	243	61	658	0.369	244	0.9	0.6	8.716	A
C-A	57	14			57				
A-B	0	0			0				
A-C	40	10			40				

2026 with Dev, PM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		17.22	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.22	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 with Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broadwater Lane South		ONE HOUR	✓	52	100.000
B - Lodge Road		ONE HOUR	✓	473	100.000
C - Broadwater Lane North		ONE HOUR	✓	392	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	52
	B - Lodge Road	0	0	473
	C - Broadwater Lane North	23	369	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	0
	B - Lodge Road	1	0	0
	C - Broadwater Lane North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.75	20.91	2.9	C	434	651
C-AB	0.65	15.69	1.8	C	345	518
C-A					15	22
A-B					0	0
A-C					48	72

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	356	89	696	0.511	352	0.0	1.0	10.341	B
C-AB	281	70	642	0.438	278	0.0	0.8	9.822	A
C-A	14	3			14				
A-B	0	0			0				
A-C	39	10			39				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	425	106	694	0.613	423	1.0	1.5	13.182	B
C-AB	337	84	643	0.525	336	0.8	1.1	11.683	B
C-A	15	4			15				
A-B	0	0			0				
A-C	47	12			47				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	521	130	691	0.753	516	1.5	2.8	19.898	C
C-AB	417	104	646	0.645	414	1.1	1.8	15.355	C
C-A	15	4			15				
A-B	0	0			0				
A-C	57	14			57				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	521	130	691	0.753	520	2.8	2.9	20.910	C
C-AB	417	104	646	0.645	417	1.8	1.8	15.689	C
C-A	15	4			15				
A-B	0	0			0				
A-C	57	14			57				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	425	106	694	0.613	430	2.9	1.6	13.897	B
C-AB	337	84	643	0.525	340	1.8	1.2	11.993	B
C-A	15	4			15				
A-B	0	0			0				
A-C	47	12			47				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	356	89	696	0.511	358	1.6	1.1	10.725	B
C-AB	281	70	642	0.438	283	1.2	0.8	10.066	B
C-A	14	3			14				
A-B	0	0			0				
A-C	39	10			39				

2038 Baseline, AM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		9.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.64	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broadwater Lane South		ONE HOUR	✓	55	100.000
B - Lodge Road		ONE HOUR	✓	336	100.000
C - Broadwater Lane North		ONE HOUR	✓	408	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	55
	B - Lodge Road	0	0	336
	C - Broadwater Lane North	93	315	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	0
	B - Lodge Road	0	0	0
	C - Broadwater Lane North	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	11.22	1.1	B	308	462
C-AB	0.55	11.73	1.3	B	308	462
C-A					66	99
A-B					0	0
A-C					50	76

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	253	63	696	0.364	251	0.0	0.6	8.053	A
C-AB	247	62	660	0.374	245	0.0	0.6	8.625	A
C-A	60	15			60				
A-B	0	0			0				
A-C	41	10			41				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	302	76	693	0.436	301	0.6	0.8	9.161	A
C-AB	300	75	669	0.448	299	0.6	0.8	9.714	A
C-A	67	17			67				
A-B	0	0			0				
A-C	49	12			49				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	370	92	690	0.536	368	0.8	1.1	11.128	B
C-AB	378	94	685	0.552	376	0.8	1.3	11.603	B
C-A	71	18			71				
A-B	0	0			0				
A-C	61	15			61				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	370	92	690	0.536	370	1.1	1.1	11.224	B
C-AB	378	94	685	0.552	378	1.3	1.3	11.735	B
C-A	71	18			71				
A-B	0	0			0				
A-C	61	15			61				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	302	76	693	0.436	303	1.1	0.8	9.264	A
C-AB	300	75	669	0.448	302	1.3	0.9	9.858	A
C-A	67	17			67				
A-B	0	0			0				
A-C	49	12			49				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	253	63	696	0.364	254	0.8	0.6	8.163	A
C-AB	247	62	660	0.374	248	0.9	0.6	8.767	A
C-A	60	15			60				
A-B	0	0			0				
A-C	41	10			41				

2038 Baseline, PM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		18.22	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.22	C

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broadwater Lane South		ONE HOUR	✓	54	100.000
B - Lodge Road		ONE HOUR	✓	482	100.000
C - Broadwater Lane North		ONE HOUR	✓	416	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	54
	B - Lodge Road	0	0	482
	C - Broadwater Lane North	32	384	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	0
	B - Lodge Road	1	0	0
	C - Broadwater Lane North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.77	22.23	3.2	C	442	663
C-AB	0.67	16.80	2.1	C	362	543
C-A					20	29
A-B					0	0
A-C					50	74

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	363	91	696	0.522	359	0.0	1.1	10.550	B
C-AB	294	74	645	0.456	291	0.0	0.8	10.083	B
C-A	19	5			19				
A-B	0	0			0				
A-C	41	10			41				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	433	108	694	0.625	431	1.1	1.6	13.596	B
C-AB	354	88	647	0.546	352	0.8	1.2	12.142	B
C-A	20	5			20				
A-B	0	0			0				
A-C	49	12			49				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	531	133	691	0.768	525	1.6	3.0	20.997	C
C-AB	439	110	653	0.672	435	1.2	2.0	16.351	C
C-A	19	5			19				
A-B	0	0			0				
A-C	59	15			59				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	531	133	691	0.768	530	3.0	3.2	22.230	C
C-AB	439	110	653	0.672	438	2.0	2.1	16.799	C
C-A	19	5			19				
A-B	0	0			0				
A-C	59	15			59				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	433	108	694	0.625	439	3.2	1.7	14.434	B
C-AB	354	88	648	0.546	357	2.1	1.3	12.537	B
C-A	20	5			20				
A-B	0	0			0				
A-C	49	12			49				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	363	91	696	0.522	365	1.7	1.1	10.974	B
C-AB	294	74	645	0.456	296	1.3	0.9	10.368	B
C-A	19	5			19				
A-B	0	0			0				
A-C	41	10			41				

2038 with Dev, AM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		9.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.80	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2038 with Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broadwater Lane South		ONE HOUR	✓	55	100.000
B - Lodge Road		ONE HOUR	✓	341	100.000
C - Broadwater Lane North		ONE HOUR	✓	411	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	55
	B - Lodge Road	0	0	341
	C - Broadwater Lane North	93	318	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	0
	B - Lodge Road	0	0	0
	C - Broadwater Lane North	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	11.42	1.2	B	313	469
C-AB	0.56	11.87	1.3	B	311	467
C-A					66	99
A-B					0	0
A-C					50	76

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	257	64	696	0.369	254	0.0	0.6	8.118	A
C-AB	249	62	660	0.378	247	0.0	0.6	8.668	A
C-A	60	15			60				
A-B	0	0			0				
A-C	41	10			41				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	307	77	693	0.442	306	0.6	0.8	9.266	A
C-AB	303	76	669	0.453	302	0.6	0.9	9.785	A
C-A	66	17			66				
A-B	0	0			0				
A-C	49	12			49				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	375	94	690	0.544	374	0.8	1.2	11.316	B
C-AB	382	95	686	0.557	380	0.9	1.3	11.727	B
C-A	71	18			71				
A-B	0	0			0				
A-C	61	15			61				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	375	94	690	0.544	375	1.2	1.2	11.421	B
C-AB	382	95	686	0.557	382	1.3	1.3	11.865	B
C-A	71	18			71				
A-B	0	0			0				
A-C	61	15			61				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	307	77	693	0.442	308	1.2	0.8	9.377	A
C-AB	303	76	670	0.453	305	1.3	0.9	9.933	A
C-A	66	17			66				
A-B	0	0			0				
A-C	49	12			49				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	257	64	696	0.369	258	0.8	0.6	8.236	A
C-AB	249	62	660	0.378	250	0.9	0.6	8.816	A
C-A	60	15			60				
A-B	0	0			0				
A-C	41	10			41				

2038 with Dev , PM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		18.78	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.78	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2038 with Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Broadwater Lane South		ONE HOUR	✓	54	100.000
B - Lodge Road		ONE HOUR	✓	486	100.000
C - Broadwater Lane North		ONE HOUR	✓	424	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	54
	B - Lodge Road	0	0	486
	C - Broadwater Lane North	33	391	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Broadwater Lane South	B - Lodge Road	C - Broadwater Lane North
From	A - Broadwater Lane South	0	0	0
	B - Lodge Road	1	0	0
	C - Broadwater Lane North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.77	22.83	3.3	C	446	669
C-AB	0.68	17.41	2.2	C	369	554
C-A					20	30
A-B					0	0
A-C					50	74

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	366	91	696	0.526	362	0.0	1.1	10.640	B
C-AB	300	75	645	0.465	296	0.0	0.9	10.223	B
C-A	19	5			19				
A-B	0	0			0				
A-C	41	10			41				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	437	109	694	0.630	435	1.1	1.6	13.774	B
C-AB	361	90	648	0.556	359	0.9	1.2	12.392	B
C-A	20	5			20				
A-B	0	0			0				
A-C	49	12			49				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	535	134	691	0.775	529	1.6	3.1	21.488	C
C-AB	448	112	654	0.684	444	1.2	2.1	16.897	C
C-A	19	5			19				
A-B	0	0			0				
A-C	59	15			59				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	535	134	691	0.775	535	3.1	3.3	22.829	C
C-AB	448	112	654	0.684	447	2.1	2.2	17.414	C
C-A	19	5			19				
A-B	0	0			0				
A-C	59	15			59				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	437	109	694	0.630	443	3.3	1.8	14.675	B
C-AB	361	90	648	0.556	364	2.2	1.3	12.829	B
C-A	20	5			20				
A-B	0	0			0				
A-C	49	12			49				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	366	91	696	0.526	368	1.8	1.1	11.079	B
C-AB	300	75	645	0.465	301	1.3	0.9	10.528	B
C-A	19	5			19				
A-B	0	0			0				
A-C	41	10			41				

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.1.0.1820						
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Filename: Lodge Road_Sawpit Lane (sensivity test) Nov 2024.j10

Path: T:\Projects\19000 Series\19328\TB - Tape Lane Hurst\Tech\Junction Assessments\Picady\i-Transport Updated Motion Models

Report generation date: 14/11/2024 11:49:34

- »2024 Baseline, AM
- »2024 Baseline, PM
- »2026 with Dev, AM
- »2026 with Dev, PM
- »2038 with Dev, AM
- »2038 with Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2024 Baseline						
Stream B-AC	0.0	7.61	0.05	0.0	6.30	0.02
Stream C-AB	0.0	4.90	0.03	0.1	5.32	0.05
2026 with Dev						
Stream B-AC	0.1	8.00	0.06	0.0	7.13	0.04
Stream C-AB	0.0	4.90	0.03	0.1	5.30	0.05
2038 with Dev						
Stream B-AC	0.1	8.15	0.06	0.0	7.19	0.04
Stream C-AB	0.0	4.86	0.03	0.1	5.30	0.06

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	02/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓					0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 with Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 with Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2038 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2038 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2038 with Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2038 with Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

2024 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		0.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.54	A

Arms

Arms

Arm	Name	Description	Arm type
A	Lodge Rd (N)		Major
B	Sawpit Rd		Minor
C	Lodge Rd (S)		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 - Lodge Rd (S)	5.95			165.9	✓	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 - Sawpit Rd	One lane	3.48	18	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	515	0.094	0.237	0.149	0.339
B-C	664	0.102	0.258	-	-
C-B	670	0.260	0.260	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	186	100.000
B - Sawpit Rd		ONE HOUR	✓	21	100.000
C - Lodge Rd (S)		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
From	A - Lodge Rd (N)	0	11	175
	B - Sawpit Rd	11	0	10
	C - Lodge Rd (S)	238	13	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
From	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.61	0.0	0.5	A	19	29
C-AB	0.03	4.90	0.0	0.5	A	17	25
C-A						213	320
A-B						10	15
A-C						161	241

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	522	0.030	16	0.0	0.0	7.107	A
C-AB	13	3	749	0.017	13	0.0	0.0	4.892	A
C-A	176	44			176				
A-B	8	2			8				
A-C	132	33			132				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	511	0.037	19	0.0	0.0	7.309	A
C-AB	16	4	765	0.021	16	0.0	0.0	4.807	A
C-A	209	52			209				
A-B	10	2			10				
A-C	157	39			157				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	496	0.047	23	0.0	0.0	7.606	A
C-AB	21	5	787	0.027	21	0.0	0.0	4.697	A
C-A	255	64			255				
A-B	12	3			12				
A-C	193	48			193				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	496	0.047	23	0.0	0.0	7.606	A
C-AB	21	5	788	0.027	21	0.0	0.0	4.699	A
C-A	255	64			255				
A-B	12	3			12				
A-C	193	48			193				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	511	0.037	19	0.0	0.0	7.313	A
C-AB	16	4	765	0.021	16	0.0	0.0	4.812	A
C-A	209	52			209				
A-B	10	2			10				
A-C	157	39			157				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	522	0.030	16	0.0	0.0	7.113	A
C-AB	13	3	749	0.017	13	0.0	0.0	4.896	A
C-A	176	44			176				
A-B	8	2			8				
A-C	132	33			132				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2024 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		0.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	209	100.000
B - Sawpit Rd		ONE HOUR	✓	11	100.000
C - Lodge Rd (S)		ONE HOUR	✓	171	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	5	204
	B - Sawpit Rd	1	0	10
	C - Lodge Rd (S)	145	26	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	6.30	0.0	0.5	A	10	15
C-AB	0.05	5.32	0.1	0.5	A	30	44
C-A						127	191
A-B						5	7
A-C						187	281

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	604	0.014	8	0.0	0.0	6.044	A
C-AB	23	6	700	0.033	23	0.0	0.0	5.317	A
C-A	106	26			106				
A-B	4	0.94			4				
A-C	154	38			154				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	595	0.017	10	0.0	0.0	6.148	A
C-AB	29	7	706	0.041	29	0.0	0.1	5.311	A
C-A	125	31			125				
A-B	4	1			4				
A-C	183	46			183				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	584	0.021	12	0.0	0.0	6.299	A
C-AB	37	9	715	0.052	37	0.1	0.1	5.304	A
C-A	151	38			151				
A-B	6	1			6				
A-C	225	56			225				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	584	0.021	12	0.0	0.0	6.299	A
C-AB	37	9	715	0.052	37	0.1	0.1	5.308	A
C-A	151	38			151				
A-B	6	1			6				
A-C	225	56			225				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	595	0.017	10	0.0	0.0	6.149	A
C-AB	29	7	706	0.041	29	0.1	0.1	5.316	A
C-A	125	31			125				
A-B	4	1			4				
A-C	183	46			183				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	604	0.014	8	0.0	0.0	6.045	A
C-AB	23	6	700	0.033	23	0.1	0.0	5.323	A
C-A	106	26			106				
A-B	4	0.94			4				
A-C	154	38			154				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2026 with Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		0.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 with Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	207	100.000
B - Sawpit Rd		ONE HOUR	✓	25	100.000
C - Lodge Rd (S)		ONE HOUR	✓	259	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	18	189
	B - Sawpit Rd	15	0	10
	C - Lodge Rd (S)	246	13	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	8.00	0.1	0.5	A	23	34
C-AB	0.03	4.90	0.0	0.5	A	17	26
C-A						221	331
A-B						17	25
A-C						173	260

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	506	0.037	19	0.0	0.0	7.392	A
C-AB	13	3	749	0.017	13	0.0	0.0	4.892	A
C-A	182	45			182				
A-B	14	3			14				
A-C	142	36			142				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	494	0.046	22	0.0	0.0	7.638	A
C-AB	16	4	765	0.022	16	0.0	0.0	4.807	A
C-A	216	54			216				
A-B	16	4			16				
A-C	170	42			170				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	477	0.058	27	0.0	0.1	8.003	A
C-AB	22	5	788	0.028	22	0.0	0.0	4.696	A
C-A	263	66			263				
A-B	20	5			20				
A-C	208	52			208				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	477	0.058	28	0.1	0.1	8.005	A
C-AB	22	5	788	0.028	22	0.0	0.0	4.700	A
C-A	263	66			263				
A-B	20	5			20				
A-C	208	52			208				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	494	0.046	23	0.1	0.0	7.643	A
C-AB	16	4	765	0.022	17	0.0	0.0	4.812	A
C-A	216	54			216				
A-B	16	4			16				
A-C	170	42			170				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	506	0.037	19	0.0	0.0	7.396	A
C-AB	13	3	749	0.017	13	0.0	0.0	4.897	A
C-A	182	45			182				
A-B	14	3			14				
A-C	142	36			142				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2026 with Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		0.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 with Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	221	100.000
B - Sawpit Rd		ONE HOUR	✓	17	100.000
C - Lodge Rd (S)		ONE HOUR	✓	185	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	9	212
	B - Sawpit Rd	6	0	11
	C - Lodge Rd (S)	158	27	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	7.13	0.0	0.5	A	16	23
C-AB	0.05	5.30	0.1	0.5	A	31	47
C-A						138	208
A-B						8	12
A-C						195	292

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	549	0.023	13	0.0	0.0	6.712	A
C-AB	24	6	704	0.035	24	0.0	0.0	5.292	A
C-A	115	29			115				
A-B	7	2			7				
A-C	160	40			160				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	538	0.028	15	0.0	0.0	6.880	A
C-AB	30	8	712	0.043	30	0.0	0.1	5.284	A
C-A	136	34			136				
A-B	8	2			8				
A-C	191	48			191				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	524	0.036	19	0.0	0.0	7.126	A
C-AB	39	10	722	0.054	39	0.1	0.1	5.273	A
C-A	164	41			164				
A-B	10	2			10				
A-C	233	58			233				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	524	0.036	19	0.0	0.0	7.126	A
C-AB	39	10	722	0.054	39	0.1	0.1	5.275	A
C-A	164	41			164				
A-B	10	2			10				
A-C	233	58			233				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	538	0.028	15	0.0	0.0	6.883	A
C-AB	30	8	712	0.043	30	0.1	0.1	5.288	A
C-A	136	34			136				
A-B	8	2			8				
A-C	191	48			191				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	549	0.023	13	0.0	0.0	6.713	A
C-AB	24	6	704	0.035	25	0.1	0.0	5.298	A
C-A	115	29			115				
A-B	7	2			7				
A-C	160	40			160				

Queue Variation Results for each time segment
16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2038 with Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		0.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2038 with Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	223	100.000
B - Sawpit Rd		ONE HOUR	✓	27	100.000
C - Lodge Rd (S)		ONE HOUR	✓	280	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	18	205
	B - Sawpit Rd	16	0	11
	C - Lodge Rd (S)	266	14	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	8.15	0.1	0.5	A	25	37
C-AB	0.03	4.86	0.0	0.5	A	19	29
C-A						238	357
A-B						17	25
A-C						188	282

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	502	0.041	20	0.0	0.0	7.472	A
C-AB	14	4	756	0.019	14	0.0	0.0	4.855	A
C-A	196	49			196				
A-B	14	3			14				
A-C	154	39			154				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	489	0.050	24	0.0	0.1	7.746	A
C-AB	18	5	773	0.024	18	0.0	0.0	4.765	A
C-A	233	58			233				
A-B	16	4			16				
A-C	184	46			184				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	471	0.063	30	0.1	0.1	8.153	A
C-AB	24	6	799	0.031	24	0.0	0.0	4.647	A
C-A	284	71			284				
A-B	20	5			20				
A-C	226	56			226				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	471	0.063	30	0.1	0.1	8.155	A
C-AB	24	6	799	0.031	24	0.0	0.0	4.649	A
C-A	284	71			284				
A-B	20	5			20				
A-C	226	56			226				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	489	0.050	24	0.1	0.1	7.748	A
C-AB	18	5	773	0.024	18	0.0	0.0	4.770	A
C-A	233	58			233				
A-B	16	4			16				
A-C	184	46			184				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	502	0.041	20	0.1	0.0	7.477	A
C-AB	14	4	756	0.019	14	0.0	0.0	4.858	A
C-A	196	49			196				
A-B	14	3			14				
A-C	154	39			154				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2038 with Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2038 with Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	239	100.000
B - Sawpit Rd		ONE HOUR	✓	18	100.000
C - Lodge Rd (S)		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
From	A - Lodge Rd (N)	0	9	230
	B - Sawpit Rd	6	0	12
	C - Lodge Rd (S)	172	30	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
From	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	7.19	0.0	0.5	A	17	25
C-AB	0.06	5.30	0.1	0.5	A	36	53
C-A						150	225
A-B						8	12
A-C						211	317

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	3	548	0.025	13	0.0	0.0	6.735	A
C-AB	28	7	708	0.039	27	0.0	0.1	5.291	A
C-A	124	31			124				
A-B	7	2			7				
A-C	173	43			173				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	537	0.030	16	0.0	0.0	6.917	A
C-AB	34	9	716	0.048	34	0.1	0.1	5.285	A
C-A	147	37			147				
A-B	8	2			8				
A-C	207	52			207				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	521	0.038	20	0.0	0.0	7.186	A
C-AB	45	11	727	0.062	45	0.1	0.1	5.274	A
C-A	178	44			178				
A-B	10	2			10				
A-C	253	63			253				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	521	0.038	20	0.0	0.0	7.186	A
C-AB	45	11	727	0.062	45	0.1	0.1	5.274	A
C-A	178	44			178				
A-B	10	2			10				
A-C	253	63			253				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	537	0.030	16	0.0	0.0	6.921	A
C-AB	34	9	716	0.048	35	0.1	0.1	5.286	A
C-A	147	37			147				
A-B	8	2			8				
A-C	207	52			207				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	3	548	0.025	14	0.0	0.0	6.736	A
C-AB	28	7	708	0.039	28	0.1	0.1	5.298	A
C-A	124	31			124				
A-B	7	2			7				
A-C	173	43			173				

Queue Variation Results for each time segment
16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.54			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:45 - 18:00

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

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023		
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Filename: Lodge Road_Sawpit Lane Nov 2024.j10

Path: T:\Projects\19000 Series\19328\TB - Tape Lane Hurst\Tech\Junction Assessments\Picady\i-Transport Updated Motion Models

Report generation date: 14/11/2024 11:42:58

- »2026 Baseline, AM
- »2026 Baseline, PM
- »2026 with Dev, AM
- »2026 with Dev, PM
- »2038 Baseline, AM
- »2038 Baseline, PM
- »2038 with Dev, AM
- »2038 with Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2026 Baseline						
Stream B-AC	0.3	8.60	0.25	0.6	10.19	0.36
Stream C-AB	2.8	12.29	0.66	2.3	9.40	0.59
2026 with Dev						
Stream B-AC	0.3	9.07	0.26	0.6	10.94	0.38
Stream C-AB	2.9	12.63	0.67	2.4	9.55	0.60
2038 Baseline						
Stream B-AC	0.4	9.18	0.29	0.7	11.47	0.42
Stream C-AB	8.9	34.20	0.88	5.3	17.41	0.78
2038 with Dev						
Stream B-AC	0.4	9.81	0.30	0.8	12.48	0.45
Stream C-AB	9.5	36.46	0.89	5.4	17.28	0.78

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	02/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓					0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 with Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 with Dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2038 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2038 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D7	2038 with Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2038 with Dev	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

2026 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		5.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.83	A

Arms

Arms

Arm	Name	Description	Arm type
A	Lodge Rd (N)		Major
B	Sawpit Rd		Minor
C	Lodge Rd (S)		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 - Lodge Rd (S)	5.95			165.9	✓	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 - Sawpit Rd	One lane	3.48	18	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	515	0.094	0.237	0.149	0.339
B-C	664	0.102	0.258	-	-
C-B	670	0.260	0.260	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	383	100.000
B - Sawpit Rd		ONE HOUR	✓	124	100.000
C - Lodge Rd (S)		ONE HOUR	✓	661	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
From	A - Lodge Rd (N)	0	0	383
	B - Sawpit Rd	0	0	124
	C - Lodge Rd (S)	414	247	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
From	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	8.60	0.3	1.5	A	114	171
C-AB	0.66	12.29	2.8	13.9	B	429	643
C-A						178	267
A-B						0	0
A-C						351	527

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	590	0.158	93	0.0	0.2	7.231	A
C-AB	304	76	802	0.379	301	0.0	0.8	7.164	A
C-A	193	48			193				
A-B	0	0			0				
A-C	288	72			288				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	575	0.194	111	0.2	0.2	7.755	A
C-AB	404	101	831	0.486	402	0.8	1.3	8.404	A
C-A	190	48			190				
A-B	0	0			0				
A-C	344	86			344				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	137	34	555	0.246	136	0.2	0.3	8.583	A
C-AB	574	143	873	0.657	568	1.3	2.7	11.823	B
C-A	154	39			154				
A-B	0	0			0				
A-C	422	105			422				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	137	34	555	0.246	137	0.3	0.3	8.596	A
C-AB	577	144	876	0.659	577	2.7	2.8	12.291	B
C-A	151	38			151				
A-B	0	0			0				
A-C	422	105			422				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	575	0.194	112	0.3	0.2	7.774	A
C-AB	407	102	835	0.488	413	2.8	1.4	8.736	A
C-A	187	47			187				
A-B	0	0			0				
A-C	344	86			344				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	590	0.158	94	0.2	0.2	7.258	A
C-AB	306	77	804	0.381	309	1.4	0.9	7.341	A
C-A	191	48			191				
A-B	0	0			0				
A-C	288	72			288				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.84	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	1.33	0.33	1.23	1.87	2.26			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	2.73	0.03	0.32	4.35	13.91			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.03	0.31	1.14	1.46			N/A	N/A
C-AB	2.82	0.03	0.31	3.69	13.68			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	1.42	0.20	1.26	2.25	2.82			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.88	0.06	0.73	1.59	1.99			N/A	N/A

2026 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		4.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	393	100.000
B - Sawpit Rd		ONE HOUR	✓	181	100.000
C - Lodge Rd (S)		ONE HOUR	✓	715	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	393
	B - Sawpit Rd	0	0	181
	C - Lodge Rd (S)	512	203	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.36	10.19	0.6	2.6	B	166	249
C-AB	0.59	9.40	2.3	12.0	A	407	610
C-A						249	374
A-B						0	0
A-C						361	541

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	136	34	588	0.232	135	0.0	0.3	7.930	A
C-AB	279	70	851	0.328	276	0.0	0.7	6.256	A
C-A	259	65			259				
A-B	0	0			0				
A-C	296	74			296				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	41	573	0.284	162	0.3	0.4	8.756	A
C-AB	380	95	891	0.427	378	0.7	1.2	7.044	A
C-A	263	66			263				
A-B	0	0			0				
A-C	353	88			353				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	199	50	553	0.361	199	0.4	0.6	10.150	B
C-AB	557	139	947	0.588	553	1.2	2.3	9.173	A
C-A	230	58			230				
A-B	0	0			0				
A-C	433	108			433				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	199	50	553	0.361	199	0.6	0.6	10.186	B
C-AB	560	140	950	0.590	560	2.3	2.3	9.401	A
C-A	227	57			227				
A-B	0	0			0				
A-C	433	108			433				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	41	573	0.284	163	0.6	0.4	8.799	A
C-AB	383	96	894	0.428	387	2.3	1.2	7.224	A
C-A	260	65			260				
A-B	0	0			0				
A-C	353	88			353				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	136	34	588	0.232	137	0.4	0.3	7.986	A
C-AB	282	70	853	0.330	283	1.2	0.8	6.368	A
C-A	257	64			257				
A-B	0	0			0				
A-C	296	74			296				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.73	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	1.15	0.54	1.09	1.40	1.71			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.03	0.26	0.55	0.55			N/A	N/A
C-AB	2.28	0.03	0.30	2.28	9.89			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.03	0.29	1.30	2.61			N/A	N/A
C-AB	2.34	0.03	0.32	3.84	11.99			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	1.22	0.54	1.14	1.59	1.81			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.77	0.10	0.85	1.42	1.49			N/A	N/A

2026 with Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		5.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 with Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	400	100.000
B - Sawpit Rd		ONE HOUR	✓	126	100.000
C - Lodge Rd (S)		ONE HOUR	✓	665	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	7	393
	B - Sawpit Rd	3	0	123
	C - Lodge Rd (S)	418	247	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.26	9.07	0.3	1.1	A	116	173
C-AB	0.67	12.63	2.9	14.8	B	433	650
C-A						177	266
A-B						6	10
A-C						361	541

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	577	0.164	94	0.0	0.2	7.447	A
C-AB	306	77	801	0.382	303	0.0	0.9	7.207	A
C-A	194	49			194				
A-B	5	1			5				
A-C	296	74			296				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	560	0.202	113	0.2	0.3	8.053	A
C-AB	408	102	831	0.491	406	0.9	1.4	8.490	A
C-A	190	48			190				
A-B	6	2			6				
A-C	353	88			353				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	35	536	0.259	138	0.3	0.3	9.048	A
C-AB	581	145	873	0.665	575	1.4	2.8	12.110	B
C-A	152	38			152				
A-B	8	2			8				
A-C	433	108			433				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	35	536	0.259	139	0.3	0.3	9.067	A
C-AB	584	146	875	0.667	584	2.8	2.9	12.628	B
C-A	148	37			148				
A-B	8	2			8				
A-C	433	108			433				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	560	0.202	114	0.3	0.3	8.077	A
C-AB	411	103	834	0.493	417	2.9	1.5	8.849	A
C-A	187	47			187				
A-B	6	2			6				
A-C	353	88			353				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	577	0.165	95	0.3	0.2	7.479	A
C-AB	309	77	803	0.384	311	1.5	0.9	7.387	A
C-A	192	48			192				
A-B	5	1			5				
A-C	296	74			296				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.85	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	1.36	0.31	1.25	1.92	2.43			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	2.84	0.03	0.32	4.90	14.76			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.03	0.31	1.14	1.14			N/A	N/A
C-AB	2.94	0.03	0.31	4.01	14.45			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	1.46	0.18	1.27	2.40	2.93			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.90	0.06	0.72	1.66	2.16			N/A	N/A

2026 with Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		4.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 with Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	399	100.000
B - Sawpit Rd		ONE HOUR	✓	186	100.000
C - Lodge Rd (S)		ONE HOUR	✓	726	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	3	396
	B - Sawpit Rd	5	0	181
	C - Lodge Rd (S)	522	204	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	10.94	0.6	2.8	B	171	256
C-AB	0.60	9.55	2.4	12.5	A	415	623
C-A						251	377
A-B						3	4
A-C						363	545

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	35	575	0.243	139	0.0	0.3	8.223	A
C-AB	284	71	856	0.332	281	0.0	0.7	6.255	A
C-A	263	66			263				
A-B	2	0.56			2				
A-C	298	75			298				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	558	0.300	167	0.3	0.4	9.187	A
C-AB	387	97	897	0.432	385	0.7	1.2	7.067	A
C-A	265	66			265				
A-B	3	0.67			3				
A-C	356	89			356				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	205	51	534	0.384	204	0.4	0.6	10.891	B
C-AB	570	142	955	0.597	565	1.2	2.4	9.302	A
C-A	229	57			229				
A-B	3	0.83			3				
A-C	436	109			436				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	205	51	534	0.384	205	0.6	0.6	10.942	B
C-AB	573	143	957	0.599	573	2.4	2.4	9.546	A
C-A	226	57			226				
A-B	3	0.83			3				
A-C	436	109			436				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	558	0.300	168	0.6	0.4	9.244	A
C-AB	390	98	900	0.434	395	2.4	1.3	7.255	A
C-A	262	66			262				
A-B	3	0.67			3				
A-C	356	89			356				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	35	575	0.243	140	0.4	0.3	8.289	A
C-AB	286	72	857	0.334	288	1.3	0.8	6.368	A
C-A	260	65			260				
A-B	2	0.56			2				
A-C	298	75			298				

Queue Variation Results for each time segment
16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.75	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	1.18	0.54	1.12	1.51	1.77			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.03	0.26	0.61	0.61			N/A	N/A
C-AB	2.37	0.03	0.30	2.37	10.70			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.03	0.29	1.25	2.81			N/A	N/A
C-AB	2.44	0.03	0.32	4.00	12.53			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	1.25	0.54	1.17	1.66	1.85			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.78	0.09	0.85	1.16	1.16			N/A	N/A

2038 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		17.59	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.59	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2038 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	403	100.000
B - Sawpit Rd		ONE HOUR	✓	143	100.000
C - Lodge Rd (S)		ONE HOUR	✓	749	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	403
	B - Sawpit Rd	0	0	143
	C - Lodge Rd (S)	429	320	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.29	9.18	0.4	1.6	A	131	197
C-AB	0.88	34.20	8.9	45.8	D	575	863
C-A						112	168
A-B						0	0
A-C						370	555

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	27	586	0.184	107	0.0	0.2	7.501	A
C-AB	402	100	806	0.499	397	0.0	1.3	8.743	A
C-A	162	40			162				
A-B	0	0			0				
A-C	303	76			303				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	32	571	0.225	128	0.2	0.3	8.134	A
C-AB	537	134	837	0.642	533	1.3	2.4	11.852	B
C-A	136	34			136				
A-B	0	0			0				
A-C	362	91			362				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	550	0.287	157	0.3	0.4	9.161	A
C-AB	769	192	882	0.872	748	2.4	7.6	26.250	D
C-A	55	14			55				
A-B	0	0			0				
A-C	444	111			444				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	550	0.287	157	0.4	0.4	9.181	A
C-AB	784	196	890	0.880	778	7.6	8.9	34.197	D
C-A	41	10			41				
A-B	0	0			0				
A-C	444	111			444				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	32	571	0.225	129	0.4	0.3	8.161	A
C-AB	552	138	849	0.650	576	8.9	2.8	14.673	B
C-A	122	30			122				
A-B	0	0			0				
A-C	362	91			362				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	27	586	0.184	108	0.3	0.2	7.539	A
C-AB	406	102	810	0.502	412	2.8	1.4	9.255	A
C-A	157	39			157				
A-B	0	0			0				
A-C	303	76			303				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	1.33	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	2.41	0.11	1.02	5.40	7.34			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	7.62	0.08	1.55	21.66	33.41			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.31	1.29	1.63			N/A	N/A
C-AB	8.89	0.05	0.60	25.66	45.77			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	2.78	0.06	1.06	7.38	11.09			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	1.43	0.04	0.36	3.60	7.01			N/A	N/A

2038 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		8.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2038 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	423	100.000
B - Sawpit Rd		ONE HOUR	✓	209	100.000
C - Lodge Rd (S)		ONE HOUR	✓	799	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	423
	B - Sawpit Rd	0	0	209
	C - Lodge Rd (S)	545	254	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.42	11.47	0.7	3.0	B	192	288
C-AB	0.78	17.41	5.3	29.2	C	541	812
C-A						192	288
A-B						0	0
A-C						388	582

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	582	0.270	156	0.0	0.4	8.422	A
C-AB	365	91	863	0.423	360	0.0	1.1	7.144	A
C-A	237	59			237				
A-B	0	0			0				
A-C	318	80			318				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	188	47	566	0.332	187	0.4	0.5	9.497	A
C-AB	501	125	906	0.553	498	1.1	1.9	8.862	A
C-A	217	54			217				
A-B	0	0			0				
A-C	380	95			380				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	58	544	0.423	229	0.5	0.7	11.405	B
C-AB	747	187	968	0.772	735	1.9	5.0	15.550	C
C-A	133	33			133				
A-B	0	0			0				
A-C	466	116			466				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	58	544	0.423	230	0.7	0.7	11.470	B
C-AB	757	189	974	0.777	755	5.0	5.3	17.406	C
C-A	123	31			123				
A-B	0	0			0				
A-C	466	116			466				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	188	47	566	0.332	189	0.7	0.5	9.567	A
C-AB	510	128	914	0.558	523	5.3	2.1	9.668	A
C-A	208	52			208				
A-B	0	0			0				
A-C	380	95			380				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	582	0.270	158	0.5	0.4	8.499	A
C-AB	369	92	866	0.426	372	2.1	1.1	7.391	A
C-A	233	58			233				
A-B	0	0			0				
A-C	318	80			318				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	1.08	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C-AB	1.88	0.16	1.48	3.52	4.52			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.72	0.03	0.26	0.72	0.72			N/A	N/A
C-AB	4.95	0.04	0.44	13.74	25.67			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.03	0.29	1.06	3.00			N/A	N/A
C-AB	5.34	0.04	0.36	12.29	29.16			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.05	0.48	1.29	1.40			N/A	N/A
C-AB	2.06	0.11	1.44	4.31	5.76			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.29	0.70	1.10			N/A	N/A
C-AB	1.15	0.05	0.47	2.75	4.19			N/A	N/A

2038 with Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		18.58	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.58	C

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	420	100.000
B - Sawpit Rd		ONE HOUR	✓	146	100.000
C - Lodge Rd (S)		ONE HOUR	✓	752	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	6	414
	B - Sawpit Rd	3	0	143
	C - Lodge Rd (S)	433	319	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.30	9.81	0.4	1.8	A	134	201
C-AB	0.89	36.46	9.5	47.7	E	579	869
C-A						111	166
A-B						6	8
A-C						380	570

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	27	573	0.192	109	0.0	0.2	7.748	A
C-AB	403	101	805	0.501	398	0.0	1.3	8.790	A
C-A	163	41			163				
A-B	5	1			5				
A-C	312	78			312				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	33	555	0.237	131	0.2	0.3	8.490	A
C-AB	540	135	837	0.646	536	1.3	2.5	11.993	B
C-A	136	34			136				
A-B	5	1			5				
A-C	372	93			372				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	40	529	0.304	160	0.3	0.4	9.761	A
C-AB	776	194	881	0.881	754	2.5	8.0	27.345	D
C-A	52	13			52				
A-B	7	2			7				
A-C	456	114			456				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	40	528	0.305	161	0.4	0.4	9.806	A
C-AB	792	198	890	0.889	786	8.0	9.5	36.461	E
C-A	36	9			36				
A-B	7	2			7				
A-C	456	114			456				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	33	554	0.237	132	0.4	0.3	8.535	A
C-AB	556	139	849	0.655	582	9.5	2.9	15.157	C
C-A	120	30			120				
A-B	5	1			5				
A-C	372	93			372				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	27	573	0.192	110	0.3	0.2	7.793	A
C-AB	408	102	809	0.504	414	2.9	1.4	9.321	A
C-A	158	40			158				
A-B	5	1			5				
A-C	312	78			312				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	1.35	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	2.46	0.11	1.03	5.56	7.59			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	8.02	0.08	1.92	22.57	34.21			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.03	0.31	1.33	1.84			N/A	N/A
C-AB	9.49	0.06	0.96	27.63	47.69			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	2.86	0.06	1.05	7.63	11.54			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	1.45	0.04	0.36	3.63	7.22			N/A	N/A

2038 with Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lodge Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	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	untitled	T-Junction	Two-way	Two-way	Two-way		8.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.91	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Rd (N)		ONE HOUR	✓	429	100.000
B - Sawpit Rd		ONE HOUR	✓	214	100.000
C - Lodge Rd (S)		ONE HOUR	✓	805	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
From	A - Lodge Rd (N)	0	3	426
	B - Sawpit Rd	5	0	209
	C - Lodge Rd (S)	554	251	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Lodge Rd (N)	B - Sawpit Rd	C - Lodge Rd (S)
From	A - Lodge Rd (N)	0	0	0
	B - Sawpit Rd	0	0	0
	C - Lodge Rd (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.45	12.48	0.8	3.2	B	196	295
C-AB	0.78	17.28	5.4	29.3	C	543	814
C-A						196	294
A-B						3	4
A-C						391	586

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	40	570	0.283	160	0.0	0.4	8.744	A
C-AB	364	91	867	0.420	360	0.0	1.1	7.086	A
C-A	242	60			242				
A-B	2	0.56			2				
A-C	321	80			321				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	192	48	551	0.349	192	0.4	0.5	10.001	B
C-AB	502	126	911	0.551	499	1.1	1.9	8.779	A
C-A	222	55			222				
A-B	3	0.67			3				
A-C	383	96			383				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	236	59	524	0.449	235	0.5	0.8	12.374	B
C-AB	751	188	974	0.771	738	1.9	5.0	15.428	C
C-A	135	34			135				
A-B	3	0.83			3				
A-C	469	117			469				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	236	59	524	0.450	236	0.8	0.8	12.478	B
C-AB	761	190	980	0.777	759	5.0	5.4	17.283	C
C-A	125	31			125				
A-B	3	0.83			3				
A-C	469	117			469				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	192	48	551	0.349	193	0.8	0.5	10.101	B
C-AB	511	128	919	0.557	525	5.4	2.1	9.580	A
C-A	212	53			212				
A-B	3	0.67			3				
A-C	383	96			383				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	40	570	0.283	162	0.5	0.4	8.838	A
C-AB	368	92	870	0.423	372	2.1	1.1	7.331	A
C-A	238	59			238				
A-B	2	0.56			2				
A-C	321	80			321				

Queue Variation Results for each time segment
16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	1.08	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.53	1.00	1.40	1.45			N/A	N/A
C-AB	1.88	0.16	1.48	3.51	4.50			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.80	0.03	0.26	0.80	0.80			N/A	N/A
C-AB	4.98	0.04	0.44	13.83	25.78			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.81	0.03	0.28	1.01	3.23			N/A	N/A
C-AB	5.37	0.04	0.36	12.46	29.33			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.06	0.62	1.32	1.41			N/A	N/A
C-AB	2.06	0.12	1.45	4.29	5.72			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.32	1.06	1.28			N/A	N/A
C-AB	1.15	0.05	0.48	2.74	4.14			N/A	N/A

Junctions 10															
PICADY 10 - Priority Intersection Module															
Version: 10.1.0.1820															
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Filename: Site Access.j10

Path: T:\Projects\19000 Series\19328\TB - Tape Lane Hurst\Tech\Junction Assessments\Picady\i-Transport Updated Motion Models

Report generation date: 14/02/2024 13:16:46

»2026 with Dev, AM

»2026 with Dev, PM

»2038 with Dev, AM

»2038 with Dev, PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2026 with Dev															
Stream B-AC	D1	0.1	0.5	8.87	0.09	A	0.48	150 %	D2	0.0	0.5	9.13	0.04	A	0.28	131 %
Stream C-AB		0.0	0.5	5.59	0.01	A		[Stream B-AC]		0.0	0.5	5.87	0.03	A		[Stream B-AC]
	2038 with Dev															
Stream B-AC	D3	0.1	0.5	8.99	0.09	A	0.46	145 %	D4	0.0	0.5	9.43	0.04	A	0.27	117 %
Stream C-AB		0.0	0.5	5.60	0.01	A		[Stream B-AC]		0.0	0.5	5.95	0.04	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	
Location	
Site number	
Date	12/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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 iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 with Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 with Dev	PM	ONE HOUR	16:45	18:15	15	✓
D3	2038 with Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2038 with Dev	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

2026 with Dev, 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	untitled	T-Junction	Two-way	Two-way	Two-way		0.48	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	150	Stream B-AC	0.48	A

Arms

Arms

Arm	Name	Description	Arm type
A	Lodge Ln (N)		Major
B	Site Access		Minor
C	Lodge Ln (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Lodge Ln (S)	6.00		✓	3.50	146.3	✓	5.00

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	3.00	108	57

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	541	0.099	0.249	0.157	0.356
B-C	660	0.101	0.256	-	-
C-B	752	0.291	0.291	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 with Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Ln (N)		ONE HOUR	✓	308	100.000
B - Site Access		ONE HOUR	✓	37	100.000
C - Lodge Ln (S)		ONE HOUR	✓	420	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Lodge Ln (N)	B - Site Access	C - Lodge Ln (S)
From	A - Lodge Ln (N)	0	6	302
	B - Site Access	21	0	16
	C - Lodge Ln (S)	412	8	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Lodge Ln (N)	B - Site Access	C - Lodge Ln (S)
From	A - Lodge Ln (N)	0	0	0
	B - Site Access	0	0	0
	C - Lodge Ln (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	8.87	0.1	0.5	A	34	51
C-AB	0.01	5.59	0.0	0.5	A	7	11
C-A						378	567
A-B						6	8
A-C						277	416

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	492	0.057	28	0.0	0.1	7.744	A
C-AB	6	2	684	0.009	6	0.0	0.0	5.306	A
C-A	310	78			310				
A-B	5	1			5				
A-C	227	57			227				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	473	0.070	33	0.1	0.1	8.179	A
C-AB	7	2	671	0.011	7	0.0	0.0	5.420	A
C-A	370	93			370				
A-B	5	1			5				
A-C	271	68			271				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	447	0.091	41	0.1	0.1	8.862	A
C-AB	9	2	653	0.013	9	0.0	0.0	5.587	A
C-A	454	113			454				
A-B	7	2			7				
A-C	333	83			333				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	447	0.091	41	0.1	0.1	8.866	A
C-AB	9	2	653	0.013	9	0.0	0.0	5.587	A
C-A	454	113			454				
A-B	7	2			7				
A-C	333	83			333				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	473	0.070	33	0.1	0.1	8.186	A
C-AB	7	2	671	0.011	7	0.0	0.0	5.421	A
C-A	370	93			370				
A-B	5	1			5				
A-C	271	68			271				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	492	0.057	28	0.1	0.1	7.754	A
C-AB	6	2	684	0.009	6	0.0	0.0	5.306	A
C-A	310	78			310				
A-B	5	1			5				
A-C	227	57			227				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	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	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2026 with Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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	untitled	T-Junction	Two-way	Two-way	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	131	Stream B-AC	0.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 with Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Ln (N)		ONE HOUR	✓	364	100.000
B - Site Access		ONE HOUR	✓	15	100.000
C - Lodge Ln (S)		ONE HOUR	✓	524	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Lodge Ln (N)	B - Site Access	C - Lodge Ln (S)
	A - Lodge Ln (N)	0	15	349
	B - Site Access	9	0	6
	C - Lodge Ln (S)	504	20	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Lodge Ln (N)	B - Site Access	C - Lodge Ln (S)
	A - Lodge Ln (N)	0	0	0
	B - Site Access	0	0	0
	C - Lodge Ln (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	9.13	0.0	0.5	A	14	21
C-AB	0.03	5.87	0.0	0.5	A	18	28
C-A						462	694
A-B						14	21
A-C						320	480

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	467	0.024	11	0.0	0.0	7.891	A
C-AB	15	4	672	0.022	15	0.0	0.0	5.478	A
C-A	379	95			379				
A-B	11	3			11				
A-C	263	66			263				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	444	0.030	13	0.0	0.0	8.363	A
C-AB	18	4	657	0.027	18	0.0	0.0	5.636	A
C-A	453	113			453				
A-B	13	3			13				
A-C	314	78			314				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	411	0.040	16	0.0	0.0	9.124	A
C-AB	22	6	635	0.035	22	0.0	0.0	5.871	A
C-A	555	139			555				
A-B	17	4			17				
A-C	384	96			384				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	411	0.040	17	0.0	0.0	9.126	A
C-AB	22	6	635	0.035	22	0.0	0.0	5.871	A
C-A	555	139			555				
A-B	17	4			17				
A-C	384	96			384				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	444	0.030	14	0.0	0.0	8.367	A
C-AB	18	4	657	0.027	18	0.0	0.0	5.637	A
C-A	453	113			453				
A-B	13	3			13				
A-C	314	78			314				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	467	0.024	11	0.0	0.0	7.895	A
C-AB	15	4	672	0.022	15	0.0	0.0	5.481	A
C-A	379	95			379				
A-B	11	3			11				
A-C	263	66			263				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

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

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2038 with Dev, 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	untitled	T-Junction	Two-way	Two-way	Two-way		0.46	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	145	Stream B-AC	0.46	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Ln (N)		ONE HOUR	✓	314	100.000
B - Site Access		ONE HOUR	✓	36	100.000
C - Lodge Ln (S)		ONE HOUR	✓	435	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Lodge Ln (N)	B - Site Access	C - Lodge Ln (S)
From	A - Lodge Ln (N)	0	6	308
	B - Site Access	21	0	15
	C - Lodge Ln (S)	427	8	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Lodge Ln (N)	B - Site Access	C - Lodge Ln (S)
From	A - Lodge Ln (N)	0	0	0
	B - Site Access	0	0	0
	C - Lodge Ln (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	8.99	0.1	0.5	A	33	50
C-AB	0.01	5.60	0.0	0.5	A	7	11
C-A						392	588
A-B						6	8
A-C						283	424

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	487	0.056	27	0.0	0.1	7.815	A
C-AB	6	2	683	0.009	6	0.0	0.0	5.317	A
C-A	321	80			321				
A-B	5	1			5				
A-C	232	58			232				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	468	0.069	32	0.1	0.1	8.268	A
C-AB	7	2	670	0.011	7	0.0	0.0	5.433	A
C-A	384	96			384				
A-B	5	1			5				
A-C	277	69			277				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	440	0.090	40	0.1	0.1	8.983	A
C-AB	9	2	651	0.014	9	0.0	0.0	5.603	A
C-A	470	118			470				
A-B	7	2			7				
A-C	339	85			339				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	440	0.090	40	0.1	0.1	8.986	A
C-AB	9	2	651	0.014	9	0.0	0.0	5.603	A
C-A	470	118			470				
A-B	7	2			7				
A-C	339	85			339				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	468	0.069	32	0.1	0.1	8.275	A
C-AB	7	2	670	0.011	7	0.0	0.0	5.436	A
C-A	384	96			384				
A-B	5	1			5				
A-C	277	69			277				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	487	0.056	27	0.1	0.1	7.827	A
C-AB	6	2	683	0.009	6	0.0	0.0	5.319	A
C-A	321	80			321				
A-B	5	1			5				
A-C	232	58			232				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	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	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2038 with Dev, 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	untitled	T-Junction	Two-way	Two-way	Two-way		0.27	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	117	Stream B-AC	0.27	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lodge Ln (N)		ONE HOUR	✓	386	100.000
B - Site Access		ONE HOUR	✓	15	100.000
C - Lodge Ln (S)		ONE HOUR	✓	556	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Lodge Ln (N)	B - Site Access	C - Lodge Ln (S)
From	A - Lodge Ln (N)	0	15	371
	B - Site Access	9	0	6
	C - Lodge Ln (S)	536	20	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Lodge Ln (N)	B - Site Access	C - Lodge Ln (S)
From	A - Lodge Ln (N)	0	0	1
	B - Site Access	0	0	0
	C - Lodge Ln (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	9.43	0.0	0.5	A	14	21
C-AB	0.04	5.95	0.0	0.5	A	18	28
C-A						492	738
A-B						14	21
A-C						340	511

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	459	0.025	11	0.0	0.0	8.040	A
C-AB	15	4	666	0.023	15	0.0	0.0	5.526	A
C-A	404	101			404				
A-B	11	3			11				
A-C	279	70			279				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	434	0.031	13	0.0	0.0	8.567	A
C-AB	18	4	650	0.028	18	0.0	0.0	5.697	A
C-A	482	120			482				
A-B	13	3			13				
A-C	334	83			334				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	398	0.041	16	0.0	0.0	9.431	A
C-AB	22	6	627	0.035	22	0.0	0.0	5.951	A
C-A	590	148			590				
A-B	17	4			17				
A-C	408	102			408				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	398	0.041	17	0.0	0.0	9.433	A
C-AB	22	6	627	0.035	22	0.0	0.0	5.951	A
C-A	590	148			590				
A-B	17	4			17				
A-C	408	102			408				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	434	0.031	14	0.0	0.0	8.569	A
C-AB	18	4	650	0.028	18	0.0	0.0	5.697	A
C-A	482	120			482				
A-B	13	3			13				
A-C	334	83			334				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	459	0.025	11	0.0	0.0	8.046	A
C-AB	15	4	666	0.023	15	0.0	0.0	5.526	A
C-A	404	101			404				
A-B	11	3			11				
A-C	279	70			279				

Queue Variation Results for each time segment
16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

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

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

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

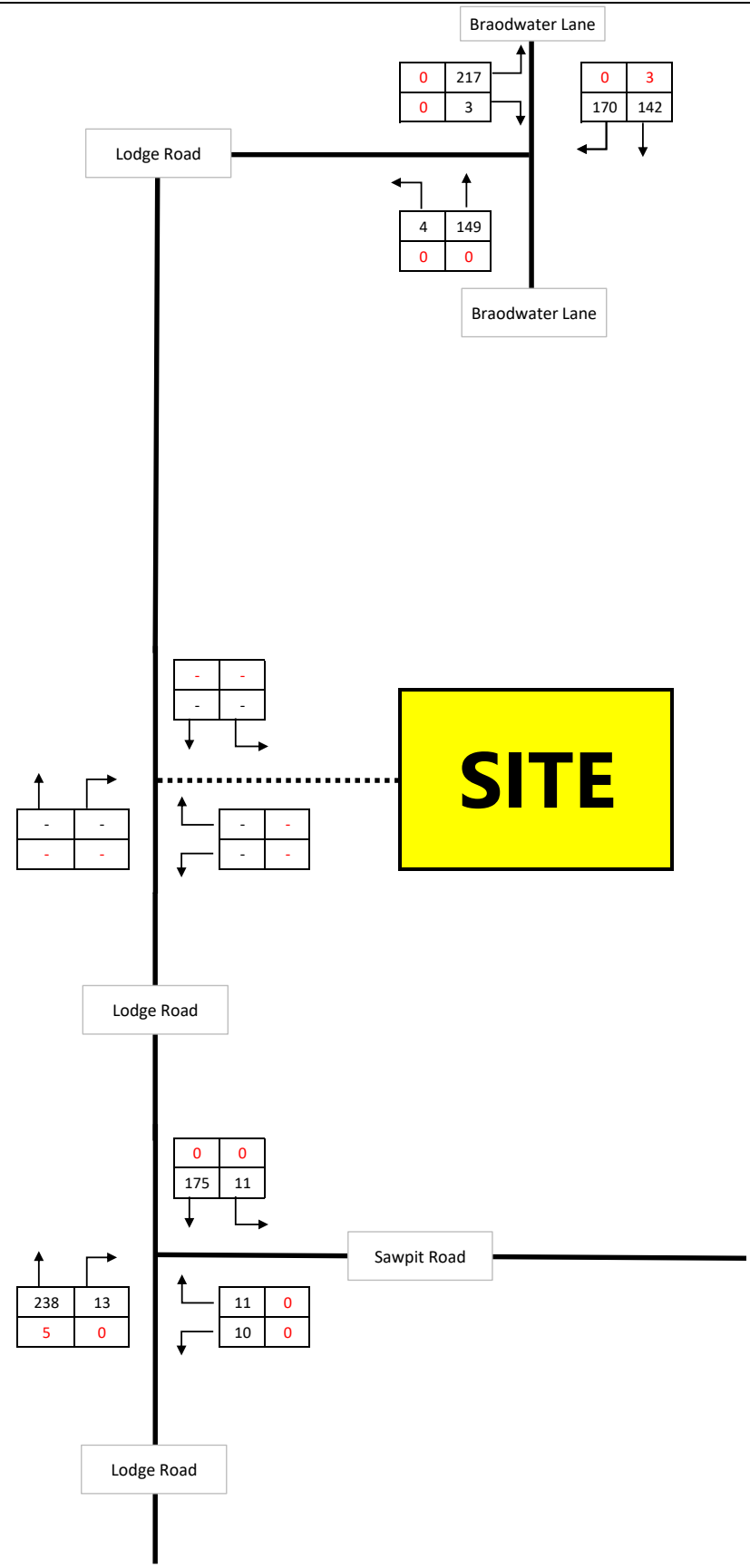
17:45 - 18:00

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

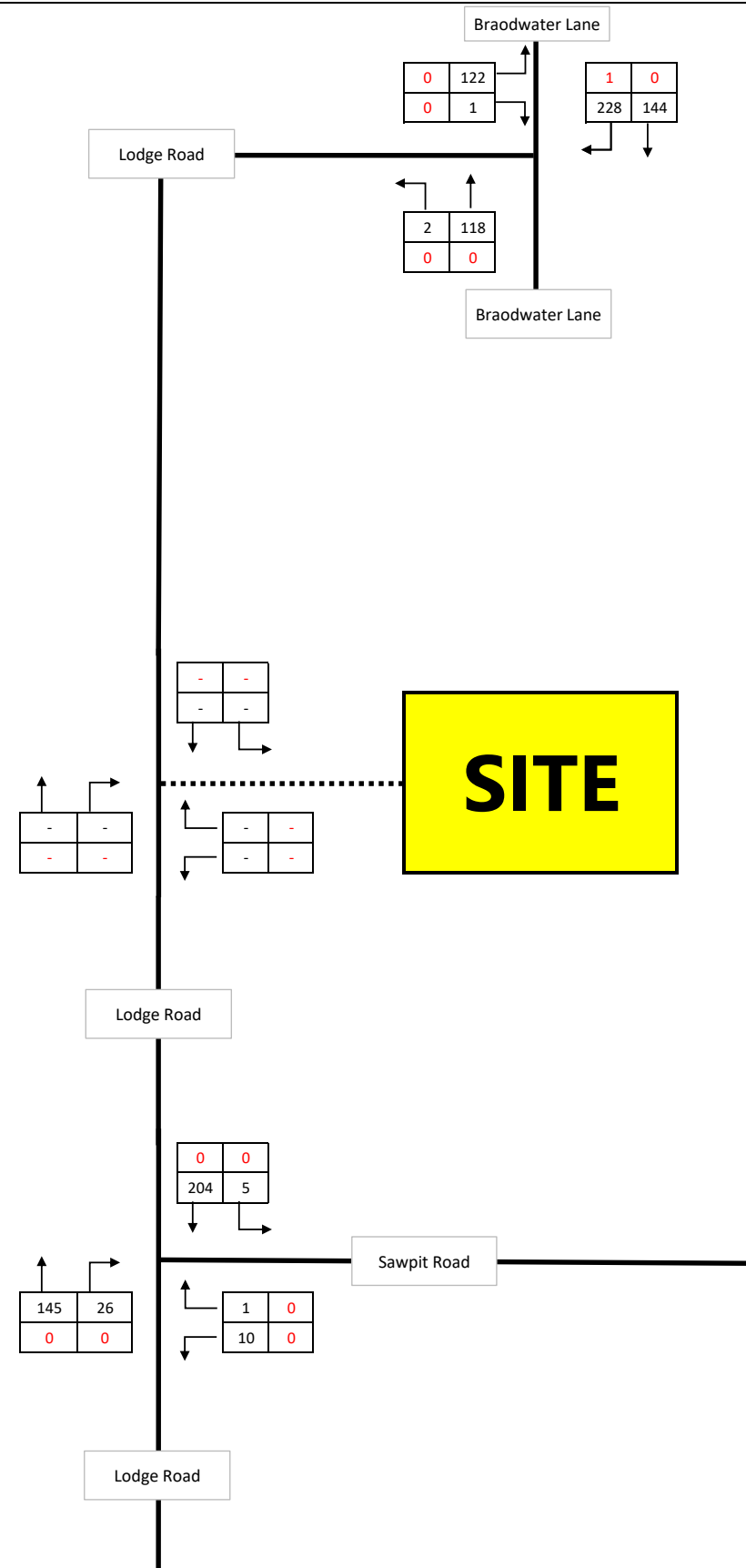
18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

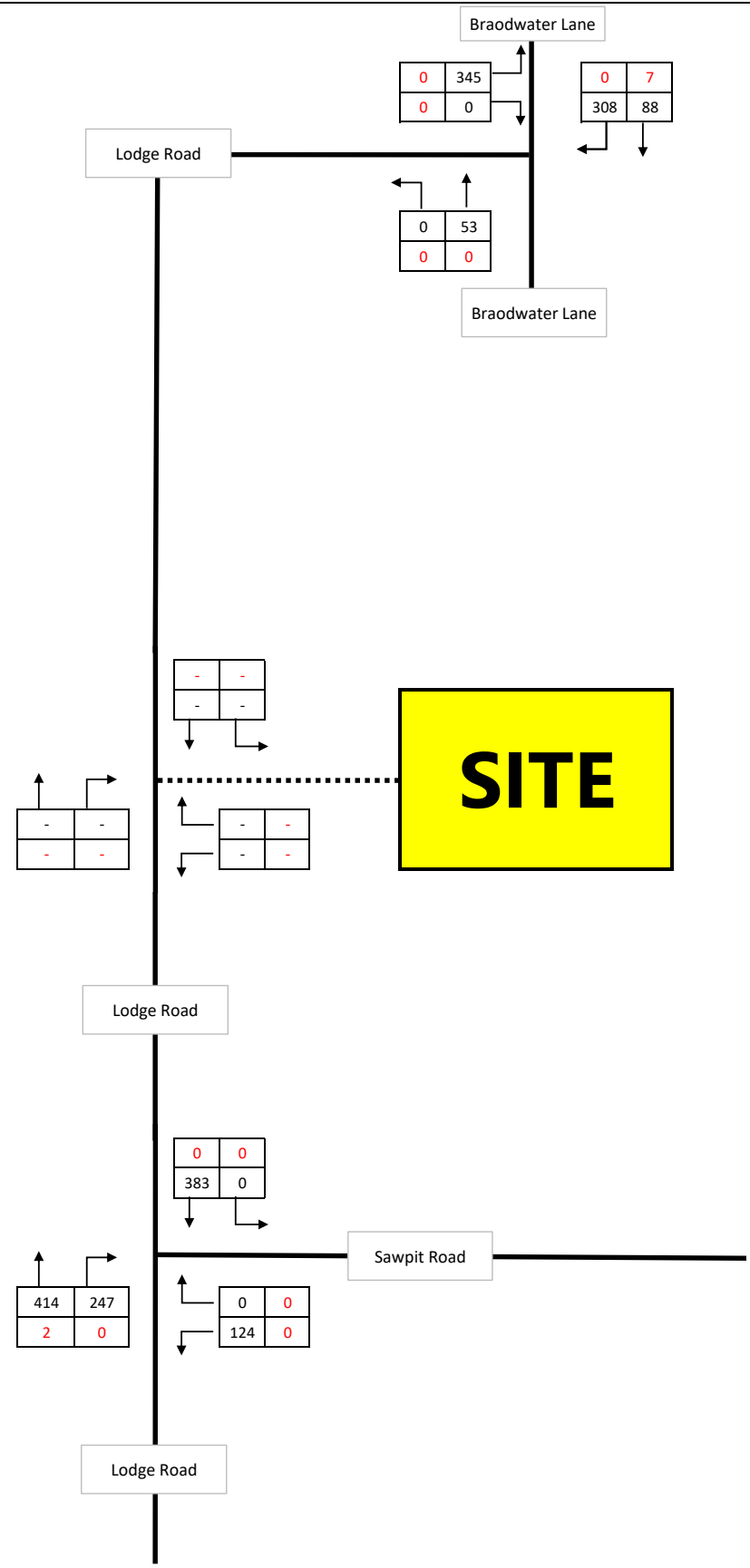
APPENDIX G. TRAFFIC FLOW DIAGRAMS



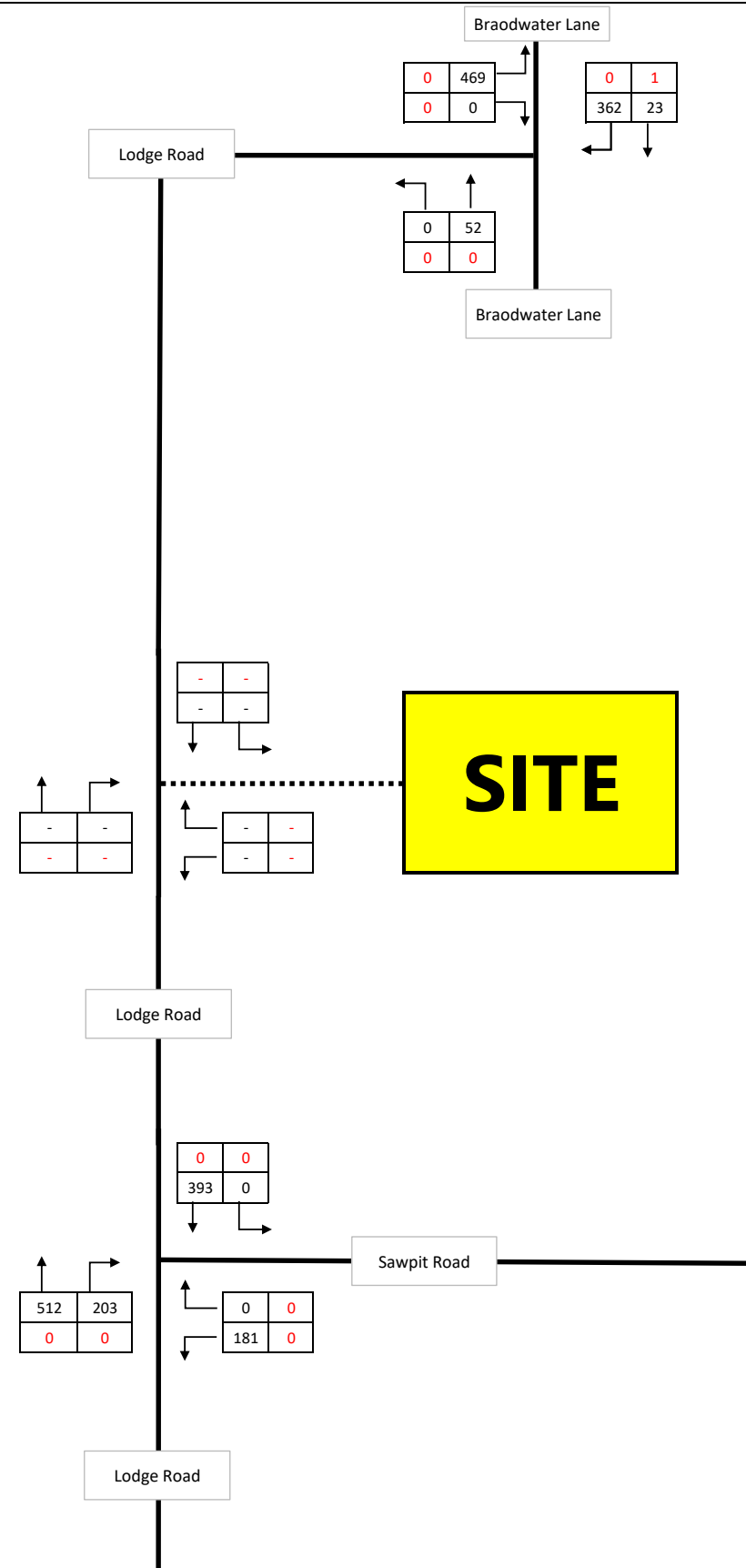
	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY TOTAL VEHICLES 500 =
Land East of Lodge Road, Hurst		
TFD1		
2024 Baseline - AM Peak (0800-0900)		
		25 = HGVs



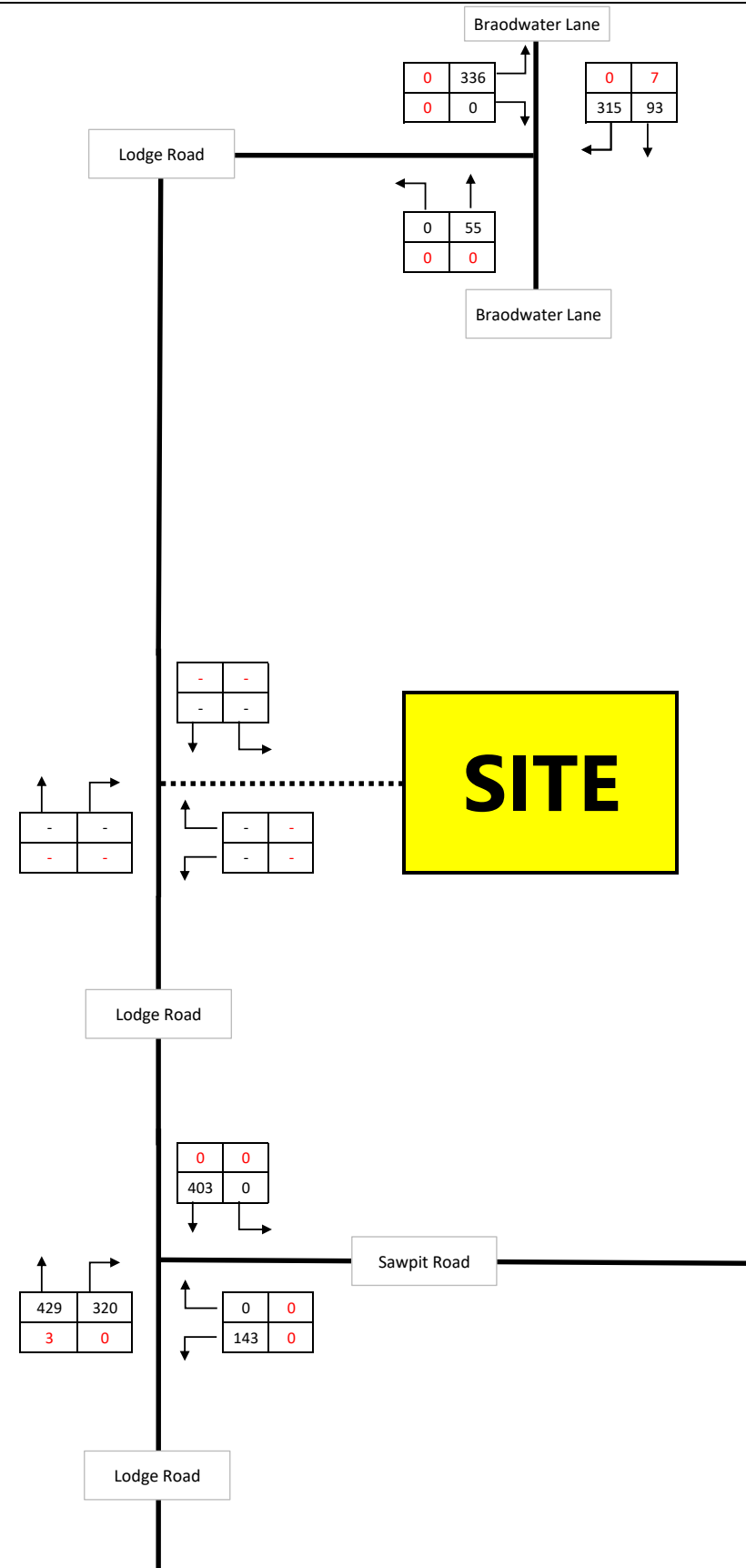
	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY TOTAL VEHICLES 500 =
Land East of Lodge Road, Hurst		
TFD2		
2024 Baseline - PM Peak (1700-1800)		25 = HGVs



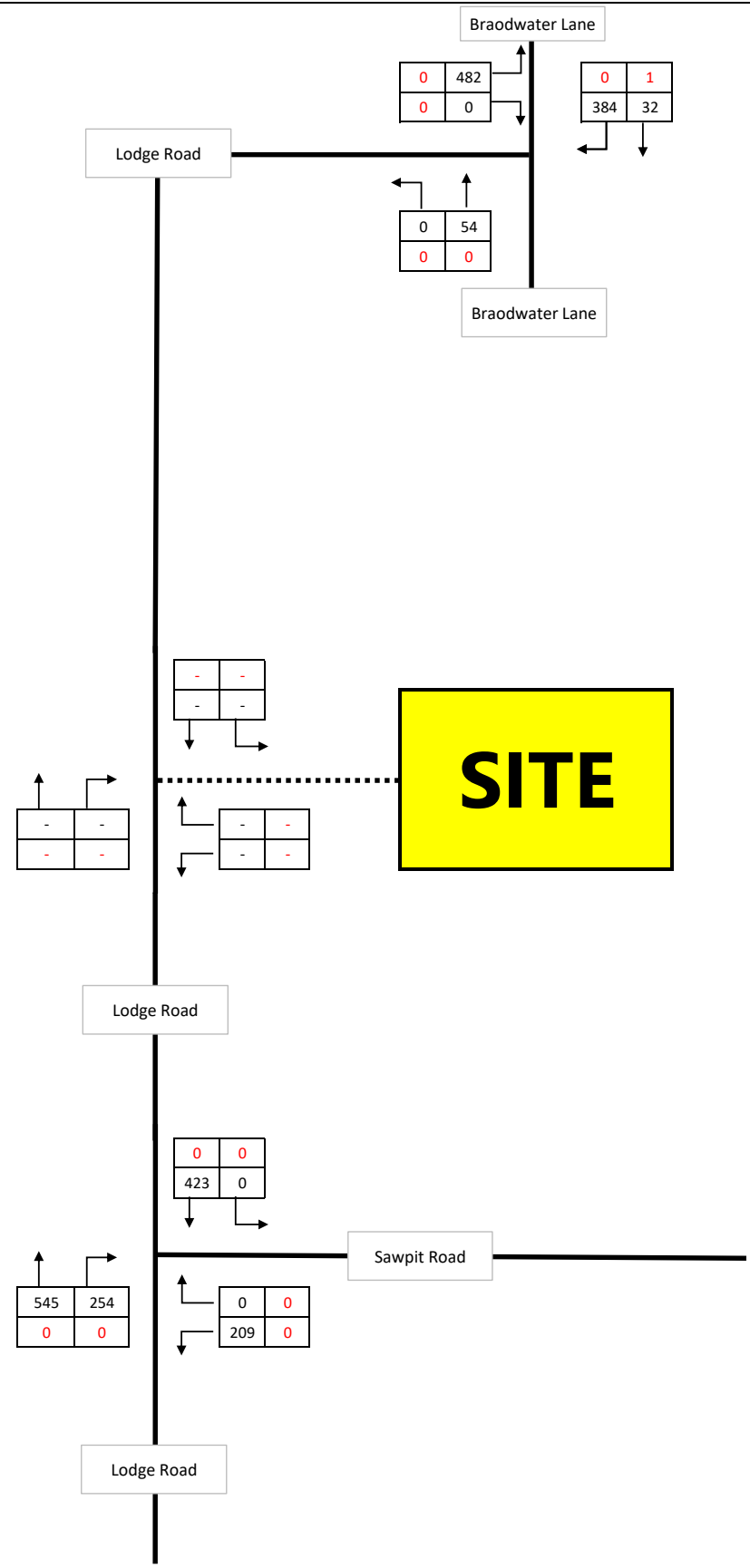
	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY TOTAL VEHICLES 500 = 25 = HGVs
Land East of Lodge Road, Hurst		
TFD3		
2026 DM (WSTM4) - AM Peak (0800-0900)		



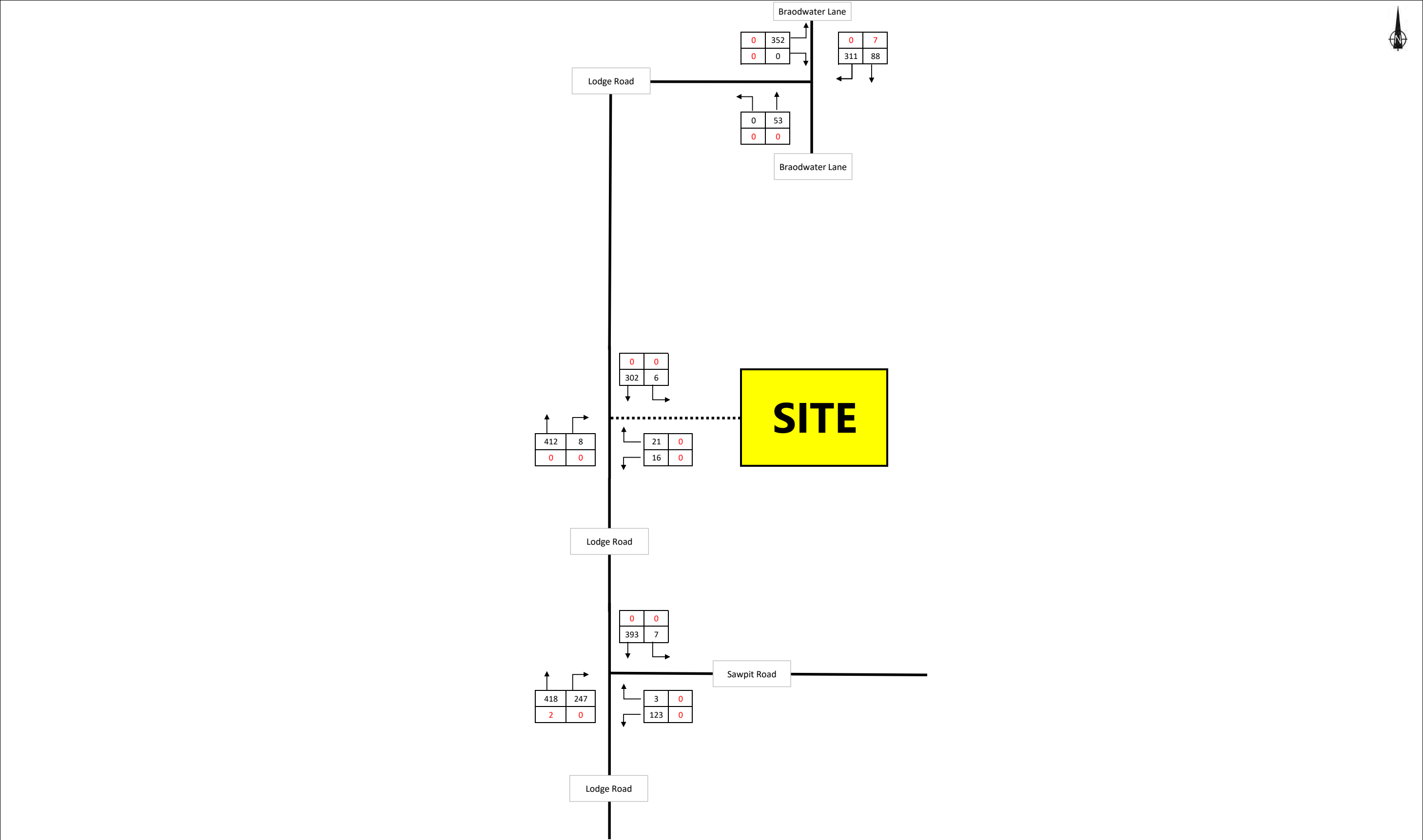
	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	<u>KEY</u> TOTAL VEHICLES
Land East of Lodge Road, Hurst		500 =
TFD4		
2026 DM (WSTM4) - PM Peak (1700-1800)		25 = HGVs



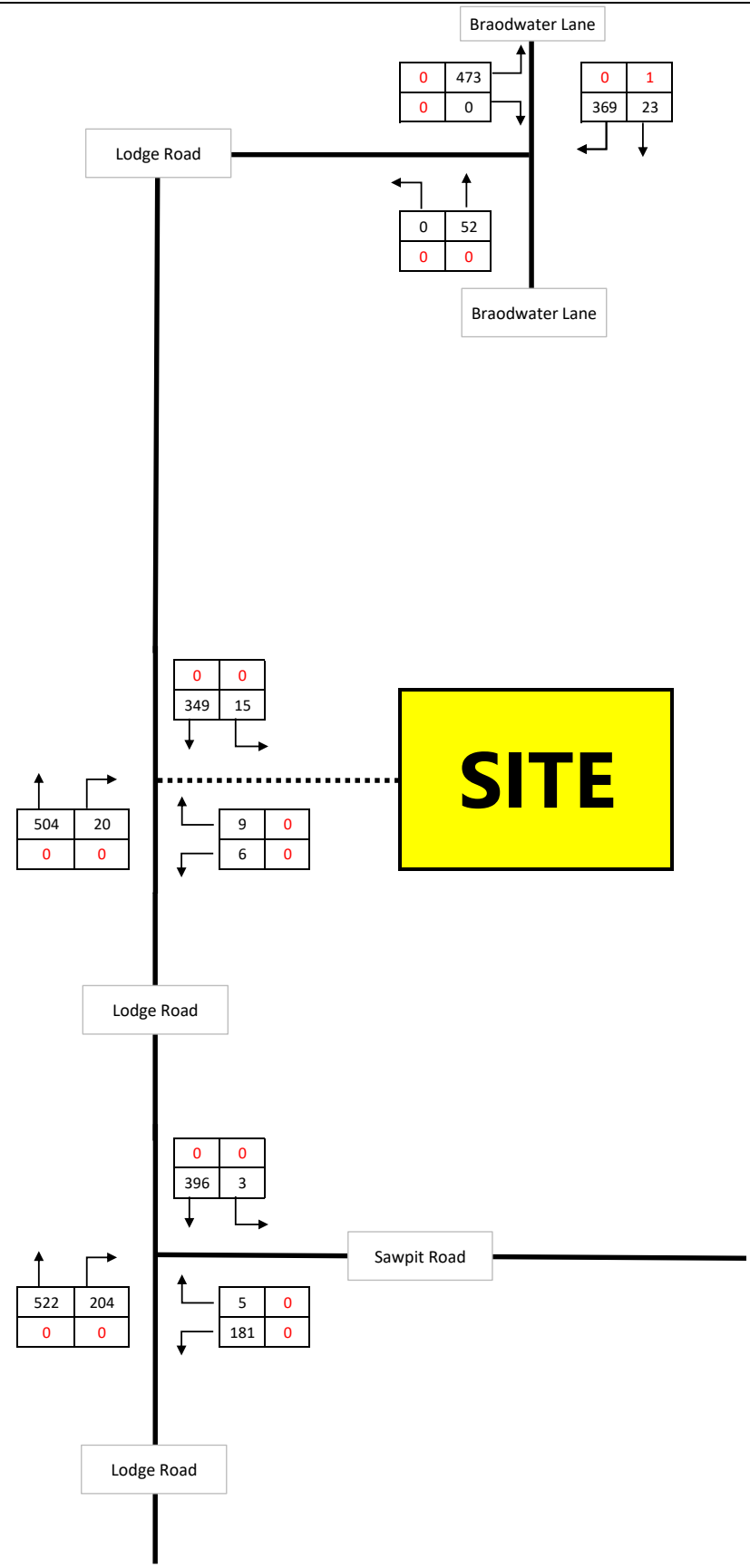
	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY TOTAL VEHICLES 500 = 25 = HGVs
Land East of Lodge Road, Hurst		
TFD5		
2038 DM (WSTM4) - AM Peak (0800-0900)		



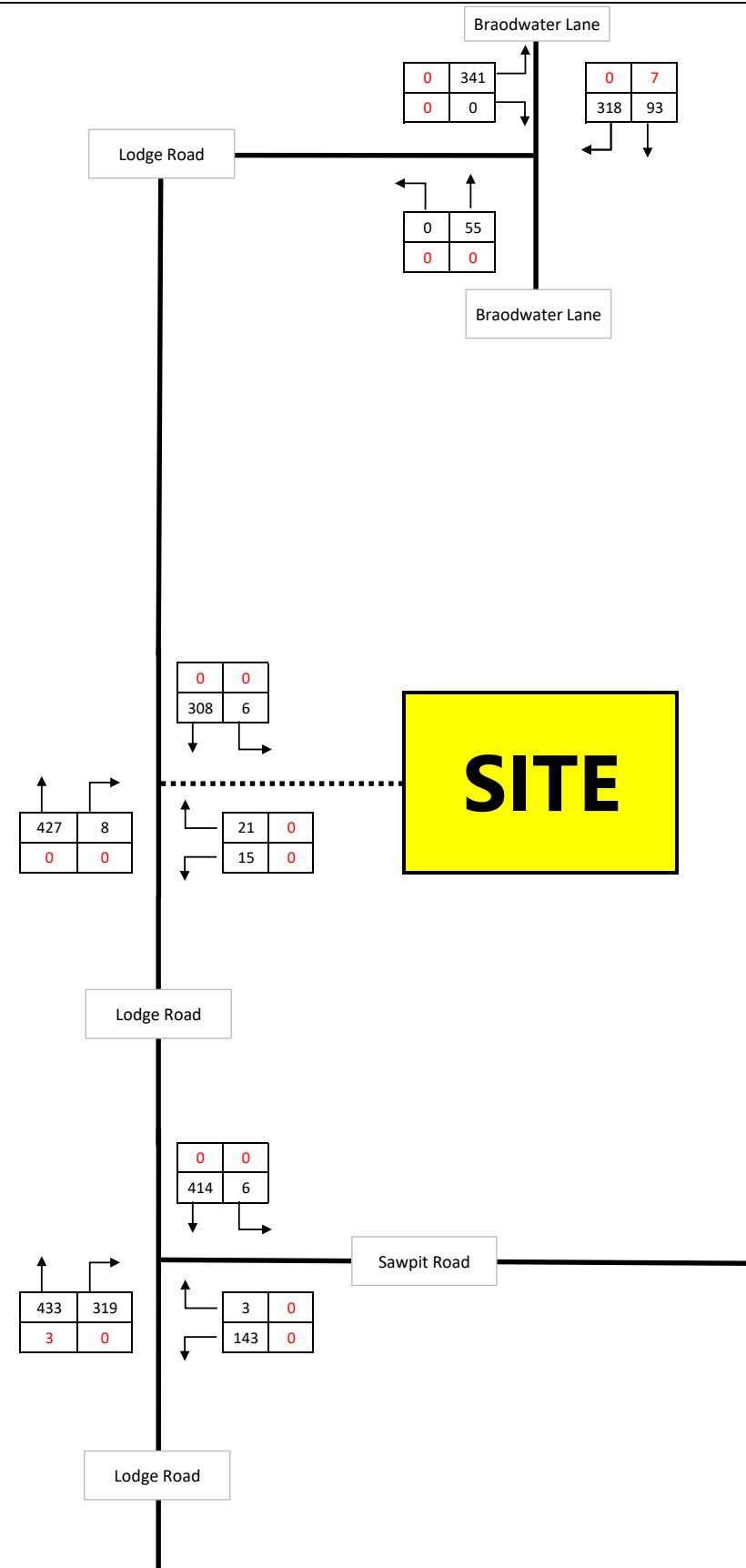
	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY TOTAL VEHICLES 500 = 25 = HGVs
Land East of Lodge Road, Hurst		
TFD6		
2038 DM (WSTM4) - PM Peak (1700-1800)		



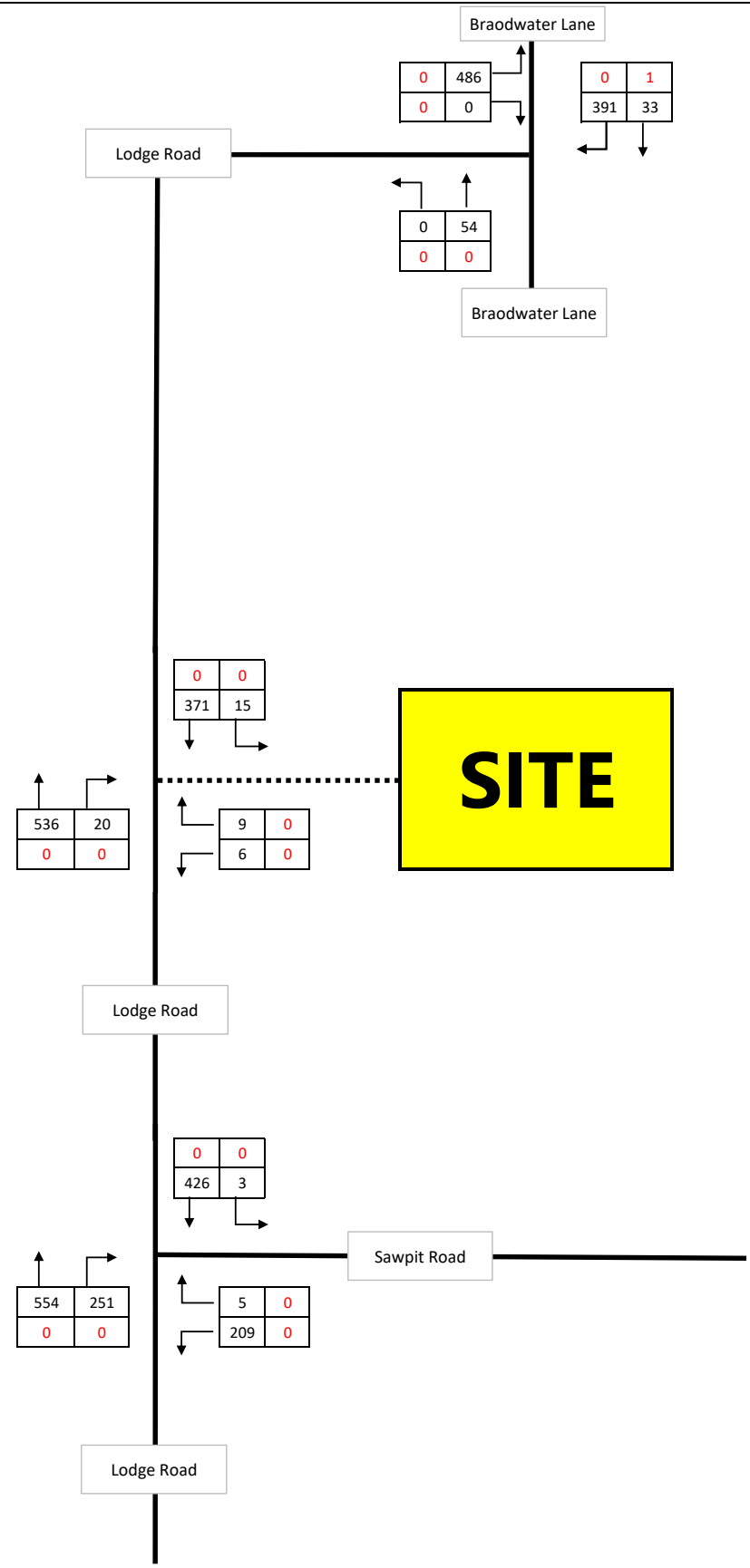
	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY TOTAL VEHICLES 500 = 25 = HGVs
Land East of Lodge Road, Hurst		
TFD7		
2026 DS (WSTM4) - AM Peak (0800-0900)		



	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY TOTAL VEHICLES 500 = 25 = HGVs
Land East of Lodge Road, Hurst		
TFD8		
2026 DS (WSTM4) - PM Peak (1700-1800)		

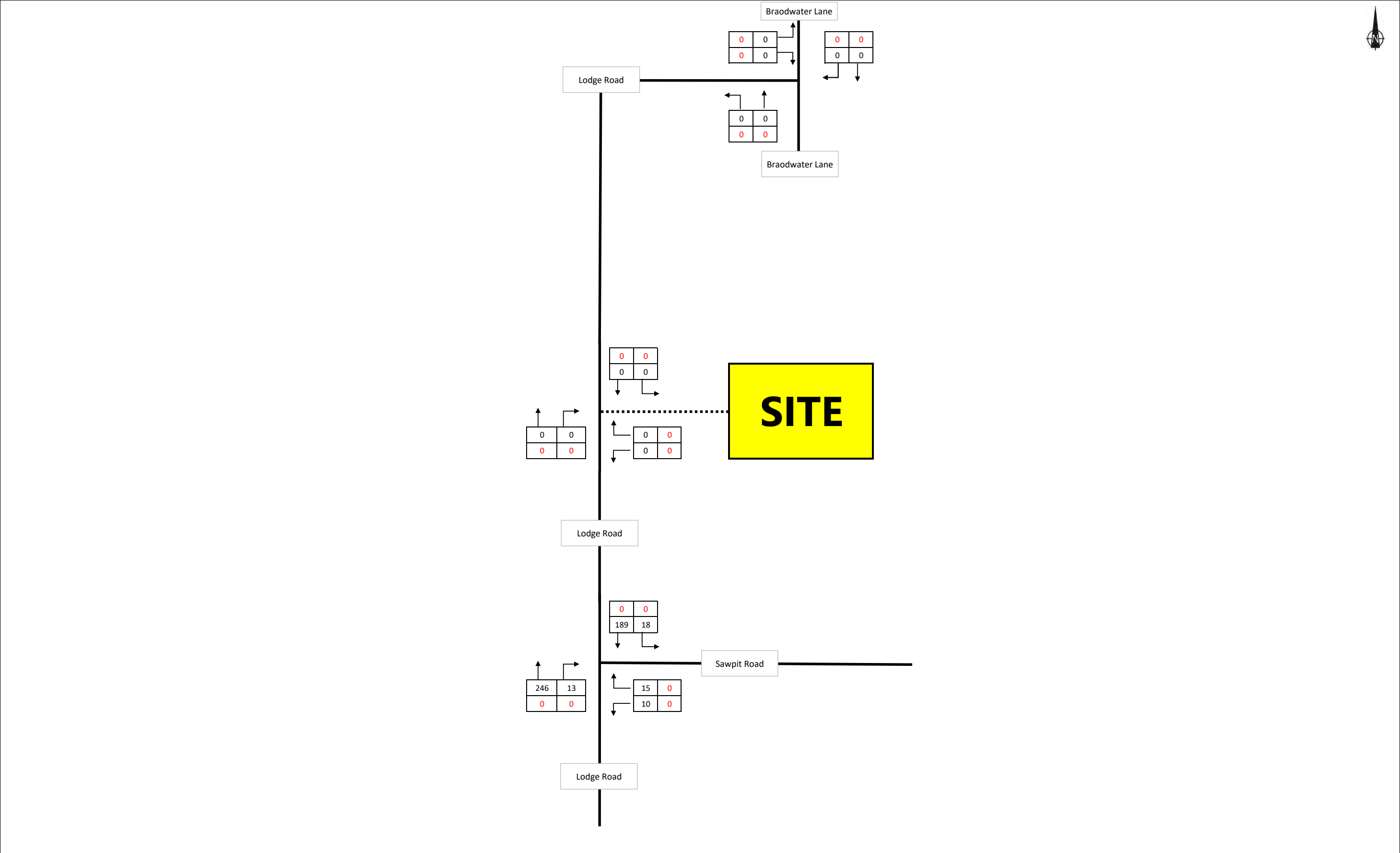


	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY TOTAL VEHICLES 500 =
Land East of Lodge Road, Hurst		
TFD9		
2038 DS (WSTM4) - AM Peak (0800-0900)		25 = HGVs

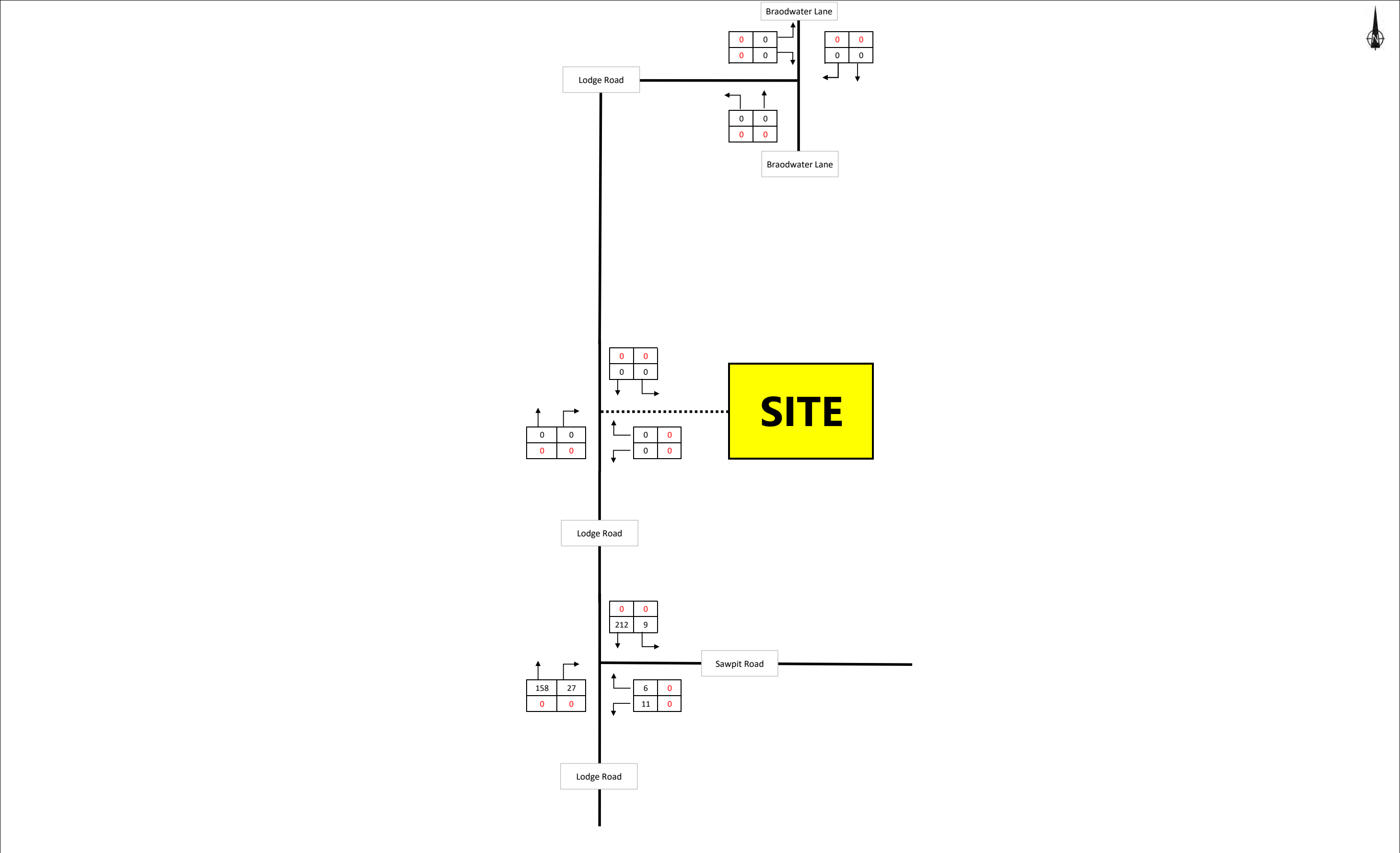


	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY TOTAL VEHICLES 500 =
Land East of Lodge Road, Hurst		
TFD10		
2038 DS (WSTM4) - PM Peak (1700-1800)		

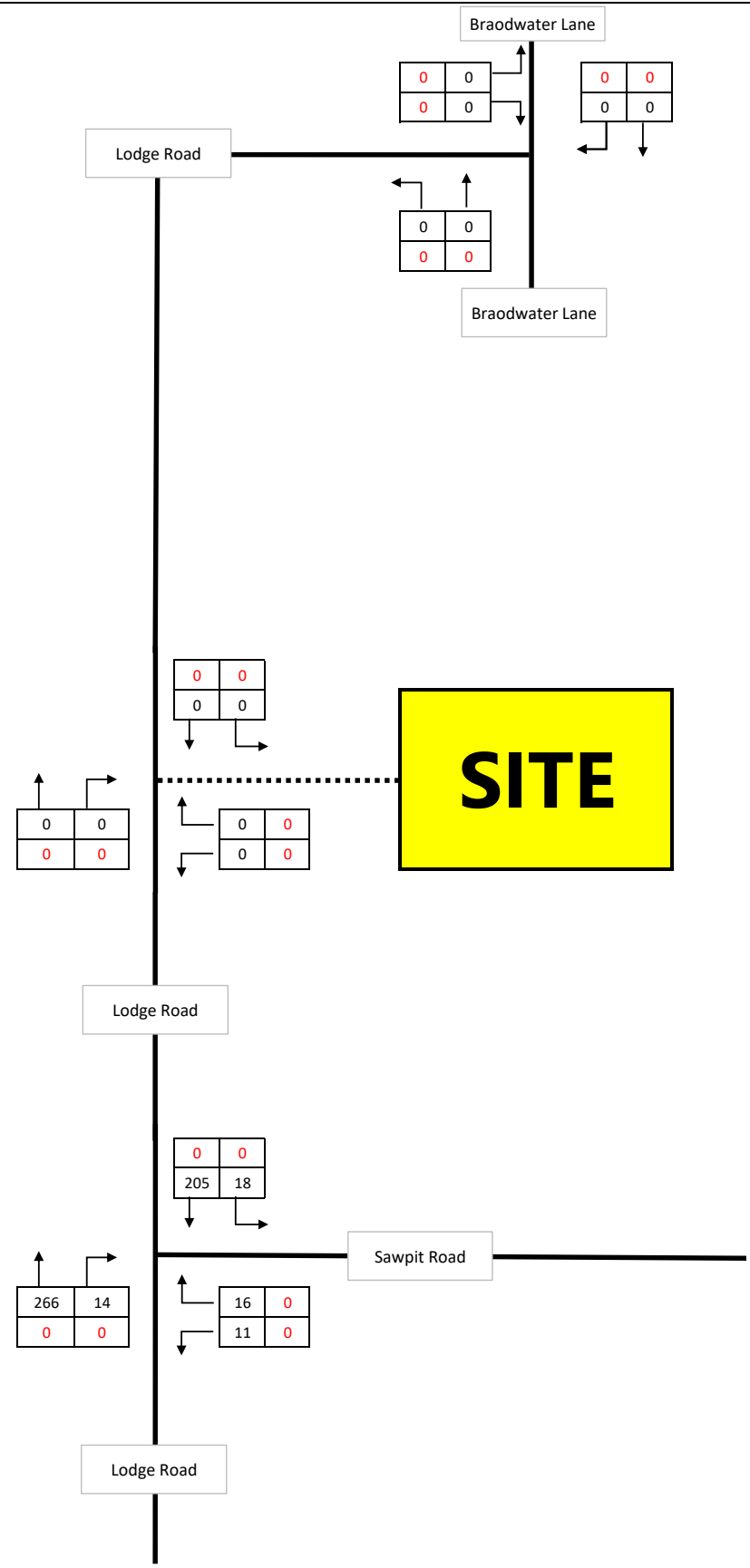
25 =	HGVs
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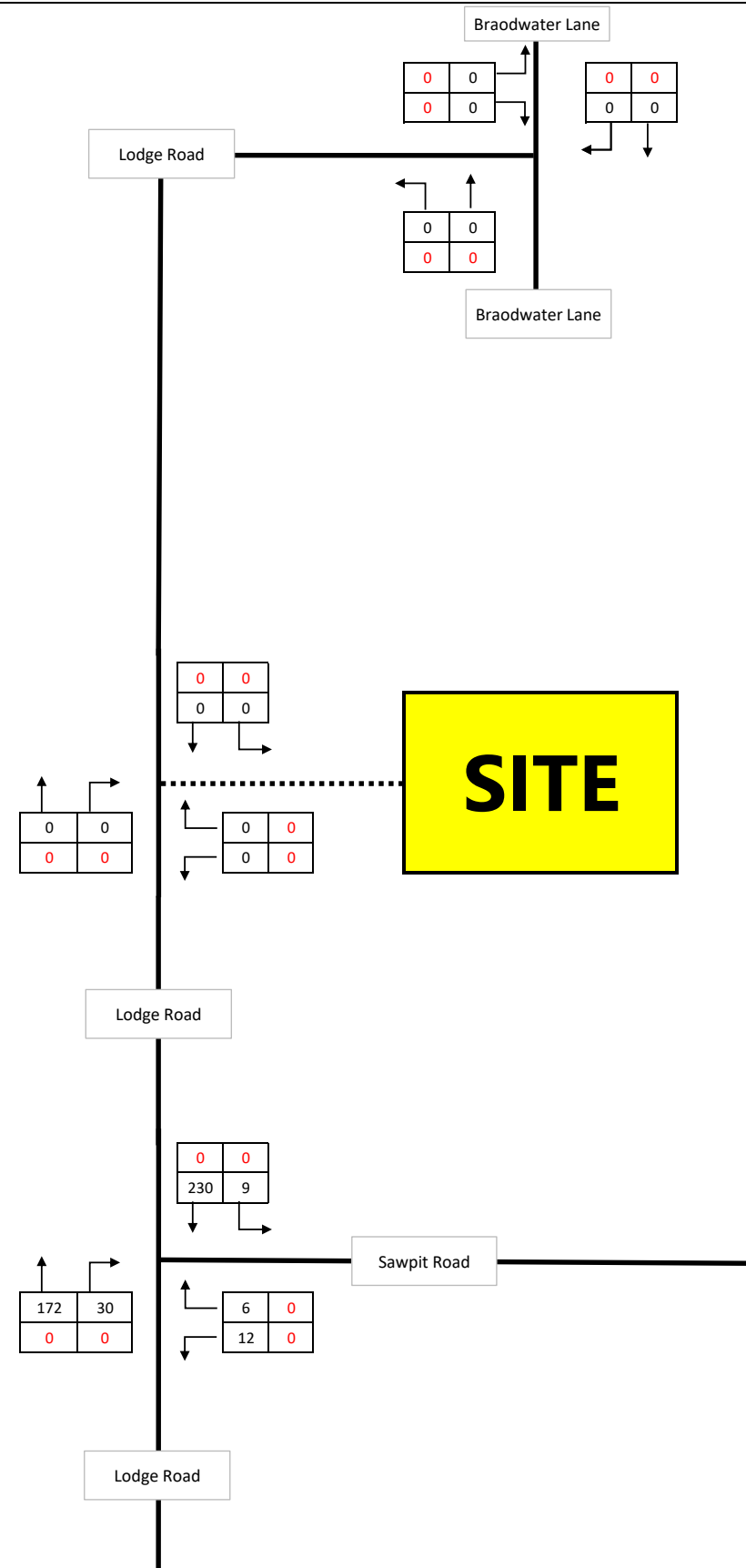
	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY TOTAL VEHICLES 500 = 25 = HGVs
Land East of Lodge Road, Hurst		
TFD11		
2026 Sensitivity Test + Development - AM Peak (0800-0900)		



	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY 500 = TOTAL VEHICLES 25 = HGVs
Land East of Lodge Road, Hurst		
TFD12		
2026 Sensitivity Test + Development - PM Peak (1700-1800)		



	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY
Land East of Lodge Road, Hurst		500 = TOTAL VEHICLES
TFD13		25 = HGVs
2038 Sensitivity Test + Development - AM Peak (0800-0900)		



	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY 500 = TOTAL VEHICLES 25 = HGVs
Land East of Lodge Road, Hurst		
TFD14		
2038 Sensitivity Test + Development - PM Peak (1700-1800)		