

**Land at Denham's Corner,
Horton Heath**

Transport Assessment

Land at Denham's Corner, Horton Heath

Transport Assessment

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DN/NS/24478-02 Transport Assessment

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1.0 INTRODUCTION

- 1.1 DTA Transportation (DTA) have been commissioned by Southern Strategic Land to provide highways and transport advice and to prepare this Transport Assessment (TA) to support an outline planning application for a residential development on Land at Denham's Corner, Horton Heath. A sketch layout is attached at **Appendix A**.
- 1.2 Pre-application advice has been provided by Hampshire County Council as the highway authority and a copy of the response is attached at **Appendix B**.
- 1.3 This report has been prepared in accordance with the National Planning Policy Framework (NPPF) December 2024. The NPPF document states that all developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment.
- 1.4 The structure of this report is as follows:

Chapter 2 – Policy Context

Chapter 3 – Existing Transport Conditions

Chapter 4 – Development Proposals

Chapter 5 – Travel Demand

Chapter 6 – Traffic Impact Assessment

Chapter 7 – Summary and Conclusions



2.0 POLICY CONTEXT

2.1 National Policy

National Planning Policy Framework

2.1.1 In December 2024, the Government published a revised National Planning Policy Framework (NPPF). This report should therefore be read in the context of the new NPPF.

2.1.2 Paragraph 116 of the NPPF is clear that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*.

2.1.3 Within this context, the NPPF identifies in Paragraph 117 that applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.1.4 Paragraph 118 of the NPPF goes on to state that: *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport*



assessment so that the likely impacts of the proposal can be assessed and monitored".

- 2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is "*...a presumption in favour of sustainable development*".

2.2 Local Guidance

Eastleigh Local Plan

- 2.2.1 Eastleigh Borough Council has started working on a review of their existing Local Plan 2016-2036, which was adopted in April 2022. The Eastleigh Borough Local Plan Local Development Scheme sets a timetable for this review. The reviewed plan will set out new and update existing policies to guide future developments within the Borough of Eastleigh and will be used to determine planning applications. It aims to meet the long-term housing needs of the area in a strategic and sustainable way.

- 2.2.2 A significant amount of housing developments have been allocated around Horton Heath in policy HH1.

- 2.2.3 In terms of transport and in the context of this site, the key policies are:

BO6 - Junction Improvement at Botley Road/ Bubb Lane roundabout (Denham's Corner)

- 2.2.4 These improvements will consist of enlarging the roundabout itself and widening to two lanes on the Winchester Road and Bubb Lane approach arms.

- 2.2.5 In addition, improvements to footpaths and cycleways will be needed to serve the new developments and to link to strategic recreational green routes. These are set out in the Eastleigh Borough Transport Statement 2012 and will be included in the Council's Infrastructure Delivery Plan.

- 2.2.6 Eastleigh Borough Council are committing £116,000-£199,000 to this scheme as stated in the Matter 6: Transport, Infrastructure and Delivery document. The roundabout is to be improved by a nearby major development under planning application reference: 0/15/75953. A plan of this scheme has been illustrated by i-Transport and has been attached in **Appendix C**.



2.2.7 The proposed development is located within close proximity to this junction, and so these improvements will benefit the site's accessibility greatly.

Eastleigh Local Cycling and Walking Infrastructure Plan

2.2.8 Local Cycling and Walking Infrastructure Plans (LCWIP), as set out in the Government's Cycling and Walking Investment Strategy, are a new, strategic approach to identifying cycling and walking improvements required at the local level.

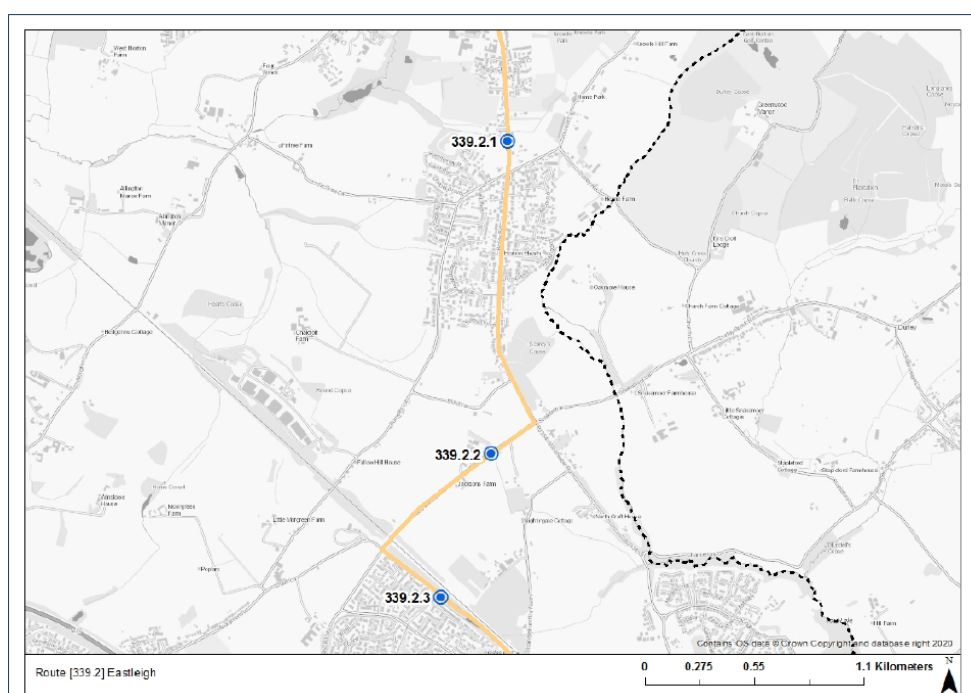
2.2.9 The LCWIP has been produced by Hampshire County Council and Eastleigh Borough Council officers, local interest groups and cross-party elected members, who have worked together to understand what improvements are needed.

2.2.10 The 10 walking and cycling principles in the LCWIP have been consulted upon.

2.2.11 Within the LCWIP Route 339 – Provides a link from Colden Common to Hound, this route is approximately 17.4km long. This route passes through a number of settlements, including: Fair Oak, Horton Heath, Hedge End and Bursledon.

2.2.12 Section 2 of the route includes Bubb Lane and Botley Road near to the site and the map extract is shown below in **Figure 1**.

Figure 1 - LCWIP 339.2 Fair Oak Extract



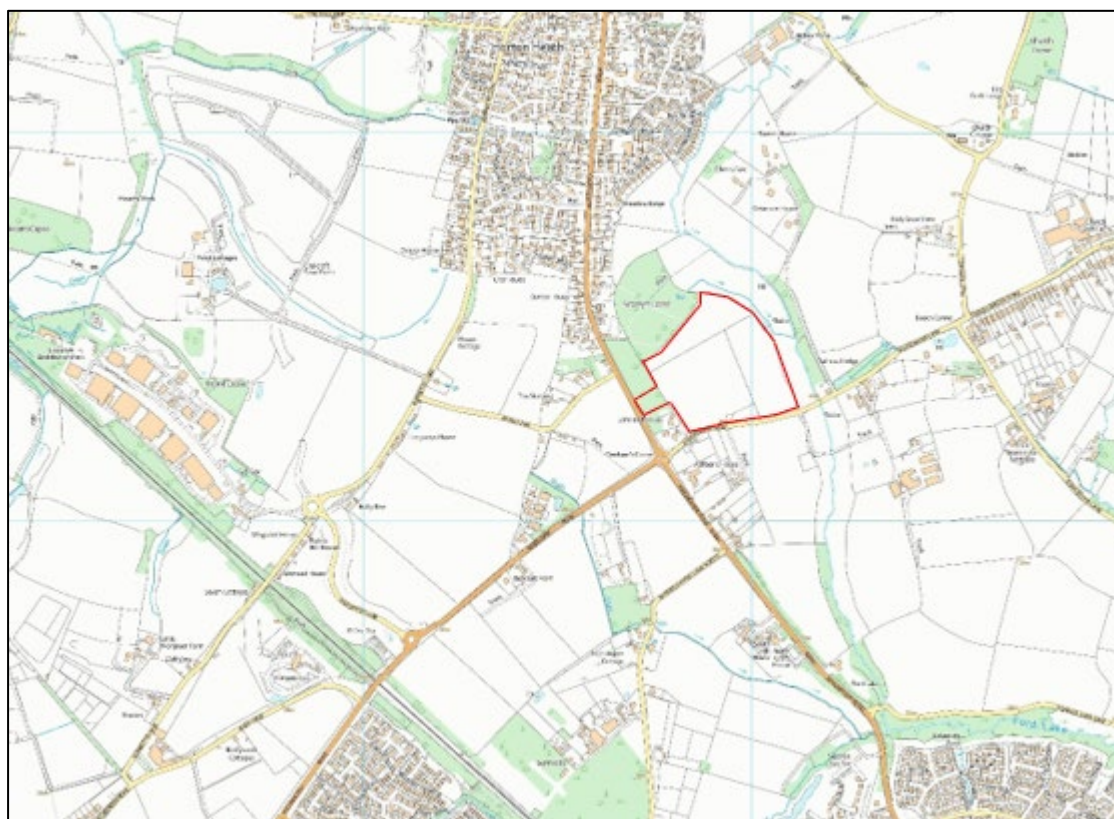


3.0 SITE ACCESSIBILITY

3.1 Site Location

3.1.1 The site is located within easy walking distance of Horton Heath and is approximately 6.4km to the south-east of Eastleigh and 8.8km north-east of Southampton. The site is bounded by the B3354 Botley Road to the west and Snakemoor Lane to the south (which leads into the B3342 Bubb Lane). At present the site is primarily open agricultural land. The location of the site is shown in **Figure 2**.

Figure 2 – Site Location



3.2 Active Travel

3.2.1 There is no footway provision currently along Snakemoor Lane, by the proposed site access. However, footway provision is provided on B3354 Botley Road, B3342 Bubb Lane and Durley Brook Road, all within close proximity of the site.

3.2.2 Public Right of Way paths 085/719/1 and 069/15/1 are located along the north and east boundary of the site, with various other PRoW paths in the local area.



3.2.3 National Cycle Route 23 is accessible approximately 5km to the west of the site near Southampton Airport Parkway railway station. This route provides connections to Southampton if followed south and Winchester if followed north.

3.2.4 As set out above, route 339 of the LCWIP passes along Bubb Lane and Botley Road near to the site.

3.3 Passenger Transport

Bus Services Provision

3.3.1 The nearest bus stops are located within 200m of the site access at the B3354/ B3342/ Snakemoor Lane roundabout. Bus stops are located on the B3354 Botley Road and Snakemoor Lane arms of this roundabout. These provide services 3 and 49 which are summarised in **Table 1** below.

Table 1 – Summary of Bus Services

Service No.	Route	Frequency		
		Mon-Fri	Saturday	Sunday
3	Southampton – Hedge End – Boorley Green – Fair Oak - Eastleigh	1hr	1hr	1hr 20mins
49	Bishops Waltham – Hedge End Park via Durley, Botley	Not frequent (NE bound only at 13:47 – SW bound at 13:47, 16:20, 17:20)	-	-

3.3.2 In addition to these, services 606 and 649 are not open to the public but allow students to travel to Barton Peveril College and Swanmore Technology College.

Rail Services Provision

3.3.3 Hedge End Railway Station is located approximately 1.25km to the south of the site. The station benefits from 54 sheltered cycle storage spaces, which are protected by CCTV, and 96 car parking spaces, with 4 accessible spaces available, ticket machines and waiting rooms.

3.3.4 Direct hourly rail services are available to London Waterloo and Portsmouth Harbour via South Western Railway.



3.4 Local Facilities and Amenities

3.4.1 Paragraph 4.4.1 of Manual for Streets (Dft, 2007) confirms that:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."

3.4.2 Page 20 of the National Design Guide clarifies that as a definition "walkable" is where local facilities are within walking distance, generally to be no more than a 10-minute walk (800m radius).

3.4.3 Table 3.2 of IHT's Providing for Journeys on Foot confirms that journeys on foot suggest that for commuting, walking to school and recreational journeys, distances of 2 km can be considered acceptable. This guidance dates from 2000 and it is generally accepted that the MfS approach of 2km walkable neighbourhoods is the most appropriate benchmark. A distance of 5km is typically considered the maximum distance where cycling can provide a reasonable alternative to the private car. **Appendix D** provides walking and cycling isochrones and those facilities within those distances.

Education

3.4.4 The proposed residential development will generate demand for education with the resulting trips to access the local schools. The closest primary school to the proposed development is Durley Church of England primary school located around 1.1km to the east. Fair Oaks Infants and Junior school are located around 1.7km to the north.

Local Retail

3.4.5 There is a Londis store at the petrol filling station in Horton Heath.



Employment

3.4.6 Chalcroft Business Park is located 2km to the west of the site providing some employment opportunities. Further employment is located around 3km to the south-west in the Hedge End area and this includes Herald Industrial Estate, supermarkets and retail units.

3.4.7 The site is located within the geographic middle super output area (MSOA) of Eastleigh 010. The modal split for this area is summarised in **Table 2** below.

Table 2 – Journey to work mode share (Eastleigh 010)

Mode of Transport	Percentage
Train	7%
Bus, Minibus or Coach	2%
Taxi	0%
Motorcycle, Scooter or Moped	1%
Driving a Car or Van	80%
Passenger in a Car or Van	5%
Bicycle	2%
On Foot	4%
Other Method of Travel to Work	0%

Health Practices

3.4.8 In terms of access to health provision, the closest GP Surgery is Stokewood located around 2.6km to the north-west of the site.

3.4.9 The nearest Dental Practice is Thurlow Dental located 1.5km to the north of the site.

3.5 Existing Transport Network

Local Highway

3.5.1 To the north, the B3354 Botley Road provides access to the M3 at Junction 11 via the B3335. This route provides access to multiple villages including Horton Heath, Fair Oak, Colden Common and Twyford. To the south, the B3354 Winchester Road leads into Botley via Boorley Green and provides access to the A334.

3.5.2 Snakemoor Lane (subject to a 40mph speed limit) runs along the site frontage and into the B3342 Bubb Lane to the west of the site, via a roundabout junction with the B3354 Botley Road. This provides access to Tollbar Way which makes the M27 accessible at Junction 7 by the Hedge End Interchange. East of the site, Snakemoor



Lane leads into Durley Brook Road, Durley Street and Winters Hill which give access to other local villages as well as the B2177 Winchester Road.

Existing Traffic Data

- 3.5.3 An automatic traffic count (ATC) was undertaken on Snakemoor Lane (east of the proposed site access) and the B3354 Botley Road from Tuesday 14th November to Monday 20th November 2023. A further ATC was undertaken on Snakemoor Lane (west of the proposed site access) from 30th January to Wednesday 5th February 2025. A copy of the data is attached at **Appendix E**. The five-day average vehicle flow and speeds are summarised below.

Table 3 – Five Day Average Vehicle Flows

B3354 Botley Road			
	Northbound	Southbound	Total
AM Peak (0800-0900)	526	462	988
PM Peak (1700-1800)	535	605	1140
AADT	6,790	7,084	13,874
Snakemoor Lane (east of site access)			
	Eastbound	Westbound	Total
AM Peak (0800-0900)	348	228	576
PM Peak (1700-1800)	221	324	563
AADT	2,945	2,985	5,930
Snakemoor Lane (west of site access)			
	Eastbound	Westbound	Total
AM Peak (0800-0900)	381	304	685
PM Peak (1700-1800)	200	394	594
AADT	3,193	3,449	6,642

Table 4 – Average Speeds and 85th Percentile Speeds (mph)

B3354 Botley Road		
	Northbound	Southbound
Average Speeds	33.9	33.2
85th Percentile Speeds	38.9	38.8
Snakemoor Lane (east of site access)		
	Eastbound	Westbound
Average Speeds	35.2	32.4
85th Percentile Speeds	40.1	37.1
Snakemoor Lane (west of site access)		
	Eastbound	Westbound
Average Speeds	24.8	20.7
85th Percentile Speeds	29.0	25.3

- 3.5.4 In addition to the ATC's, manual classified turning counts and queue length surveys were undertaken on Snakemoor lane/ Bubb Lane B3342 / B3354 roundabout on Tuesday 14th November 2023 and on Bubb Lane/ Chalcroft Way and Bubb Lane/



Tollbar Way on Thursday 30th January 2025.

Highway Safety

- 3.5.5 Personal injury collisions have been obtained from Hampshire County Council for the latest five-year period from 01/09/2019 and 31/08/2024. A copy of the data is attached at **Appendix F**.
- 3.5.6 There were 15 recorded collisions in the study area, of which 1 was serious and the remaining were slight in severity.
- 3.5.7 The serious collision occurred on the B3354 Botley Road at the junction with Blind Lane in 2019. The collision was recorded as car travelling along Blind Lane turns right into Botley Road failing to give way to motorcyclist travelling along Botley Road and collision occurs.
- 3.5.8 There was one slight collision on Snakemoor Lane outside of a cottage. The collision occurred in 2021 and involved a car clipping a pedestrian.
- 3.5.9 There were two collisions at the Snakemoor Lane/ Botley Road/ Winchester Road/ Bubb Lane roundabout. One collision occurred in 2024 when a car travelling from Botley Road to Snakemoor Lane lost control, crashed through signage, and then into dense hedges on Snakemoor Lane. The other collision occurred in 2020 and involved a bus and motorcycle. The collision was recorded as bus was approaching roundabout, expecting the motorcycle to move off and enter roundabout. The motorcycle did not move off and the bus collided with rear of motorcycle.
- 3.5.10 There were three slight collisions at the Bubb Lane/ Tollbar Way junction. One collision occurred in 2021 and involved a van turning right into the path of a car. One collision occurred in 2021 and involved a car turning right without giving way to a car. One collision occurred in 2021 and involved a car turning right into the path of a motorcycle.
- 3.5.11 There were two slight collisions at the Botley Road/ Knowle Lane/ Burnetts Lane junction. One collision occurred in 2023 and involved a e-scooter travelling along Knowle Lane lost control causing the driver to fall off. The other collision occurred in 2020 and involved a car where the driver suffered a medical episode and collided with the rear of another car waiting in front.



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- 3.5.12 There was one slight collision on Winchester Road just north of the junction with Shamblehurst Lane N which occurred in 2021 and involved a car losing control and enters ditch nearside.
- 3.5.13 There was one slight collision on Winchester Road northwest of the junction with Chancellors Lane which occurred in 2022 and involved a car losing control and colliding with a fence.



4.0 DEVELOPMENT PROPOSALS

4.1 Introduction

- 4.1.1 The proposals are for a residential development of up to 150 dwellings. The sketch layout is attached at **Appendix A**.

4.2 Site Access

- 4.2.1 The proposed site will be served via a priority junction arrangement on Snakemoor Lane, just east of the entrance junction to Lane End House. An eastern visibility splay of 2.4m x 56m is achievable based on the recorded 85th percentile speed of traffic. To the west distances of 88m are achievable to the roundabout, however, the recorded speeds only require a distance of 39m. The proposed site access is shown on **DTA Drawing 24478-01c**.

4.3 Pedestrian and Cycle Access

- 4.3.1 Pedestrian and cycle access will be granted via a separate point onto Botley Road. This will deliver a 3m shared use footway/ cycleway that will cater for the forecast demand and appropriate given the existing constraints. A new Puffin crossing will be provided to ensure safe crossing of Botley Road. Following pre-application discussions with the Highway Authority and provision of PV² calculations this form of crossing is agreed to be appropriate.
- 4.3.2 Associated to the crossing will be a new section of footway along the northern side of the Botley Road carriageway that will provide access to the southbound bus stop. These improvements will enhance a section of route highlighted within the LCWIP. The applicant would be willing to provide fair, reasonable and justified contributions towards further improvements to section 339.2 near to the site.
- 4.3.3 From a recent site visit, there are numerous locations where side road crossings would benefit from the installation of tactile paving and/ or dropped kerbs. Discussions will be held with the Highway Authority to understand whether contributions towards those improvements would be appropriate.



4.4 Travel Planning

4.4.1 A travel plan has been prepared under a separate cover to encourage sustainable travel and reduce the number of single occupancy car driver trips to/ from the site. The Travel Plan will include a package of hard and soft measures to promote and encourage take up of more sustainable modes of travel to the site.

4.4.2 Travel surveys will be undertaken within three months of site occupation and repeated a year later for at least a period of 5 years.

4.5 Car and Cycle Parking Provision

4.5.1 Car and cycle parking provision is set out in Eastleigh Borough Council's Parking Standards (2023). The car and cycle parking standards are set out in **Table 5** below.

Table 5 – EBC Residential Car Parking Standards

Property Size	Car Parking Spaces (per dwelling)			Cycle Storage (per dwelling)	
	with 50% or more unallocated spaces	with <50% unallocated spaces	Individual/ 'on plot' allocation	Long Term Secure storage	Short Term Communal storage
1 bed	0.75	1	1	1	1
2/3 bed	1.5	1.75	2	2	1
4+ bed	2.25	2.5	3	3	2

4.5.2 A minimum of 20% unallocated parking is required to cater for visitors.

4.5.3 As the application is in outline, the precise details of car parking will be detailed at the reserved matters stage.

4.6 Development Mobility Hub

4.6.1 The development proposes to deliver a new mobility hub in the centre of the site. This will include an area for managed electric bike hire, communal EV charging spaces, parcel delivery hub, space for pop up small event such as bike maintenance, local produce sales and finally a display board for public transport and local community information.

4.6.2 Due to the site being in reasonable cycling distance of the Hedge End retail and employment area, discussions will be held with Beryl Bikes and Voi (Breeze) to understand whether provision could be made through existing hire and rental



schemes.

- 4.6.3 It is understood that Co-wheels currently operates a car club in the area, and it is the intention that as part of the travel plan, discussions will be held with them regarding access to the scheme for future residents.



5.0 TRAVEL DEMAND

5.1 Residential Multimodal Demand

5.1.1 The residential person trip generation for the site has been estimated with reference to the TRICS database (online version 7.11.3). The TRICS database contains travel surveys of a wide range of development sites throughout the UK which are classified by land use (e.g., residential, employment etc) and key characteristics that would be expected to be influential on travel patterns.

5.1.2 For the proposed development, the database was interrogated for 'private housing' sites, as a worst-case scenario. The person trip rates and resulting person trips is presented in **Table 6** below on a per household basis and the outputs are attached at **Appendix G**.

Table 6 – Person Trip Rates

Time Period	Trip Rate			Trips		
	ARR	DEP	TOTAL	ARR	DEP	TOTAL
Pedestrians						
AM Peak (08:00-09:00)	0.039	0.113	0.152	6	17	23
PM Peak (17:00-18:00)	0.053	0.042	0.095	8	6	14
12 Hour	0.502	0.503	1.005	75	75	151
Cyclists						
AM Peak (08:00-09:00)	0.003	0.015	0.018	0	2	3
PM Peak (17:00-18:00)	0.01	0.007	0.017	2	1	3
12 Hour	0.061	0.065	0.126	9	10	19
Public Transport Users						
AM Peak (08:00-09:00)	0.003	0.028	0.031	0	4	5
PM Peak (17:00-18:00)	0.020	0.002	0.022	3	0	3
12 Hour	0.100	0.103	0.203	15	15	30

5.2 Residential Vehicular Trip Rates

5.2.1 The vehicle trip rates have been agreed with Hampshire CC during the pre-application process. The trip rates and resulting vehicle trips are presented in **Table 7** below and the outputs are attached at **Appendix G**.



Table 7 – Vehicle Trip Rates and Vehicle Trip Generation

Time Period	Vehicle Trip Rate			Vehicle Trip Generation		
	ARR	DEP	TOTAL	ARR	DEP	TOTAL
AM Peak (08:00-09:00)	0.156	0.382	0.538	23	57	81
PM Peak (17:00-18:00)	0.354	0.166	0.520	53	25	78
12 Hour	2.294	2.304	4.598	344	346	690

5.2.2 The proposed development is forecast to generate 81 two-way vehicle trips during the AM peak and 78 two-way vehicle trips during the PM peak.

5.3 Distribution and Assignment

5.3.1 The distribution has been agreed with HCC through the pre-application process. Distribution of development traffic has been assessed using the Census Journey to Work data (2011) for the Super Middle Output Area of Eastleigh 010 in which the site is located. A breakdown of the distribution trips from this area is summarised in **Table 8** below.

Table 8 – Destination Distribution from Eastleigh 010

Destination	Percentage
Eastleigh	30%
Southampton	25%
Winchester	15%
Fareham	7%
Portsmouth	4%
Test Valley	4%
New Forest	3%
Basingstoke and Deane	2%
Havant	1%
East Hampshire	1%
Gosport	1%
Other	7%
Total	100.0%

5.2.2 The traffic has been assigned to the local road network using the most direct route (shortest journey time) informed by the Google journey planner. The traffic has been distributed to the following routes set out in **Table 9**. The traffic flow diagrams are attached at **Appendix H**.



Table 9 – Traffic Distribution

Road		Percentage	Trips AM Peak	Trips PM Peak
Snakemoor Lane West	B3354 Botley Rd	34%	27	26
	B3354 Winchester Rd	15%	12	12
	B3342 Bubb Ln	50%	40	39
Snakemoor Lane East		1%	1	1
Total		100%	81	78



6.0 TRAFFIC IMPACT ASSESSMENT

6.1 Future Baseline Traffic Flows

6.1.1 The 2025 base traffic flows have been factored up to a future year of 2030. Local TEMPRO growth factors have been used for Eastleigh 010 (E02004721). The resulting factors are shown in **Table 10**.

Table 10 – TEMPRO Growth Factors

Year	AM Peak	PM Peak
2025-2030	1.0445	1.0436

6.2 Committed Developments

6.2.1 HCC have requested the following committed development sites are included in the future year assessments. The traffic flow diagrams are attached at **Appendix H**. DTA has reviewed each site in detail.

- Land to the northwest of Boorley Green (application reference O/12/71514).
- Chalcroft Farm and Horton Heath West (application reference O/20/89498).
- Land south of Snakemoor Lane, east of Winchester Road (Denham's Corner)
- Boorley Gardens, Botley (application reference O/15/75953).
- Woodhouse Lane (application reference O/18/83634).
- Winchester Road (application reference F/19/86233).

Land to the northwest of Boorley Green

6.2.2 This application was granted planning permission in 2012 for 1,400 dwellings and is fully built out. The development flows associated with this site are included within the junction counts.

Chalcroft Farm and Horton Heath West

6.2.3 This application is for a mixed-used development comprising up to 2,500 dwellings, local centre, employment and a primary school. Traffic flows associated with this development have been taken from the Transport Assessment (December 2020) Appendix L.



Land south of Snakemoor Lane, east of Winchester Road

- 6.2.4 This application was for five adaptable dwellings. It was dismissed at appeal in 2022 and is therefore not considered in the assessment.

Boorley Gardens, Botley

- 6.2.5 This application was granted planning permission in 2015 for up to 680 dwellings. Approximately 50% of the site has been built out and therefore half of the development traffic is already included within the junction counts. DTA has taken traffic flows associated with the remaining 50% from the Transport Assessment Update March 2016 Appendix H – Traffic Modelling Result Report.

Woodhouse Lane

- 6.2.6 This application was granted planning permission in 2019 for up to 605 dwellings. Traffic flows have been extracted from the Transport Assessment Volume 2 (July 2018) Appendix N comparing the traffic flows on each arm of Scenario 2 and Scenario 7.

Winchester Road

- 6.2.7 This application was granted planning permission in 2021 for 67 dwellings and retail and is fully built out. The development flows associated with this site are included within the junction counts.

6.3 Junction Assessments

- 6.3.1 For the operational assessment of the junctions industry standard software package has been used. Junctions 10 has the functionality to model both priority controlled 'T' junctions and roundabout junctions.

- 6.3.2 HCC has requested the following junctions are assessed:

- Proposed Site Access.
- Snakemoor lane/ Bubb Lane B3342 / B3354 roundabout.
- Bubb Lane B3342 / Chalcroft Way roundabout.
- Bubb Lane / Tollbar Way junction.



6.3.3 For robustness the junction assessments do not take account of reduction in flows through travel planning measures. The following scenarios have been modelled:

- 2025 Base.
- 2030 Base.
- 2030 Base + Committed Development.
- 2030 Base + Committed Development + Development.

Proposed Site Access

6.3.4 The proposed site access comprises of a three-arm priority junction. The junction has been modelled using the Picady module of Junctions10. The modelling results is summarised in **Table 11** and the outputs are attached at **Appendix I**.

Table 11 – Proposed Site Access Junction Modelling Results

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2030 Base + Development						
B-AC	0.2	12.30	0.18	0.1	10.90	0.08
C-AB	0.0	0.00	0.00	0.0	5.55	0.00

Arm A – Snakemoor Lane W, Arm B – Site Access, Arm C – Snakemoor Lane E

6.3.5 The results of the modelling show the junction is forecast to operate within capacity on all arms during the AM and PM peaks.

Snakemoor lane/ Bubb Lane B3342 / B3354 roundabout

6.3.6 This junction is a four-arm roundabout and has been modelled using the Arcady module of Junctions10. The modelling results is summarised in **Table 12** below and the outputs are attached at **Appendix I**.



Table 12 – Snakemoor lane/ Bubb Lane B3342 / B3354 Junction Modelling Results

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2025 Base						
Snakemoor Lane	2.5	34.15	0.72	4.0	45.77	0.82
Winchester Road	4.1	25.57	0.81	2.7	25.29	0.74
Bubb Lane	4.0	19.54	0.80	3.9	20.66	0.80
B3354	3.0	16.88	0.75	3.5	18.61	0.78
2030 Base						
Snakemoor Lane	3.5	46.10	0.79	6.5	70.89	0.90
Winchester Road	5.8	34.62	0.86	3.4	31.91	0.79
Bubb Lane	5.1	24.48	0.84	5.0	25.78	0.84
B3354	3.7	20.61	0.79	4.4	23.03	0.82
2030 Base + Development						
Snakemoor Lane	9.8	105.49	0.96	10.0	98.99	0.96
Winchester Road	7.5	45.26	0.90	4.1	37.39	0.82
Bubb Lane	6.1	28.93	0.86	6.8	34.18	0.89
B3354	4.2	22.82	0.81	5.9	30.24	0.87

6.3.7 Intercept adjustments have been included in the modelling to calibrate against the recorded queue survey. The results of the 2025 base scenario shows that the junction operates within capacity on all arms during the AM and PM peaks.

6.3.8 In the 2030 future year the junction continues to operate within capacity. With the development proposals the junction is forecast to operate near capacity on the Snakemoor Lane arm during the AM and PM peaks.

6.3.9 It is understood a mitigation scheme was identified as part of the Boorley Gardens planning application which included enlargement of the existing roundabout and improvements to the approach arms.

6.3.10 A junction assessment has been undertaken with the mitigation measures. The committed development sites have also been included in the assessment. The modelling results are summarised in **Table 13** and the outputs attached at **Appendix I**.



Table 13 – Snakemoor lane/ Bubb Lane B3342 / B3354 – Mitigation Junction Modelling Results

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2030 Base + Development						
Snakemoor Lane	0.6	6.52	0.38	0.7	7.15	0.42
Winchester Road	1.0	5.91	0.50	0.5	4.26	0.33
Bubb Lane	1.1	4.77	0.50	0.8	3.94	0.45
B3354	0.9	4.92	0.47	1.0	4.71	0.49
2030 Base + Committed Development + Development						
Snakemoor Lane	0.8	7.72	0.42	1.0	9.42	0.49
Winchester Road	2.3	9.91	0.70	0.7	4.98	0.42
Bubb Lane	1.4	5.71	0.56	1.2	4.93	0.55
B3354	1.3	5.96	0.56	1.4	6.07	0.59

6.3.11 It can be seen in **Table 13** that with the mitigation scheme in place the junction is forecast to operate within capacity during the AM and PM peaks.

Bubb Lane B3342 / Chalcroft Way roundabout

6.3.12 This junction is a three-arm roundabout and has been modelled using the Arcady module of Junctions10. The modelling results is summarised in **Table 14** below and the outputs are attached at **Appendix I**.

Table 14 – Bubb Lane B3342 / Chalcroft Way Junction Modelling Results

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2025 Base						
Bubb Lane (N)	1.7	6.94	0.62	1.2	5.59	0.54
Bubb Lane (S)	1.1	4.65	0.52	1.0	4.36	0.50
Chalcroft Way	0.2	3.83	0.13	0.2	3.68	0.13
2030 Base						
Bubb Lane (N)	1.9	7.56	0.65	1.3	5.94	0.56
Bubb Lane (S)	1.2	4.90	0.55	1.1	4.57	0.53
Chalcroft Way	0.2	3.93	0.14	0.2	3.78	0.14
2030 Base + Development						
Bubb Lane (N)	2.1	8.09	0.68	1.4	6.07	0.57
Bubb Lane (S)	1.3	4.98	0.55	1.2	4.74	0.54
Chalcroft Way	0.2	3.97	0.14	0.2	3.85	0.14
2030 Base + Committed Development						
Bubb Lane (N)	9.3	33.04	0.92	2.9	12.11	0.74
Bubb Lane (S)	3.7	10.33	0.78	4.3	11.56	0.81
Chalcroft Way	1.0	6.79	0.49	1.2	7.66	0.55
2030 Base + Committed Development + Development						
Bubb Lane (N)	12.3	42.20	0.94	3.0	12.66	0.76
Bubb Lane (S)	3.8	10.71	0.79	4.8	12.68	0.83
Chalcroft Way	1.0	6.89	0.49	1.3	7.95	0.56



6.3.13 The results of the 2025 base scenario show the junction operates within capacity on all arms during the AM and PM peaks. In the 2030 future scenario the junction is forecast to operate within capacity during the AM and PM peaks. With the development flows the junction is forecast to operate within capacity.

6.3.14 With the addition of the committed development sites the junction is forecast to operate within capacity, albeit with increased RFC, queuing and delay on the Bubb Lane (N) arm during the AM peak. With the addition of the development traffic, the RFC, queuing and delay increases marginally.

6.3.15 It is understood that a mitigation scheme was identified as part of the One Horton Heath application which included increasing the flare lengths on both Bubb Lane arms to 16m and the entry width on Bubb Lane South to 8m.

6.3.16 A junction assessment has been undertaken with the mitigation measures. The committed development sites have also been included in the assessment. The modelling results are summarised in **Table 15** and the outputs attached at **Appendix I**.

Table 15 – Bubb Lane B3342 / Chalcroft Way – Mitigation Junction Modelling Results

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2030 Base + Committed Development						
Bubb Lane (N)	3.2	10.97	0.76	1.6	6.79	0.62
Bubb Lane (S)	2.4	6.71	0.70	2.7	7.13	0.73
Chalcroft Way	1.0	6.80	0.49	1.2	7.66	0.55
2030 Base + Committed Development + Development						
Bubb Lane (N)	3.7	12.10	0.79	1.7	6.97	0.63
Bubb Lane (S)	2.5	6.86	0.71	2.9	7.54	0.74
Chalcroft Way	1.0	6.90	0.49	1.3	7.96	0.56

6.3.17 It can be seen in **Table 15** that with the mitigation scheme in place the junction is forecast to operate with reduced queuing and delay on the Bubb Lane arms.

Bubb Lane / Tollbar Way junction

6.3.18 This junction is a three-arm priority junction and has been modelled using the Picady module of Junctions10. The modelling results is summarised in **Table 16** below and the outputs are attached at **Appendix I**.



Table 16 – Bubb Lane B3342 / Tollbar Way Junction Modelling Results

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2025 Base						
B-AC	3.5	34.81	0.79	1.2	20.82	0.55
C-AB	0.5	8.83	0.34	1.9	18.52	0.65
2030 Base						
B-AC	5.0	48.12	0.85	1.6	25.40	0.61
C-AB	0.6	9.24	0.36	2.3	21.10	0.69
2030 Base + Development						
B-AC	5.4	51.80	0.86	1.8	26.95	0.64
C-AB	0.6	9.56	0.38	2.4	21.35	0.70

Arm A – Tollbar Way, Arm B – Bubb Lane, Arm C – Bubb Lane (N)

- 6.3.19 The results of the 2025 base scenario shows that the junction operates within capacity on all arms during the AM and PM peaks. In the 2030 future year the junction continues to operate within capacity. With the addition of the development flows the junction is forecast to continue to operate within capacity during the AM and PM peaks.
- 6.3.20 With the addition of committed development sites, the junction would operate over capacity with significant increases in queuing and delay.
- 6.3.21 It is understood that a mitigation scheme has been identified for this junction as part of the Land at Horton Heath application. The Addendum Transport Assessment (June 2021) proposed a signalised junction scheme.
- 6.3.22 The mitigation scheme has been considered using Linsig with the inputs into the model taken from the Addendum Transport Assessment Appendix V.
- 6.3.23 The committed development sites have also been included in the assessment. The modelling results are summarised in **Table 17** and the outputs attached at **Appendix I**.



Table 17 – Bubb Lane B3342 / Tollbar Way – Mitigation Junction Modelling Results

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Deg of Sat (%)	Mean Max Queue	Av. Delay per PCU (sec)	Deg of Sat (%)	Mean Max Queue	Av. Delay per PCU (sec)
2030 Base + Committed Development						
Tollbar Way Left Ahead	51.7%	6.6	4.8	98.2%	41.0	54.2
Bubb Lane Right Left	61.7%	5.2	11.9	51.7%	5.9	29.4
Bubb Lane (N) Ahead Right	85.3%	17.6	11.5	104.5%	44.9	116.8
2030 Base + Committed Development + Development						
Tollbar Way Left Ahead	51.7%	6.6	4.8	103.6%	60.9	115.2
Bubb Lane Right Left	62.6%	5.4	12.0	50.9%	6.1	27.6
Bubb Lane (N) Ahead Right	86.7%	18.8	12.4	99.3%	23.9	56.8

6.3.24 The results of the junction modelling shows that the junction would operate with less queuing and delay compared to if the junction continued operating as a priority junction.



7.0 SUMMARY AND CONCLUSIONS

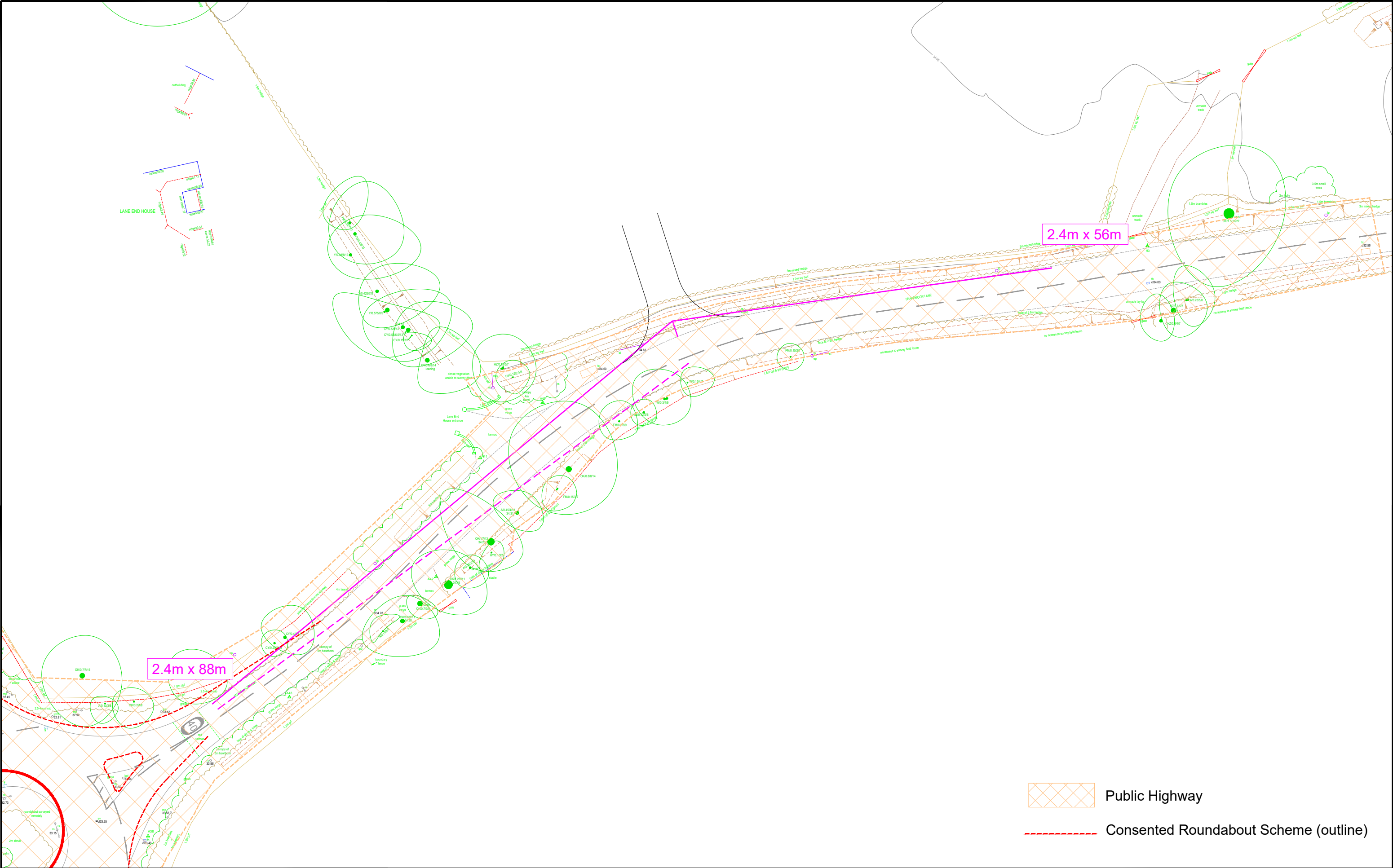
7.1.1 This Transport Assessment has been produced in relation to the proposed residential development located on land off Snakemoor Lane, Denhams Corner.

7.1.2 This report has assessed the impact of the development on the local transport network, and demonstrates the following:

- The site is shown to be well served for pedestrian, cyclist and public transport infrastructure.
- Key amenities are accessible within the recommended walking and cycling distances;
- A review of the latest five-year personal injury collision data for the surrounding area does not indicate any existing highway safety issues that would warrant mitigation as part of the development;
- The site access arrangements are considered to be safe and suitable to accommodate the proposed development;
- Predicted trip generation will be negligible during peak periods and there will be no discernible impact on the local road network as a result of the development; and

7.1.3 Overall, the development would accord with the aims of the NPPF. Safe and suitable access is achievable by all modes of travel. The development would not result in an unacceptable impact on highway safety nor a severe cumulative impact on the road network.

Drawings



Public Highway

Consented Roundabout Scheme (outline)

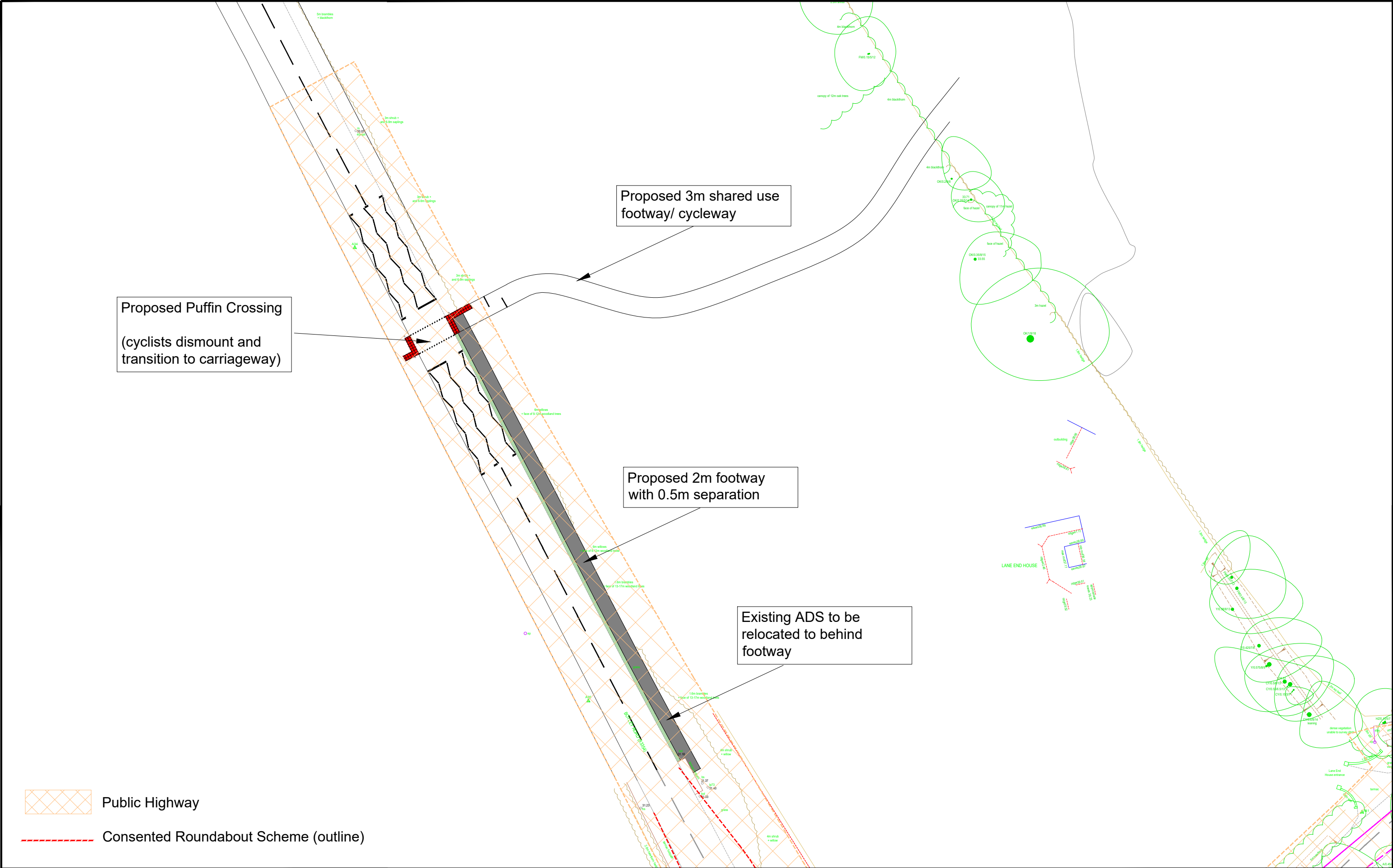
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REV	DESCRIPTION	DRAWN	INITIALS	DATE



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JOB TITLE Horton Heath		CLIENT MANDG	
DRAWING TITLE Potential Site Access Location			
SCALE 1: 500@A3	DRAWN BY DN	DATE May 25	DRAWING No 24478-01
			REVISION C



Appendix A



NORTH 0 10.0 30.0 50.0 100.0 125.0m The copyright of this drawing is vested with Corstorphine & Wright Ltd and must not be copied or reproduced without the consent of the company.	<table><tr><th>Rev.</th><th>Description</th><th>Date</th><th>By</th><th>Chk.</th></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr></table>	Rev.	Description	Date	By	Chk.						Client Southern Strategic Land LLP Project Denhams Corner Horton Heath Drawing Title Illustrative Masterplan Drawing Status PLANNING	Corstorphine & Wright Fordingbridge Studio 27 Greenhouse Studios, Fyfe Court Road, Fordingbridge, SP6 1QX 01420 850000 corstorphine-wright.com Revision P-00 Drawing No. 23063-0203 <table><tr><td>Drawn SL</td><td>Checked DH</td><td>Paper Size A2</td><td>Scale 1:1250</td><td>Date 08.05.25</td></tr></table>	Drawn SL	Checked DH	Paper Size A2	Scale 1:1250	Date 08.05.25
Rev.	Description	Date	By	Chk.														
Drawn SL	Checked DH	Paper Size A2	Scale 1:1250	Date 08.05.25														

Appendix B

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Enquiries to Zara Rogers

My reference 6-3-9-339

Direct Line

Your reference

Date 10th December 2024

E-mail EastleighDC@hants.gov.uk

For the attention of Dave Neal

Dear Sirs

Subject: Land at Denham's Corner, Horton Heath, Pre-app

This pre-application enquiry is supported by a pre-application scoping note and associated drawings for consideration

The application site under consideration is situated on and within a parcel of land to the north of Snakemoor Lane and west of the B3354 Botley Road, with the proposed development comprising of the development of up to 150 dwellings.

The observations and remarks provided within this pre-application enquiry response are based on the limited information available at this stage and are therefore offered without prejudice to any future comments that may be made regarding this enquiry or any outline or detailed future applications that may come forward.

Sustainable Accessibility:

The submitted scoping note contains little information regarding the sustainable access to the site. It notes that there is no footway provision by the proposed site vehicular access, but there is an existing footway present on the B3354 Botley Road. The closest bus stops are located at the B3354/B3342/Snakemoor Lane roundabout, c.200m from the site access. This is served by services 3 and 49, which provide an hourly service between Southampton and Eastleigh. Hedge End Rail station is located c.1.4km to the south of the site as the crow flies, however, this distance is c.2.3km when travelled.

In any future submission the walking and cycling provision in the vicinity of the site and to key locations such as schools and shops should be assessed via a WCHAR and the Healthy Streets indicators. Narrative should be provided on the locations along these routes where substandard provision exists as set out within the Highway Authority's TG10. Improvements to increase the healthy streets score and improve compliance with TG10 and LTN1/20 should be identified through this review process.

In terms of sustainably located development, Active Travel England have some useful elements in their guidance (Active Travel England Standing Advice Note: Active travel and sustainable development (publishing.service.gov.uk), stating the following should be within 800m (that is, c.10 mins walk; noting that for a 20min neighbourhood, walking distances should be 10mins, as it's there and back). The guidance states: 'Local amenities may include but not be limited to':

- A food shop which sells fresh fruit and vegetables;
- A park or green space;
- An indoor meeting place (pub, café, community centre, place of worship);
- A primary school;
- A post office or bank; and
- A GP surgery
- The local pub - The Brigadier Gerard

Their guidance also reinforces 400m to a bus stop.

Furthermore, it should be noted that the B3354 and B3342 form part of the LCWIP (local cycling, walking, infrastructure plan) for Eastleigh. This should be considered in any future application, not only in terms of tying into this future route, but also in terms of reasonably contributing towards its delivery. For more information, please use the following link [Borough of Eastleigh Draft local cycling and walking infrastructure plan: LCWIP](#)

Personal Injury Accident (PIA) Data:

No PIA data has been provided. In any future submission PIA data should be provided for the latest 5-year period, obtained from Hampshire Constabulary.

collision.records@hampshire.pnn.police.uk

Botley Road/Bubb Lane Roundabout improvements:

It is noted that the scoping note included the proposed improvements to the Botley Road/Bubb Lane Roundabout. In any future submission, these improvements should be considered within any access/sustainable mode proposals and modelling. Delivery of these improvements is currently progressing through the S278 process, with inevitable tweaks to the in-principal design secured at the Boorley Gardens planning stage. It is recommended that the Highway Authority is contacted again prior to progressing any design work in this location, requesting the latest General Arrangement drawing at that time to ensure all design proposals are coordinated.

Development proposal:

The proposed development consists of a residential development of up to 150 dwellings, with a new access of Snakemoor Lane, with an additional pedestrian and cycle access on to the B3354 Botley Road.

Site Access:

A new access is being proposed off Snakemoor Lane, to the east of the entrance to Lane End House. This will take the form of a 5.5m wide access with an 8m radii. Visibility splays of 2.4m x 90m have been shown; however, visibility splays should be calculated using the HCC TG3 calculator and based on 85th percentile of measured speeds. Upon review of the submitted ATC data, the 85th percentile of speeds would be more than the 90m shown. The location of ATC 2 appears broadly appropriate for calculating the eastern (looking left from the proposed access) visibility splay. The eastern visibility splay should be shown in the vertical plane also, given the presence of a crest in the road alignment; a topographical survey will be required. Given the presence of the roundabout to the west of the proposed site access, speeds are likely to be lower than that shown at “*site 2 ATC*” for the western visibility splay. It is recommended that an additional ATC survey is carried out a short distance east of the roundabout exit to ascertain appropriate western (looking right from the proposed access) visibility requirements. The location of the access on the outside of the bend appears to be the optimal place to maximise visibility.

Tracking of a refuse vehicle entering and exiting the site access has been provided. Whilst this appears to be achievable, junction markings should be added for context. Furthermore, additional tracking of two-way movements at the access should be provided, in accordance with HCC TG2 guidance.

Pedestrian/Cycle Access:

A pedestrian and cycle access is being proposed on the B3354 Botley Road, which will provide a 1.5m footway to the Bus stop on the eastern side of Botley Road, with a proposed puffin crossing linking to the existing footway on the western side of Botley Road. Upon review the Highway Authority would like to make the following comments.

Due to Botley Road being subject to a 40mph speed limit, in accordance with HCC TG10 guidance a 1.5m separation should be provided from a footway to the road. Furthermore, a 1.5m footway is not acceptable and a minimum footway of 2m should be provided. If there are any constraints preventing this, then this should be noted within any design proposals.

However, noting the above, this access is being promoted as a pedestrian and cycle access, and therefore any proposed infrastructure should be designed to accommodate both pedestrians and cyclist in accordance with LTN 1/20 and HCC TG10 guidelines. Additionally, further consideration should be given to the existing infrastructure ensuring that this is improved where required, to encourage sustainable travel. Given the speed limit and traffic flows on Botley Road, LTN 1/20 classes cycles mixing with traffic here “as suitable for few people and will exclude most potential users and/or have safety concerns”. Cycle access for all should be provided and, as

a minimum, tie into the existing provision on Bubb Lane. Consideration should also be given to the suitability of the existing provision on Bubb Lane. Finally, cycle access to the north, connecting to the catchment schools (both primary and secondary), the nearest shop and community facilities, etc will be important. The applicant could consider utilising and upgrading the PRow that runs along the northern boundary of the site to provide pedestrian and cycle access to the facilities within Horton Heath, as this lands with the 30mph section of Botley Road.

Furthermore, the highway boundary should be requested from highway.asset.management@hants.gov.uk, and should be explored to ensure sufficient space to implement the proposals is available.

Subsequently, as the scheme proposes a new puffin crossing across the B3353 Botley Road, the Highway Authority have sort initial comments from ITS colleagues, which are set out below;

- Justification for the crossing is required through a P_mV^2 assessment is required, which will take into account factors such as vehicle flows, speed of the road and the predicted number of pedestrians crossing to provide a good indication whether the crossing is justified.
- Stopping sight distances (SSD) and forward visibility based on 85th percentile of measured speeds should be shown on the submitted drawings. Maintenance of vegetation will need to be considered to keep visibility clear to the traffic signal heads.
- Street lighting would be required to ensure drivers can see pedestrians on and in the vicinity of the pedestrian crossing. As per 15.18.2 of the TSM Chapter 6 *'Good Street lighting will reduce the majority of the problems related to extraneous light sources. Advice from a competent lighting engineer should be sought to ensure that street lighting to 'BS 5489-1:2013: Code of practice for the design of road lighting' is used at all pedestrian crossing sites. The Institution of Lighting Professionals also publishes guidance I Technical Report No. 12 'Lighting of Pedestrian Crossings'.*
- A power supply is required to provide electrical supply to the traffic signals. The power supply will have to be provided in a position which is adjacent to the traffic signal controller.
- The traffic signal controller should be positioned in a location close to the crossing and preferably 4.5m back from the carriageway.
- A suitable drainage system is required to ensure surface water is collected. Care should be taken to ensure that dropped kerbs are installed in such a way that excess water does not collect at the crossing point.
- A vehicle maintenance bay would be required for future maintenance of the pedestrian crossing. The lack of this facility will increase risk of unsafe parking and potential obstruction of the footway. The vehicle maintenance bay should be installed after the pedestrian crossing (in the direction of travel so visibility to the nearside primary signal head is maintained).
- Relocation of hazard sign (junction ahead).

- 3m should be provided between the stop line and nearest pedestrian studs.
- Signal poles should be installed 0.5m off the carriageway edge whilst maintaining a footway width of 2m as a minimum.
- The carriageway on both approaches to signals, up to the pedestrian studs should be resurfaced with a high PSV wearing course (min. +68 PSV) rather than use of HFS (HFS considered maintenance liability). The 85th percentile speed will determine the length of the PSV wearing course and should be a minimum of 50m in length on each approach up to the pedestrian studs.
- A dropped kerb with a field gateway access is visible on the western footway. Although the gateway looks abandoned, confirmation whether this is in use or could be used in future shall be determined, as this will impact the potential new pedestrian crossing.

Internal Layout:

Little information has been provided at this time regarding the internal site layout, and it is not clear if this would form part of any future application. As such, in any submission seeking approval of the internal arrangements, further information should be submitted for the internal layout. This should include:

- RSA (Road Safety Audit)
- Geometry and dimensions of the internal access roads
- Junction visibility splays and forward visibility splays
- Tracking – in accordance with HCC TG2 guidance for a range of vehicular movements.

However, upon an initial review of the sketch provided, the Highway Authority would like to make the following comments:

- The internal layout as currently designed may struggle in some areas to accommodate large vehicle turning. However, this should be confirmed by associated tracking in accordance with HCC TG3 guidance.
- Any internal footways should terminate and not lead down to the access bellmouth given that there is no pedestrian access from the site vehicular access.
- Where possible, pedestrian priority crossings should be provided at junctions within the development. If not, tactile paving at all junctions should be provided.
- The presence of a path at the southeast corner of the site onto Snakemoor Lane is noted. It is assumed that this is for cyclist only, however, this should be made clear. Suitable visibility splays onto Snakemoor lane should be provided.
- It is recommended that any future internal layout designed is designed in accordance with the requirements as set out within HCC TG documents.

RSA (Road Safety Audit):

No RSA has been undertaken at this time. During any future submission, a Stage 1 RSA should be undertaken for the site access, all pedestrian/cycle accesses, the internal layout if forming part of any future application and any mitigation works on existing highway.

Parking:

Parking is a matter to be considered by Eastleigh Borough Council, as the Local Planning Authority to ensure the proposed parking falls in line with their adopted standards.

PROW:

It is noted that there is a Public Right of Way (PROW), Footpath 15/ Footpath 719, adjacent to (and possibly encroaching within) the proposed red line boundary. Comments should be sent from HCC's Countryside Service Team (countryside.planning@hants.gov.uk). A connection to this PROW is recommended. Potential upgrades could be required given this appears to provide access close to bus stops on Snakemoor Lane in the south (although noting there are no existing pedestrian facilities on this section of Snakemoor Lane) and an alternative route to Botley Road in the north; further investigation of the route and condition of this PROW should be undertaken.

Consideration should be given to upgrading the footpath to allow for cyclists. Especially given the location of the footpath terminating in the 30mph zone of Botley Road.

Travel Plan:

A Framework Residential Travel Plan should be provided as part of any future application submission.

Traffic Generation:Trips:

The TRICS database has been used to estimate the proposed number trips associated with this proposed development. The forecast indicates that the site will result in 75 AM two-way peak trips and 85 PM Peak trips. However, the parameters used within the Trips assessment (TRICS database of results) should be submitted for a further review before the Highway Authority can confirm that the trips assessment is acceptable.

Distribution and Assignment:

The distribution of development traffic has been assessed using the Census Journey to work data 2011 for the super middle output area of Eastleigh 010. Google maps has subsequently been used to assign this onto the local road network using the

most direct route. Whilst this method is acceptable to the Highway Authority, in any future submissions the raw data and distribution stick diagrams should be submitted for review for the Highway Authority to assess and provide confirmation that this is acceptable.

Committed Developments:

The applicant has proposed the following committed developments to be included for future year assessments:

- Land to the northwest of Boorley Green, O/12/71514
- Chalcroft Farm and Horton Heath West (One Horton Heath, O/20/89498)
- Land south of Snakemoor Lane, east of Winchester Road (Denham's Corner)

For confirmation, the planning application numbers for the above site should be included in any future application. However, the Highway Authority would request the following committed developments are also included:

- Boorley Gardens, Botley - O/15/75953
- Woodhouse Lane - O/18/83634
- Winchester Road - F/19/86233

Modelling:

Confirmation on the exact junctions that would be required to be modelled will be confirmed on agreement of traffic generation, distribution and assignment.

Summary:

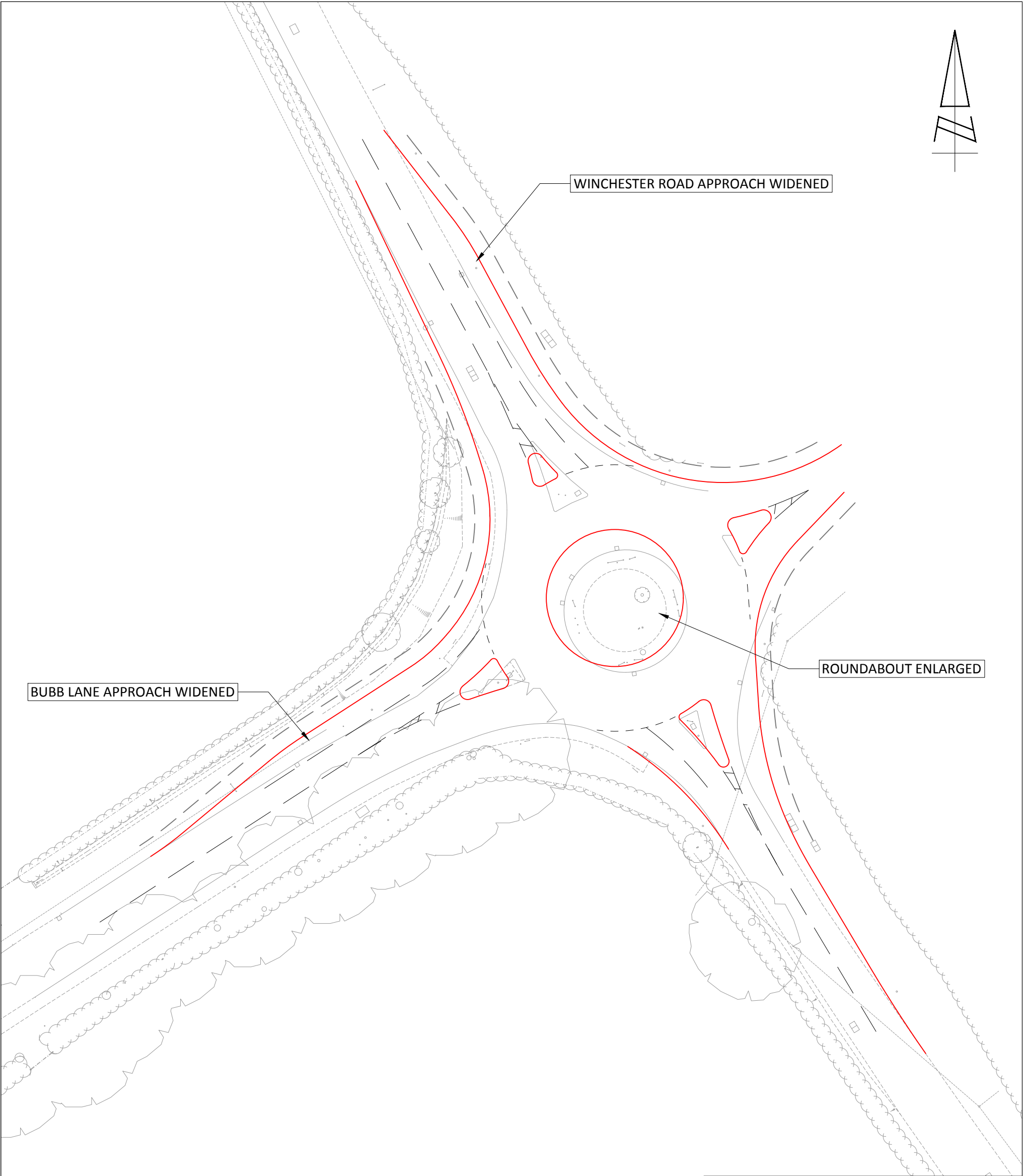
In line with the details provided above, any application coming forward will require careful design in regard to demonstrating suitable access and internal site layout (if applicable), which should be supported by a Transport Assessment and associated drawings alongside a Framework Travel Plan.

I trust that the above is clear but please contact Zara Rogers should you need further information.

Yours sincerely

Zara Rogers – Transport Planner – Highway Development Planning – Hampshire
2050

Appendix C



REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

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CLIENT:

MILLER / GLEESON / WELBECK

B	07.01.16	MC	MINOR AMENDMENTS	TW	MG
A	13.11.15	MC	ROUNDAABOUT REVISED	TW	MG
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS:

ISSUE

SCALE @ A3:	CHECKED:	APPROVED:
1:500	TW	MG
FILE REF:	DRAWN:	DATE:
ITB11055	MC	NOVEMBER 2015
DRAWING No:	ITB11055-GA-203	
PROJECT No:	ITB11055	REV: B



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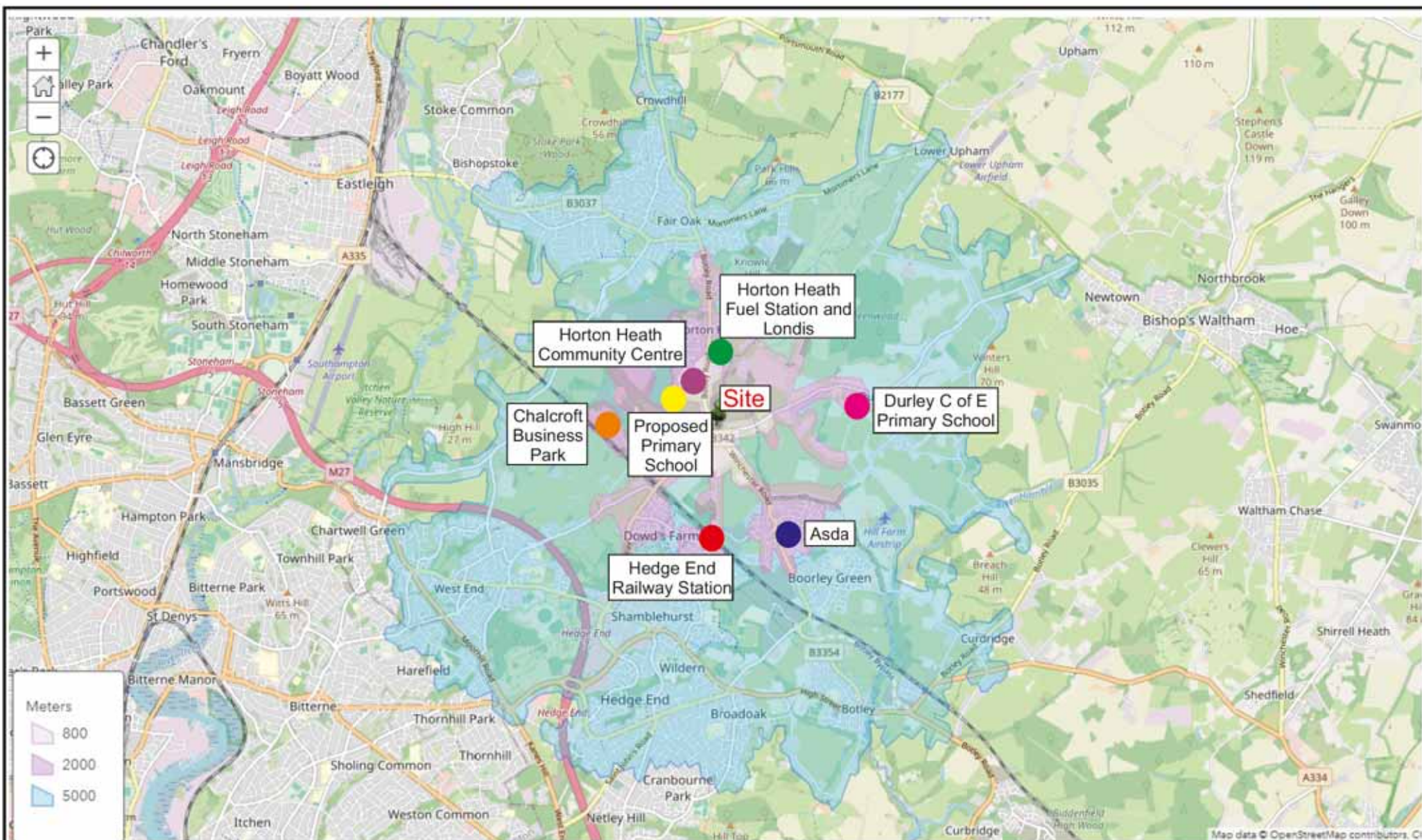
TITLE:

POTENTIAL IMPROVEMENT TO
B3354 WINCHESTER ROAD / B3342 BUBB LANE

PROJECT:

BOORLEY GARDENS, BOORLEY GREEN

Appendix D



Appendix E

14074 DENHAMS CORNER										
JANUARY/FEBRUARY 2025					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 14074001	Snakemoor Lane Denhams Corner (East of B3354) 50.942942, -1.292467	Channel: Eastbound	Thu 30-Jan-25	Wed 05-Feb-25	40	20585	3193	2941	29.0	24.8
		Channel: Westbound	Thu 30-Jan-25	Wed 05-Feb-25		21978	3449	3140	25.3	20.7

14074		DENHAMS CORNER					Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)				
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Eastbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Thu 30-Jan-25															
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	
02:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
04:00	9	1	6	2	0	0	0	0	0	0	0	0	0	0	
05:00	17	0	14	2	0	0	1	0	0	0	0	0	0	0	
06:00	77	0	65	12	0	0	0	0	0	0	0	0	0	0	
07:00	357	4	300	51	0	0	1	0	1	0	0	0	0	0	
08:00	352	3	311	35	0	0	3	0	0	0	0	0	0	0	
09:00	222	1	195	25	0	0	1	0	0	0	0	0	0	0	
10:00	165	1	143	19	1	0	1	0	0	0	0	0	0	0	
11:00	193	4	162	23	0	1	1	0	2	0	0	0	0	0	
12:00	199	5	179	14	0	1	0	0	0	0	0	0	0	0	
13:00	171	1	149	19	0	1	0	0	1	0	0	0	0	0	
14:00	210	1	185	21	0	1	1	0	1	0	0	0	0	0	
15:00	260	2	241	17	0	0	0	0	0	0	0	0	0	0	
16:00	217	3	200	11	0	1	1	0	0	0	1	0	0	0	
17:00	208	0	190	18	0	0	0	0	0	0	0	0	0	0	
18:00	157	0	146	10	0	0	1	0	0	0	0	0	0	0	
19:00	147	1	137	8	0	0	1	0	0	0	0	0	0	0	
20:00	91	2	82	7	0	0	0	0	0	0	0	0	0	0	
21:00	64	0	59	5	0	0	0	0	0	0	0	0	0	0	
22:00	28	0	27	1	0	0	0	0	0	0	0	0	0	0	
23:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2711	25	2401	263	1	5	10	0	5	0	1	0	0	0	
16H,6-22	3090	28	2744	295	1	5	11	0	5	0	1	0	0	0	
18H,6-24	3130	28	2783	296	1	5	11	0	5	0	1	0	0	0	
24H,0-24	3168	29	2812	303	1	5	12	0	5	0	1	0	0	0	

14074		DENHAMS CORNER					Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)				
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Fri 31-Jan-25															
00:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
01:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
02:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
03:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
04:00	4	0	3	0	0	0	1	0	0	0	0	0	0	0	
05:00	15	0	12	2	1	0	0	0	0	0	0	0	0	0	
06:00	76	0	60	15	0	0	0	0	1	0	0	0	0	0	
07:00	261	2	225	32	0	1	0	0	0	0	0	1	0	0	
08:00	306	0	276	28	0	0	1	0	1	0	0	0	0	0	
09:00	199	0	164	34	0	1	0	0	0	0	0	0	0	0	
10:00	172	3	142	24	0	0	3	0	0	0	0	0	0	0	
11:00	167	2	148	17	0	0	0	0	0	0	0	0	0	0	
12:00	229	2	200	27	0	0	0	0	0	0	0	0	0	0	
13:00	215	0	188	22	0	3	0	0	2	0	0	0	0	0	
14:00	237	5	214	17	0	0	0	0	1	0	0	0	0	0	
15:00	281	0	249	29	0	2	0	0	1	0	0	0	0	0	
16:00	278	1	262	13	0	2	0	0	0	0	0	0	0	0	
17:00	192	1	184	6	0	0	1	0	0	0	0	0	0	0	
18:00	165	1	155	8	0	0	0	0	1	0	0	0	0	0	
19:00	149	1	142	5	0	0	0	0	1	0	0	0	0	0	
20:00	88	2	79	6	0	0	1	0	0	0	0	0	0	0	
21:00	73	0	67	5	0	0	1	0	0	0	0	0	0	0	
22:00	45	0	43	2	0	0	0	0	0	0	0	0	0	0	
23:00	35	0	34	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2702	17	2407	257	0	9	5	0	6	0	0	1	0	0	
16H,6-22	3088	20	2755	288	0	9	7	0	8	0	0	1	0	0	
18H,6-24	3168	20	2832	291	0	9	7	0	8	0	0	1	0	0	
24H,0-24	3210	20	2866	297	1	9	8	0	8	0	0	1	0	0	

14074		DENHAMS CORNER					Site No: 14074001		Location	Snakemoor Lane, Denhams Corner (East of B3354)					
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Eastbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Sat 01-Feb-25															
00:00	22	0	21	1	0	0	0	0	0	0	0	0	0	0	
01:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
02:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
03:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
05:00	8	0	5	2	1	0	0	0	0	0	0	0	0	0	
06:00	20	0	18	2	0	0	0	0	0	0	0	0	0	0	
07:00	87	0	76	9	0	0	0	0	2	0	0	0	0	0	
08:00	115	2	98	14	0	0	0	0	1	0	0	0	0	0	
09:00	179	3	163	13	0	0	0	0	0	0	0	0	0	0	
10:00	177	2	160	14	0	0	0	0	1	0	0	0	0	0	
11:00	212	2	193	15	0	0	2	0	0	0	0	0	0	0	
12:00	246	3	233	9	0	0	0	0	1	0	0	0	0	0	
13:00	216	0	205	11	0	0	0	0	0	0	0	0	0	0	
14:00	212	5	196	11	0	0	0	0	0	0	0	0	0	0	
15:00	223	2	208	10	0	0	1	0	2	0	0	0	0	0	
16:00	194	1	179	13	0	0	0	0	1	0	0	0	0	0	
17:00	179	1	165	10	0	0	3	0	0	0	0	0	0	0	
18:00	124	1	117	5	0	0	0	0	1	0	0	0	0	0	
19:00	101	1	91	8	0	0	0	0	1	0	0	0	0	0	
20:00	69	2	64	3	0	0	0	0	0	0	0	0	0	0	
21:00	51	1	48	1	0	0	1	0	0	0	0	0	0	0	
22:00	31	0	30	0	0	0	0	0	1	0	0	0	0	0	
23:00	37	0	36	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2164	22	1993	134	0	0	6	0	9	0	0	0	0	0	
16H,6-22	2405	26	2214	148	0	0	7	0	10	0	0	0	0	0	
18H,6-24	2473	26	2280	149	0	0	7	0	11	0	0	0	0	0	
24H,0-24	2519	26	2320	154	1	0	7	0	11	0	0	0	0	0	

14074		DENHAMS CORNER					Site No: 14074001		Location	Snakemoor Lane, Denhams Corner (East of B3354)					
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Eastbound									
				</											

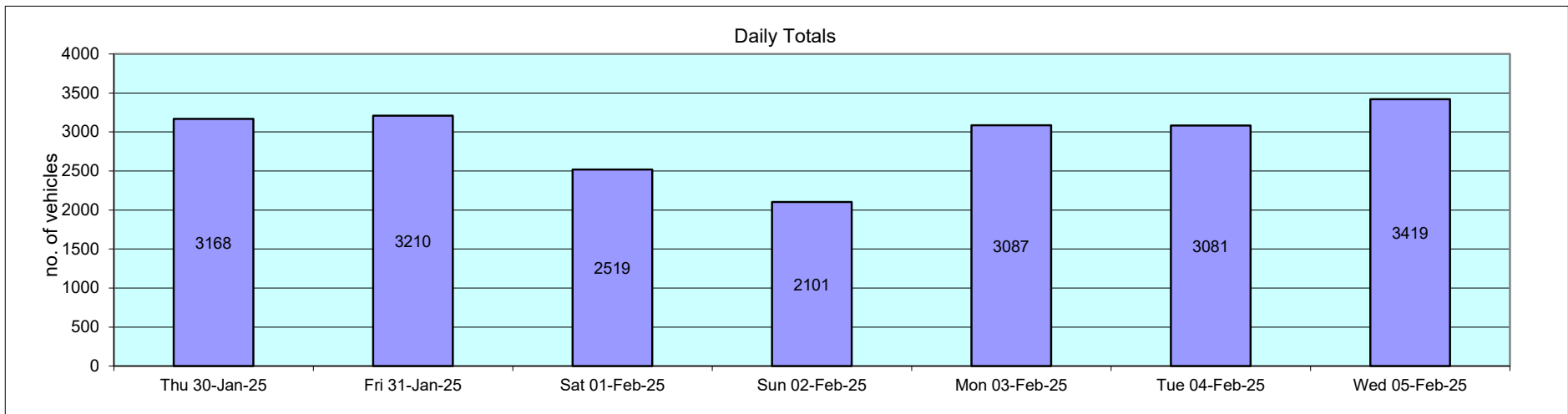
14074		DENHAMS CORNER					Site No: 14074001		Location	Snakemoor Lane, Denhams Corner (East of B3354)					
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Eastbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Mon 03-Feb-25															
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
01:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
04:00	8	0	4	4	0	0	0	0	0	0	0	0	0	0	
05:00	16	0	13	1	1	0	1	0	0	0	0	0	0	0	
06:00	83	0	72	11	0	0	0	0	0	0	0	0	0	0	
07:00	289	3	246	38	0	1	1	0	0	0	0	0	0	0	
08:00	357	3	319	30	0	0	4	0	1	0	0	0	0	0	
09:00	196	0	172	24	0	0	0	0	0	0	0	0	0	0	
10:00	151	3	126	22	0	0	0	0	0	0	0	0	0	0	
11:00	180	0	153	25	0	0	1	0	1	0	0	0	0	0	
12:00	211	2	191	18	0	0	0	0	0	0	0	0	0	0	
13:00	204	2	173	24	0	0	2	0	1	1	0	1	0	0	
14:00	206	1	184	19	0	0	1	0	1	0	0	0	0	0	
15:00	259	0	235	23	0	0	0	0	0	1	0	0	0	0	
16:00	262	0	245	16	0	1	0	0	0	0	0	0	0	0	
17:00	208	1	196	10	0	0	0	0	1	0	0	0	0	0	
18:00	172	0	158	13	0	0	1	0	0	0	0	0	0	0	
19:00	110	2	100	8	0	0	0	0	0	0	0	0	0	0	
20:00	74	0	69	5	0	0	0	0	0	0	0	0	0	0	
21:00	55	0	54	1	0	0	0	0	0	0	0	0	0	0	
22:00	24	0	21	3	0	0	0	0	0	0	0	0	0	0	
23:00	11	0	9	1	0	0	0	0	1	0	0	0	0	0	
12H,7-19	2695	15	2398	262	0	2	10	0	5	2	0	1	0	0	
16H,6-22	3017	17	2693	287	0	2	10	0	5	2	0	1	0	0	
18H,6-24	3052	17	2723	291	0	2	10	0	6	2	0	1	0	0	
24H,0-24	3087	17	2746	301	1	2	11	0	6	2	0	1	0	0	

14074		DENHAMS CORNER					Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)				
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Eastbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Tue 04-Feb-25															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
04:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
05:00	18	0	16	1	1	0	0	0	0	0	0	0	0	0	
06:00	85	0	67	17	0	0	1	0	0	0	0	0	0	0	
07:00	333	3	292	37	0	1	0	0	0	0	0	0	0	0	
08:00	389	2	345	42	0	0	0	0	0	0	0	0	0	0	
09:00	192	2	161	26	0	1	2	0	0	0	0	0	0	0	
10:00	141	2	119	20	0	0	0	0	0	0	0	0	0	0	
11:00	184	4	161	17	0	0	2	0	0	0	0	0	0	0	
12:00	212	3	185	24	0	0	0	0	0	0	0	0	0	0	
13:00	183	0	154	23	0	3	1	0	1	0	1	0	0	0	
14:00	240	1	213	25	0	0	1	0	0	0	0	0	0	0	
15:00	263	1	243	18	0	0	0	0	1	0	0	0	0	0	
16:00	200	2	175	21	0	0	1	0	0	0	0	1	0	0	
17:00	160	0	148	10	0	1	0	0	1	0	0	0	0	0	
18:00	150	3	139	8	0	0	0	0	0	0	0	0	0	0	
19:00	139	1	132	6	0	0	0	0	0	0	0	0	0	0	
20:00	56	0	55	1	0	0	0	0	0	0	0	0	0	0	
21:00	58	0	52	6	0	0	0	0	0	0	0	0	0	0	
22:00	45	0	41	4	0	0	0	0	0	0	0	0	0	0	
23:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2647	23	2335	271	0	6	7	0	3	0	1	1	0	0	
16H,6-22	2985	24	2641	301	0	6	8	0	3	0	1	1	0	0	
18H,6-24	3047	24	2697	307	0	6	8	0	3	0	1	1	0	0	
24H,0-24	3081	24	2727	310	1	6	8	0	3	0	1	1	0	0	

14074		DENHAMS CORNER					Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)				
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Eastbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Wed 05-Feb-25															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
01:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
05:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0	
06:00	90	1	77	11	1	0	0	0	0	0	0	0	0	0	
07:00	375	4	306	63	0	0	1	0	1	0	0	0	0	0	
08:00	501	2	447	49	1	0	0	0	2	0	0	0	0	0	
09:00	228	2	188	38	0	0	0	0	0	0	0	0	0	0	
10:00	175	4	133	33	0	1	4	0	0	0	0	0	0	0	
11:00	182	1	153	22	1	0	3	0	1	0	1	0	0	0	
12:00	185	1	156	27	0	0	0	0	0	0	1	0	0	0	
13:00	201	5	166	25	0	1	3	0	1	0	0	0	0	0	
14:00	225	1	210	12	0	0	1	0	1	0	0	0	0	0	
15:00	279	3	248	28	0	0	0	0	0	0	0	0	0	0	
16:00	241	1	226	13	1	0	0	0	0	0	0	0	0	0	
17:00	234	1	218	15	0	0	0	0	0	0	0	0	0	0	
18:00	149	0	134	14	0	1	0	0	0	0	0	0	0	0	
19:00	111	1	102	8	0	0	0	0	0	0	0	0	0	0	
20:00	102	1	95	6	0	0	0	0	0	0	0	0	0	0	
21:00	55	0	52	3	0	0	0	0	0	0	0	0	0	0	
22:00	40	0	35	5	0	0	0	0	0	0	0	0	0	0	
23:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2975	25	2585	339	3	3	12	0	6	0	2	0	0	0	
16H,6-22	3333	28	2911	367	4	3	12	0	6	0	2	0	0	0	
18H,6-24	3387	28	2959	373	4	3	12	0	6	0	2	0	0	0	
24H,0-24	3419	28	2984	380	4	3	12	0	6	0	2	0	0	0	

14074 DENHAMS CORNER Site No: 14074001 Location Snakemoor Lane, Denhams Corner (East of B3354)
Thu 30-Jan-25 to Wed 05-Feb-25 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 30-Jan-25	3168	29	2812	303	1	5	12	0	5	0	1	0	0	0
Fri 31-Jan-25	3210	20	2866	297	1	9	8	0	8	0	0	1	0	0
Sat 01-Feb-25	2519	26	2320	154	1	0	7	0	11	0	0	0	0	0
Sun 02-Feb-25	2101	48	1907	129	0	0	12	0	4	0	0	1	0	0
Mon 03-Feb-25	3087	17	2746	301	1	2	11	0	6	2	0	1	0	0
Tue 04-Feb-25	3081	24	2727	310	1	6	8	0	3	0	1	1	0	0
Wed 05-Feb-25	3419	28	2984	380	4	3	12	0	6	0	2	0	0	0
Total Vehicles														
[--]	20585	192	18362	1874	9	25	70	0	43	2	4	4	0	0



14074	DENHAMS CORNER				Site No: 14074001	Location	Snakemoor Lane, Denhams Corner (East of B3354)				
Thu 30-Jan-25 to Wed 05-Feb-25				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 30-Jan-25											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
02:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	9	1	11.1	6	66.7	2	22.2	0	0.0	0	0.0
05:00	17	0	0.0	14	82.4	2	11.8	1	5.9	0	0.0
06:00	77	0	0.0	65	84.4	12	15.6	0	0.0	0	0.0
07:00	357	4	1.1	300	84.0	51	14.3	2	0.6	0	0.0
08:00	352	3	0.9	311	88.4	35	9.9	3	0.9	0	0.0
09:00	222	1	0.5	195	87.8	25	11.3	1	0.5	0	0.0
10:00	165	1	0.6	143	86.7	19	11.5	1	0.6	1	0.6
11:00	193	4	2.1	162	83.9	23	11.9	4	2.1	0	0.0
12:00	199	5	2.5	179	90.0	14	7.0	1	0.5	0	0.0
13:00	171	1	0.6	149	87.1	19	11.1	2	1.2	0	0.0
14:00	210	1	0.5	185	88.1	21	10.0	3	1.4	0	0.0
15:00	260	2	0.8	241	92.7	17	6.5	0	0.0	0	0.0
16:00	217	3	1.4	200	92.2	11	5.1	3	1.4	0	0.0
17:00	208	0	0.0	190	91.4	18	8.7	0	0.0	0	0.0
18:00	157	0	0.0	146	93.0	10	6.4	1	0.6	0	0.0
19:00	147	1	0.7	137	93.2	8	5.4	1	0.7	0	0.0
20:00	91	2	2.2	82	90.1	7	7.7	0	0.0	0	0.0
21:00	64	0	0.0	59	92.2	5	7.8	0	0.0	0	0.0
22:00	28	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0
23:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2711	25	0.9	2401	88.6	263	9.7	21	0.8	1	0.0
16H,6-22	3090	28	0.9	2744	88.8	295	9.6	22	0.7	1	0.0
18H,6-24	3130	28	0.9	2783	88.9	296	9.5	22	0.7	1	0.0
24H,0-24	3168	29	0.9	2812	88.8	303	9.6	23	0.7	1	0.0

14074		DENHAMS CORNER			Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)			
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Fri 31-Jan-25												
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0	
01:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0	
02:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0	
03:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0	
04:00	4	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0	
05:00	15	0	0.0	12	80.0	2	13.3	0	0.0	1	6.7	
06:00	76	0	0.0	60	79.0	15	19.7	1	1.3	0	0.0	
07:00	261	2	0.8	225	86.2	32	12.3	2	0.8	0	0.0	
08:00	306	0	0.0	276	90.2	28	9.2	2	0.7	0	0.0	
09:00	199	0	0.0	164	82.4	34	17.1	1	0.5	0	0.0	
10:00	172	3	1.7	142	82.6	24	14.0	3	1.7	0	0.0	
11:00	167	2	1.2	148	88.6	17	10.2	0	0.0	0	0.0	
12:00	229	2	0.9	200	87.3	27	11.8	0	0.0	0	0.0	
13:00	215	0	0.0	188	87.4	22	10.2	5	2.3	0	0.0	
14:00	237	5	2.1	214	90.3	17	7.2	1	0.4	0	0.0	
15:00	281	0	0.0	249	88.6	29	10.3	3	1.1	0	0.0	
16:00	278	1	0.4	262	94.2	13	4.7	2	0.7	0	0.0	
17:00	192	1	0.5	184	95.8	6	3.1	1	0.5	0	0.0	
18:00	165	1	0.6	155	93.9	8	4.9	1	0.6	0	0.0	
19:00	149	1	0.7	142	95.3	5	3.4	1	0.7	0	0.0	
20:00	88	2	2.3	79	89.8	6	6.8	1	1.1	0	0.0	
21:00	73	0	0.0	67	91.8	5	6.9	1	1.4	0	0.0	
22:00	45	0	0.0	43	95.6	2	4.4	0	0.0	0	0.0	
23:00	35	0	0.0	34	97.1	1	2.9	0	0.0	0	0.0	
12H,7-19	2702	17	0.6	2407	89.1	257	9.5	21	0.8	0	0.0	
16H,6-22	3088	20	0.7	2755	89.2	288	9.3	25	0.8	0	0.0	
18H,6-24	3168	20	0.6	2832	89.4	291	9.2	25	0.8	0	0.0	
24H,0-24	3210	20	0.6	2866	89.3	297	9.3	26	0.8	1	0.0	

14074	DENHAMS CORNER				Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)			
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Sat 01-Feb-25												
00:00	22	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0	
01:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0	
02:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0	
03:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0	
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
05:00	8	0	0.0	5	62.5	2	25.0	0	0.0	1	12.5	
06:00	20	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0	
07:00	87	0	0.0	76	87.4	9	10.3	2	2.3	0	0.0	
08:00	115	2	1.7	98	85.2	14	12.2	1	0.9	0	0.0	
09:00	179	3	1.7	163	91.1	13	7.3	0	0.0	0	0.0	
10:00	177	2	1.1	160	90.4	14	7.9	1	0.6	0	0.0	
11:00	212	2	0.9	193	91.0	15	7.1	2	0.9	0	0.0	
12:00	246	3	1.2	233	94.7	9	3.7	1	0.4	0	0.0	
13:00	216	0	0.0	205	94.9	11	5.1	0	0.0	0	0.0	
14:00	212	5	2.4	196	92.5	11	5.2	0	0.0	0	0.0	
15:00	223	2	0.9	208	93.3	10	4.5	3	1.4	0	0.0	
16:00	194	1	0.5	179	92.3	13	6.7	1	0.5	0	0.0	
17:00	179	1	0.6	165	92.2	10	5.6	3	1.7	0	0.0	
18:00	124	1	0.8	117	94.4	5	4.0	1	0.8	0	0.0	
19:00	101	1	1.0	91	90.1	8	7.9	1	1.0	0	0.0	
20:00	69	2	2.9	64	92.8	3	4.4	0	0.0	0	0.0	
21:00	51	1	2.0	48	94.1	1	2.0	1	2.0	0	0.0	
22:00	31	0	0.0	30	96.8	0	0.0	1	3.2	0	0.0	
23:00	37	0	0.0	36	97.3	1	2.7	0	0.0	0	0.0	
12H,7-19	2164	22	1.0	1993	92.1	134	6.2	15	0.7	0	0.0	
16H,6-22	2405	26	1.1	2214	92.1	148	6.2	17	0.7	0	0.0	
18H,6-24	2473	26	1.1	2280	92.2	149	6.0	18	0.7	0	0.0	
24H,0-24	2519	26	1.0	2320	92.1	154	6.1	18	0.7	1	0.0	

14074	DENHAMS CORNER				Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)			
Thu 30-Jan-25 to Wed 05-Feb-25				Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Sun 02-Feb-25												
00:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0	
01:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0	
02:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0	
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
04:00	8	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0	
05:00	5	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0	
06:00	12	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0	
07:00	49	0	0.0	44	89.8	3	6.1	2	4.1	0	0.0	
08:00	73	3	4.1	63	86.3	6	8.2	1	1.4	0	0.0	
09:00	133	5	3.8	117	88.0	10	7.5	1	0.8	0	0.0	
10:00	177	8	4.5	163	92.1	3	1.7	3	1.7	0	0.0	
11:00	217	6	2.8	197	90.8	14	6.5	0	0.0	0	0.0	
12:00	261	9	3.5	231	88.5	18	6.9	3	1.2	0	0.0	
13:00	199	6	3.0	179	90.0	12	6.0	2	1.0	0	0.0	
14:00	206	5	2.4	189	91.8	11	5.3	1	0.5	0	0.0	
15:00	182	1	0.6	168	92.3	12	6.6	1	0.6	0	0.0	
16:00	196	0	0.0	185	94.4	11	5.6	0	0.0	0	0.0	
17:00	101	2	2.0	94	93.1	5	5.0	0	0.0	0	0.0	
18:00	88	0	0.0	81	92.1	6	6.8	1	1.1	0	0.0	
19:00	66	1	1.5	60	90.9	5	7.6	0	0.0	0	0.0	
20:00	43	1	2.3	39	90.7	3	7.0	0	0.0	0	0.0	
21:00	31	0	0.0	28	90.3	2	6.5	1	3.2	0	0.0	
22:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0	
23:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0	
12H,7-19	1882	45	2.4	1711	90.9	111	5.9	15	0.8	0	0.0	
16H,6-22	2034	47	2.3	1847	90.8	124	6.1	16	0.8	0	0.0	
18H,6-24	2067	47	2.3	1879	90.9	125	6.1	16	0.8	0	0.0	
24H,0-24	2101	48	2.3	1907	90.8	129	6.1	17	0.8	0	0.0	

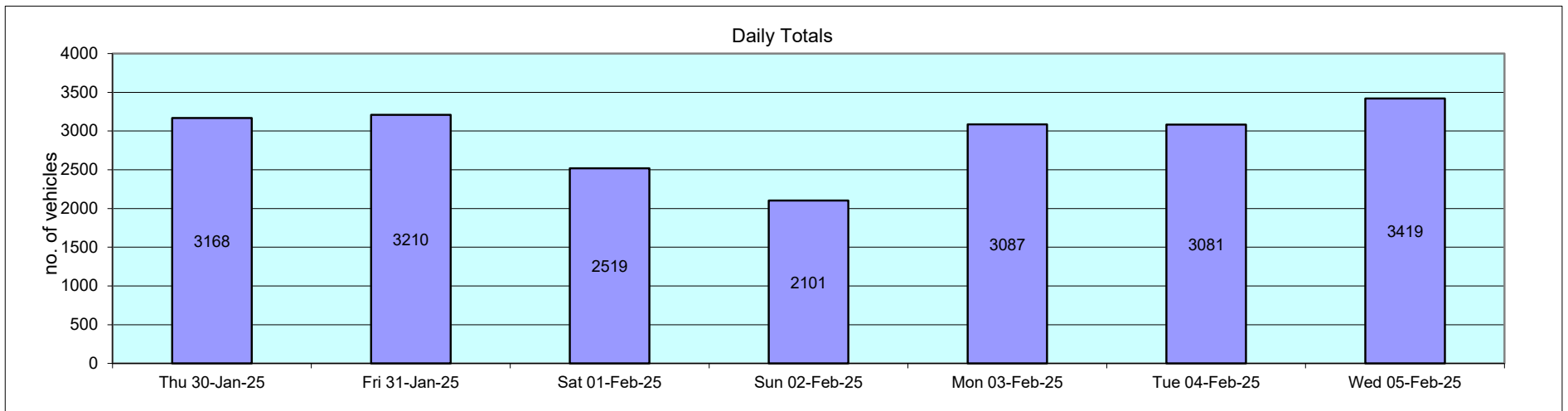
14074	DENHAMS CORNER			Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)			
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 03-Feb-25											
00:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	8	0	0.0	4	50.0	4	50.0	0	0.0	0	0.0
05:00	16	0	0.0	13	81.3	1	6.3	1	6.3	1	6.3
06:00	83	0	0.0	72	86.8	11	13.3	0	0.0	0	0.0
07:00	289	3	1.0	246	85.1	38	13.2	2	0.7	0	0.0
08:00	357	3	0.8	319	89.4	30	8.4	5	1.4	0	0.0
09:00	196	0	0.0	172	87.8	24	12.2	0	0.0	0	0.0
10:00	151	3	2.0	126	83.4	22	14.6	0	0.0	0	0.0
11:00	180	0	0.0	153	85.0	25	13.9	2	1.1	0	0.0
12:00	211	2	1.0	191	90.5	18	8.5	0	0.0	0	0.0
13:00	204	2	1.0	173	84.8	24	11.8	5	2.5	0	0.0
14:00	206	1	0.5	184	89.3	19	9.2	2	1.0	0	0.0
15:00	259	0	0.0	235	90.7	23	8.9	1	0.4	0	0.0
16:00	262	0	0.0	245	93.5	16	6.1	1	0.4	0	0.0
17:00	208	1	0.5	196	94.2	10	4.8	1	0.5	0	0.0
18:00	172	0	0.0	158	91.9	13	7.6	1	0.6	0	0.0
19:00	110	2	1.8	100	90.9	8	7.3	0	0.0	0	0.0
20:00	74	0	0.0	69	93.2	5	6.8	0	0.0	0	0.0
21:00	55	0	0.0	54	98.2	1	1.8	0	0.0	0	0.0
22:00	24	0	0.0	21	87.5	3	12.5	0	0.0	0	0.0
23:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
12H,7-19	2695	15	0.6	2398	89.0	262	9.7	20	0.7	0	0.0
16H,6-22	3017	17	0.6	2693	89.3	287	9.5	20	0.7	0	0.0
18H,6-24	3052	17	0.6	2723	89.2	291	9.5	21	0.7	0	0.0
24H,0-24	3087	17	0.6	2746	89.0	301	9.8	22	0.7	1	0.0

14074	DENHAMS CORNER				Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)			
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Tue 04-Feb-25												
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
01:00	0	0	-	0	-	0	-	0	-	0	-	
02:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0	
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
04:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0	
05:00	18	0	0.0	16	88.9	1	5.6	0	0.0	1	5.6	
06:00	85	0	0.0	67	78.8	17	20.0	1	1.2	0	0.0	
07:00	333	3	0.9	292	87.7	37	11.1	1	0.3	0	0.0	
08:00	389	2	0.5	345	88.7	42	10.8	0	0.0	0	0.0	
09:00	192	2	1.0	161	83.9	26	13.5	3	1.6	0	0.0	
10:00	141	2	1.4	119	84.4	20	14.2	0	0.0	0	0.0	
11:00	184	4	2.2	161	87.5	17	9.2	2	1.1	0	0.0	
12:00	212	3	1.4	185	87.3	24	11.3	0	0.0	0	0.0	
13:00	183	0	0.0	154	84.2	23	12.6	6	3.3	0	0.0	
14:00	240	1	0.4	213	88.8	25	10.4	1	0.4	0	0.0	
15:00	263	1	0.4	243	92.4	18	6.8	1	0.4	0	0.0	
16:00	200	2	1.0	175	87.5	21	10.5	2	1.0	0	0.0	
17:00	160	0	0.0	148	92.5	10	6.3	2	1.3	0	0.0	
18:00	150	3	2.0	139	92.7	8	5.3	0	0.0	0	0.0	
19:00	139	1	0.7	132	95.0	6	4.3	0	0.0	0	0.0	
20:00	56	0	0.0	55	98.2	1	1.8	0	0.0	0	0.0	
21:00	58	0	0.0	52	89.7	6	10.3	0	0.0	0	0.0	
22:00	45	0	0.0	41	91.1	4	8.9	0	0.0	0	0.0	
23:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0	
12H,7-19	2647	23	0.9	2335	88.2	271	10.2	18	0.7	0	0.0	
16H,6-22	2985	24	0.8	2641	88.5	301	10.1	19	0.6	0	0.0	
18H,6-24	3047	24	0.8	2697	88.5	307	10.1	19	0.6	0	0.0	
24H,0-24	3081	24	0.8	2727	88.5	310	10.1	19	0.6	1	0.0	

14074	DENHAMS CORNER				Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)			
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Wed 05-Feb-25												
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
01:00	5	0	0.0	2	40.0	3	60.0	0	0.0	0	0.0	
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0	
03:00	0	0	-	0	-	0	-	0	-	0	-	
04:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0	
05:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0	
06:00	90	1	1.1	77	85.6	11	12.2	0	0.0	1	1.1	
07:00	375	4	1.1	306	81.6	63	16.8	2	0.5	0	0.0	
08:00	501	2	0.4	447	89.2	49	9.8	2	0.4	1	0.2	
09:00	228	2	0.9	188	82.5	38	16.7	0	0.0	0	0.0	
10:00	175	4	2.3	133	76.0	33	18.9	5	2.9	0	0.0	
11:00	182	1	0.6	153	84.1	22	12.1	5	2.8	1	0.6	
12:00	185	1	0.5	156	84.3	27	14.6	1	0.5	0	0.0	
13:00	201	5	2.5	166	82.6	25	12.4	5	2.5	0	0.0	
14:00	225	1	0.4	210	93.3	12	5.3	2	0.9	0	0.0	
15:00	279	3	1.1	248	88.9	28	10.0	0	0.0	0	0.0	
16:00	241	1	0.4	226	93.8	13	5.4	0	0.0	1	0.4	
17:00	234	1	0.4	218	93.2	15	6.4	0	0.0	0	0.0	
18:00	149	0	0.0	134	89.9	14	9.4	1	0.7	0	0.0	
19:00	111	1	0.9	102	91.9	8	7.2	0	0.0	0	0.0	
20:00	102	1	1.0	95	93.1	6	5.9	0	0.0	0	0.0	
21:00	55	0	0.0	52	94.6	3	5.5	0	0.0	0	0.0	
22:00	40	0	0.0	35	87.5	5	12.5	0	0.0	0	0.0	
23:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0	
12H,7-19	2975	25	0.8	2585	86.9	339	11.4	23	0.8	3	0.1	
16H,6-22	3333	28	0.8	2911	87.3	367	11.0	23	0.7	4	0.1	
18H,6-24	3387	28	0.8	2959	87.4	373	11.0	23	0.7	4	0.1	
24H,0-24	3419	28	0.8	2984	87.3	380	11.1	23	0.7	4	0.1	

14074	DENHAMS CORNER	Site No: 14074001	Location	Snakemoor Lane, Denhams Corner (East of B3354)
Thu 30-Jan-25 to Wed 05-Feb-25		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 30-Jan-25	3168	29	0.9	2812	88.8	303	9.6	23	0.7	1	0.0
Fri 31-Jan-25	3210	20	0.6	2866	89.3	297	9.3	26	0.8	1	0.0
Sat 01-Feb-25	2519	26	1.0	2320	92.1	154	6.1	18	0.7	1	0.0
Sun 02-Feb-25	2101	48	2.3	1907	90.8	129	6.1	17	0.8	0	0.0
Mon 03-Feb-25	3087	17	0.6	2746	89.0	301	9.8	22	0.7	1	0.0
Tue 04-Feb-25	3081	24	0.8	2727	88.5	310	10.1	19	0.6	1	0.0
Wed 05-Feb-25	3419	28	0.8	2984	87.3	380	11.1	23	0.7	4	0.1
Total Vehicles											
[--]	20585	192	1.0	18362	89.4	1874	8.9	148	0.7	9	0.0



14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 30-Jan-25																
00:00	2	-	33.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
01:00	3	-	26.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
02:00	4	-	27.3	2.8	0	0	0	1	3	0	0	0	0	0	0	0
03:00	3	-	26.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
04:00	9	-	25.7	3	0	0	0	5	4	0	0	0	0	0	0	0
05:00	17	30.3	26.4	4.2	0	0	1	7	7	2	0	0	0	0	0	0
06:00	77	29.6	25.7	4.4	2	0	1	36	36	1	1	0	0	0	0	0
07:00	357	29	24.6	4.2	1	10	30	197	109	9	1	0	0	0	0	0
08:00	352	28.7	24.4	3.9	0	4	45	199	95	9	0	0	0	0	0	0
09:00	222	29.1	24.9	3.8	0	3	19	120	75	5	0	0	0	0	0	0
10:00	165	28.7	24.1	4.2	1	3	24	87	46	4	0	0	0	0	0	0
11:00	193	28.6	23.9	4.5	1	6	29	104	46	6	1	0	0	0	0	0
12:00	199	29.6	25	4.5	2	2	26	83	77	9	0	0	0	0	0	0
13:00	171	29	25	3.5	0	1	12	97	58	3	0	0	0	0	0	0
14:00	210	28.5	24	4.3	1	6	28	117	52	6	0	0	0	0	0	0
15:00	260	28.5	24.4	3.8	0	1	34	153	64	7	1	0	0	0	0	0
16:00	217	28.5	24.4	4	0	3	24	132	49	8	1	0	0	0	0	0
17:00	208	27.5	23.5	4.2	0	3	44	118	38	4	0	1	0	0	0	0
18:00	157	29.9	25.6	4.5	1	0	15	71	59	8	3	0	0	0	0	0
19:00	147	29.7	25.7	3.9	0	0	13	64	64	5	1	0	0	0	0	0
20:00	91	30.2	26.2	4.4	0	1	8	31	44	6	1	0	0	0	0	0
21:00	64	29.4	25.5	3.9	0	0	4	35	22	2	1	0	0	0	0	0
22:00	28	29.8	26.7	3.7	0	0	0	12	15	0	1	0	0	0	0	0
23:00	12	32.8	28.9	4.7	0	0	0	3	6	2	1	0	0	0	0	0
12H,7-19	2711	28.9	24.4	4.1	7	42	330	1478	768	78	7	1	0	0	0	0
16H,6-22	3090	29.1	24.6	4.1	9	43	356	1644	934	92	11	1	0	0	0	0
18H,6-24	3130	29.1	24.6	4.2	9	43	356	1659	955	94	13	1	0	0	0	0
24H,0-24	3168	29.1	24.7	4.2	9	43	357	1674	974	96	14	1	0	0	0	0

14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 31-Jan-25																
00:00	6	-	27.7	4	0	0	0	2	3	1	0	0	0	0	0	0
01:00	8	-	29.1	5.1	0	0	0	2	4	1	1	0	0	0	0	0
02:00	3	-	25.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
03:00	6	-	26	3.1	0	0	0	3	3	0	0	0	0	0	0	0
04:00	4	-	22.3	2.8	0	0	1	3	0	0	0	0	0	0	0	0
05:00	15	29.8	26.5	3.5	0	0	0	7	7	1	0	0	0	0	0	0
06:00	76	29.7	25.9	3.5	0	0	2	40	30	4	0	0	0	0	0	0
07:00	261	29	24.6	3.9	0	4	29	141	80	7	0	0	0	0	0	0
08:00	306	28.1	24.4	3.3	0	1	26	201	74	4	0	0	0	0	0	0
09:00	199	28.8	24.4	3.9	0	1	31	103	61	3	0	0	0	0	0	0
10:00	172	29	24.5	4.5	2	4	16	93	51	4	2	0	0	0	0	0
11:00	167	28.8	24.2	4.3	0	7	18	90	48	4	0	0	0	0	0	0
12:00	229	29.1	24.7	4.2	1	2	24	125	69	7	0	1	0	0	0	0
13:00	215	28.7	24.2	4	0	2	35	112	62	4	0	0	0	0	0	0
14:00	237	28.4	24.2	3.9	1	4	27	139	63	3	0	0	0	0	0	0
15:00	281	28.4	24.2	3.9	0	5	33	165	73	4	1	0	0	0	0	0
16:00	278	28.2	24.3	3.7	1	2	25	179	66	3	2	0	0	0	0	0
17:00	192	28.6	23.7	4.7	2	4	39	93	47	6	1	0	0	0	0	0
18:00	165	29	24.7	4	0	3	16	93	46	7	0	0	0	0	0	0
19:00	149	29.7	25.2	4.8	0	6	10	72	52	7	1	1	0	0	0	0
20:00	88	29.8	25.6	4.2	1	0	6	40	36	5	0	0	0	0	0	0
21:00	73	30.1	26	4.5	1	0	3	34	29	5	1	0	0	0	0	0
22:00	45	30.7	26.8	4.1	0	0	2	17	20	6	0	0	0	0	0	0
23:00	35	27.8	24.2	3.5	0	1	2	23	9	0	0	0	0	0	0	0
12H,7-19	2702	28.7	24.3	4	7	39	319	1534	740	56	6	1	0	0	0	0
16H,6-22	3088	28.9	24.5	4.1	9	45	340	1720	887	77	8	2	0	0	0	0
18H,6-24	3168	28.9	24.5	4.1	9	46	344	1760	916	83	8	2	0	0	0	0
24H,0-24	3210	28.9	24.6	4.1	9	46	345	1779	934	86	9	2	0	0	0	0

14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 01-Feb-25																
00:00	22	29.5	26.2	4.8	0	0	0	14	6	0	2	0	0	0	0	0
01:00	6	-	26.8	4.3	0	0	0	3	2	1	0	0	0	0	0	0
02:00	4	-	24.8	4.9	0	0	1	1	2	0	0	0	0	0	0	0
03:00	4	-	27.3	2.8	0	0	0	1	3	0	0	0	0	0	0	0
04:00	2	-	28.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
05:00	8	-	23.5	4	0	0	2	4	2	0	0	0	0	0	0	0
06:00	20	28.9	25	4.8	0	0	3	10	6	0	1	0	0	0	0	0
07:00	87	29.7	26	4.5	0	0	4	45	33	2	1	2	0	0	0	0
08:00	115	29.4	25.3	3.9	0	3	3	63	41	5	0	0	0	0	0	0
09:00	179	29	24.8	3.9	0	2	16	99	57	4	1	0	0	0	0	0
10:00	177	28.9	24.6	3.9	0	3	18	97	55	4	0	0	0	0	0	0
11:00	212	29.3	24.9	4.3	2	3	17	112	70	7	1	0	0	0	0	0
12:00	246	29	24.5	4.1	1	3	28	135	70	9	0	0	0	0	0	0
13:00	216	28.8	24.8	3.4	1	2	8	133	71	1	0	0	0	0	0	0
14:00	212	29.5	25.3	4	1	2	8	120	70	10	1	0	0	0	0	0
15:00	223	29	24.6	4.1	1	3	22	123	66	8	0	0	0	0	0	0
16:00	194	28.8	24.7	3.8	0	1	19	114	54	5	1	0	0	0	0	0
17:00	179	28.3	24.3	3.6	0	2	17	112	45	3	0	0	0	0	0	0
18:00	124	29.3	25.2	3.7	0	1	8	66	46	3	0	0	0	0	0	0
19:00	101	29.9	25.7	4	0	1	6	48	39	7	0	0	0	0	0	0
20:00	69	30.1	26.2	4.7	0	0	6	29	28	3	3	0	0	0	0	0
21:00	51	29.1	24.9	4.2	1	0	4	26	19	1	0	0	0	0	0	0
22:00	31	29.4	25.9	3.2	0	0	1	14	16	0	0	0	0	0	0	0
23:00	37	28.5	24.6	5.7	0	1	5	21	8	1	0	0	1	0	0	0
12H,7-19	2164	29.1	24.9	3.9	6	25	168	1219	678	61	5	2	0	0	0	0
16H,6-22	2405	29.2	24.9	4	7	26	187	1332	770	72	9	2	0	0	0	0
18H,6-24	2473	29.2	24.9	4	7	27	193	1367	794	73	9	2	1	0	0	0
24H,0-24	2519	29.2	25	4	7	27	196	1390	811	74	11	2	1	0	0	0

14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 02-Feb-25																
00:00	9	-	24.6	2.7	0	0	0	7	2	0	0	0	0	0	0	0
01:00	5	-	25.5	3.1	0	0	0	3	2	0	0	0	0	0	0	0
02:00	4	-	26	3.2	0	0	0	2	2	0	0	0	0	0	0	0
03:00	3	-	26.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
04:00	8	-	24.8	4.6	0	0	1	5	1	1	0	0	0	0	0	0
05:00	5	-	20.5	5.8	0	1	2	1	1	0	0	0	0	0	0	0
06:00	12	25.3	24.3	2.4	0	0	0	10	2	0	0	0	0	0	0	0
07:00	49	29.4	25.8	3.2	0	0	2	22	25	0	0	0	0	0	0	0
08:00	73	29.3	25.1	4.3	1	2	2	38	28	2	0	0	0	0	0	0
09:00	133	29.6	25.2	4.3	0	5	8	63	51	6	0	0	0	0	0	0
10:00	177	29.2	24.6	4.4	2	4	19	84	64	4	0	0	0	0	0	0
11:00	217	28.7	24.3	4.1	1	4	27	119	62	3	1	0	0	0	0	0
12:00	261	29.1	24.8	4.1	0	4	22	150	73	10	2	0	0	0	0	0
13:00	199	29.4	25.1	4	1	3	13	104	71	7	0	0	0	0	0	0
14:00	206	29.5	25.6	3.7	0	2	6	109	82	6	1	0	0	0	0	0
15:00	182	29.7	25.8	3.9	0	1	10	88	74	7	2	0	0	0	0	0
16:00	196	29.3	25.1	3.7	0	0	15	112	60	9	0	0	0	0	0	0
17:00	101	29.4	25.3	3.9	0	0	8	53	36	3	1	0	0	0	0	0
18:00	88	29.9	26.3	3.8	0	0	2	42	39	3	2	0	0	0	0	0
19:00	66	29.5	25.2	4	0	0	7	33	22	4	0	0	0	0	0	0
20:00	43	30.2	25.8	4.1	0	0	2	24	12	5	0	0	0	0	0	0
21:00	31	30.1	27	3.9	0	0	1	10	18	1	1	0	0	0	0	0
22:00	17	29.1	25.6	3.4	0	0	1	8	8	0	0	0	0	0	0	0
23:00	16	30.3	26.3	4.3	0	0	1	7	6	2	0	0	0	0	0	0
12H,7-19	1882	29.4	25.1	4	5	25	134	984	665	60	9	0	0	0	0	0
16H,6-22	2034	29.4	25.2	4	5	25	144	1061	719	70	10	0	0	0	0	0
18H,6-24	2067	29.4	25.2	4	5	25	146	1076	733	72	10	0	0	0	0	0
24H,0-24	2101	29.4	25.2	4	5	26	149	1095	743	73	10	0	0	0	0	0

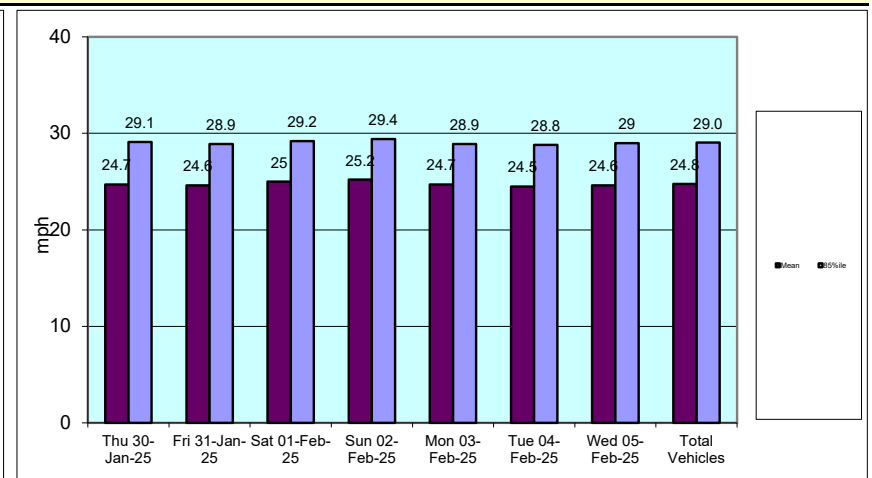
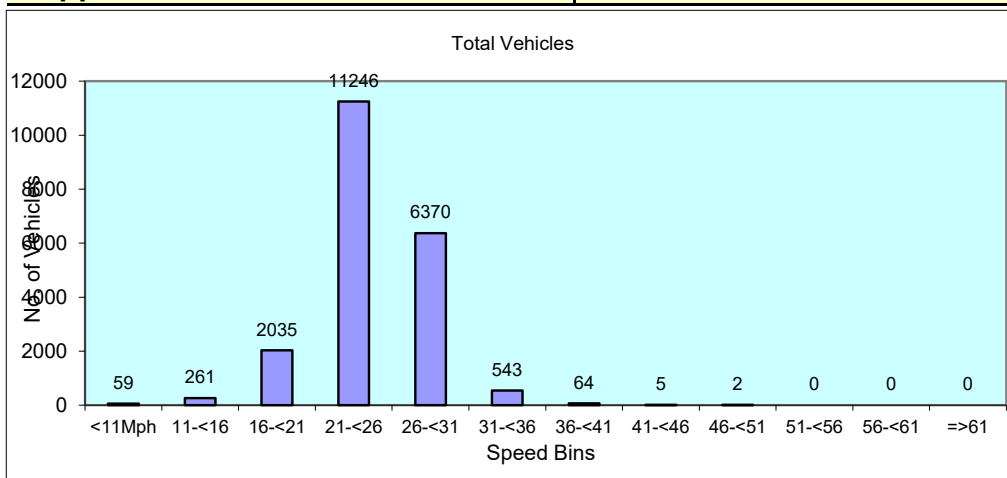
14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 03-Feb-25																
00:00	4	-	24.8	4.9	0	0	1	1	2	0	0	0	0	0	0	0
01:00	4	-	26	6.5	0	0	1	1	1	1	0	0	0	0	0	0
02:00	2	-	28.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	8	-	24.8	3.8	0	0	1	4	3	0	0	0	0	0	0	0
05:00	16	28.6	24.8	3.7	0	0	2	8	6	0	0	0	0	0	0	0
06:00	83	29.7	25.7	4.1	0	2	5	34	39	3	0	0	0	0	0	0
07:00	289	28.8	24.8	3.4	0	0	23	171	90	5	0	0	0	0	0	0
08:00	357	28.2	24	4	6	4	32	223	88	4	0	0	0	0	0	0
09:00	196	28.5	24.4	3.8	1	3	17	117	56	2	0	0	0	0	0	0
10:00	151	28.3	24.3	3.8	1	3	11	94	41	1	0	0	0	0	0	0
11:00	180	28.9	24.8	3.6	0	1	16	101	60	2	0	0	0	0	0	0
12:00	211	28.5	24.3	3.9	0	4	24	122	57	4	0	0	0	0	0	0
13:00	204	28.9	24.5	4	1	3	20	114	61	5	0	0	0	0	0	0
14:00	206	28.8	24.6	3.8	0	3	17	122	59	4	1	0	0	0	0	0
15:00	259	28.7	24.7	3.7	0	2	21	154	78	2	2	0	0	0	0	0
16:00	262	29	24.8	3.7	0	1	24	151	78	7	1	0	0	0	0	0
17:00	208	28	23.6	4	0	4	41	112	49	2	0	0	0	0	0	0
18:00	172	29.2	25.1	3.6	0	0	16	88	66	2	0	0	0	0	0	0
19:00	110	29.5	25.4	3.9	0	2	4	61	37	6	0	0	0	0	0	0
20:00	74	30.3	26.7	4.2	0	0	3	29	35	5	2	0	0	0	0	0
21:00	55	29.7	25.9	3.7	0	0	4	23	26	2	0	0	0	0	0	0
22:00	24	30.3	27	3.7	0	0	1	7	14	2	0	0	0	0	0	0
23:00	11	29.9	26.7	3.7	0	0	0	5	5	1	0	0	0	0	0	0
12H,7-19	2695	28.7	24.5	3.8	9	28	262	1569	783	40	4	0	0	0	0	0
16H,6-22	3017	28.9	24.6	3.8	9	32	278	1716	920	56	6	0	0	0	0	0
18H,6-24	3052	28.9	24.7	3.8	9	32	279	1728	939	59	6	0	0	0	0	0
24H,0-24	3087	28.9	24.7	3.8	9	32	284	1742	954	60	6	0	0	0	0	0

14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 04-Feb-25																
00:00	3	-	30.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	-	30.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
03:00	3	-	25.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
04:00	7	-	24.9	2.9	0	0	0	5	2	0	0	0	0	0	0	0
05:00	18	29.6	26	3.8	0	0	1	8	8	1	0	0	0	0	0	0
06:00	85	29	25.2	3.3	0	0	3	52	28	2	0	0	0	0	0	0
07:00	333	29.4	25.1	3.8	0	1	32	171	117	12	0	0	0	0	0	0
08:00	389	28.3	24.4	3.5	1	1	38	244	99	6	0	0	0	0	0	0
09:00	192	29.1	24.8	3.9	1	3	12	110	60	6	0	0	0	0	0	0
10:00	141	28.5	24.2	4	1	3	15	80	41	1	0	0	0	0	0	0
11:00	184	27.9	23.9	3.9	1	4	20	114	44	0	1	0	0	0	0	0
12:00	212	28.8	24.4	4.2	0	7	19	121	58	6	1	0	0	0	0	0
13:00	183	28.5	24.2	4.2	0	6	21	104	48	2	2	0	0	0	0	0
14:00	240	28.7	24.5	3.8	0	4	21	141	69	5	0	0	0	0	0	0
15:00	263	28.6	24.5	3.6	0	2	26	154	78	3	0	0	0	0	0	0
16:00	200	28.3	23.9	4.2	1	6	28	113	47	5	0	0	0	0	0	0
17:00	160	26.3	22.6	4.2	0	6	45	83	25	0	1	0	0	0	0	0
18:00	150	28.6	24.5	3.8	0	0	17	93	33	7	0	0	0	0	0	0
19:00	139	29	24.6	4.6	0	3	17	73	41	4	0	0	1	0	0	0
20:00	56	29.8	26.1	3.6	0	0	2	26	25	3	0	0	0	0	0	0
21:00	58	30.2	26.7	3.9	0	0	1	25	27	4	1	0	0	0	0	0
22:00	45	30.3	26.7	3.8	0	0	2	16	23	4	0	0	0	0	0	0
23:00	17	29.7	25.6	5.2	0	0	2	9	4	1	1	0	0	0	0	0
12H,7-19	2647	28.6	24.3	3.9	5	43	294	1528	719	53	5	0	0	0	0	0
16H,6-22	2985	28.8	24.5	4	5	46	317	1704	840	66	6	0	1	0	0	0
18H,6-24	3047	28.8	24.5	4	5	46	321	1729	867	71	7	0	1	0	0	0
24H,0-24	3081	28.8	24.5	4	5	46	322	1744	882	74	7	0	1	0	0	0

14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 05-Feb-25																
00:00	3	-	26.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
01:00	5	-	27.5	2.6	0	0	0	1	4	0	0	0	0	0	0	0
02:00	2	-	23.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	-	25.2	3	0	0	0	4	2	0	0	0	0	0	0	0
05:00	16	29.6	26	3.9	0	0	1	7	7	1	0	0	0	0	0	0
06:00	90	29.7	25.4	4.1	0	1	9	38	38	4	0	0	0	0	0	0
07:00	375	29.4	25.1	4.2	3	1	34	186	137	12	2	0	0	0	0	0
08:00	501	28.5	24.3	3.8	2	6	53	296	138	6	0	0	0	0	0	0
09:00	228	28.8	24.5	3.7	0	1	30	122	72	3	0	0	0	0	0	0
10:00	175	28	23	4.7	3	8	37	84	41	2	0	0	0	0	0	0
11:00	182	28.4	24.2	4	0	3	24	105	46	3	1	0	0	0	0	0
12:00	185	28.8	24.5	3.8	0	0	27	100	53	5	0	0	0	0	0	0
13:00	201	28.7	24.2	4.2	2	3	24	111	57	4	0	0	0	0	0	0
14:00	225	29.4	25.1	4	0	3	19	112	84	6	1	0	0	0	0	0
15:00	279	28.9	24.5	4	2	2	31	153	85	6	0	0	0	0	0	0
16:00	241	28.9	24.6	3.9	2	3	19	137	76	4	0	0	0	0	0	0
17:00	234	28.3	23.7	4.3	1	8	40	123	58	4	0	0	0	0	0	0
18:00	149	29.1	24.8	3.9	0	0	18	81	44	6	0	0	0	0	0	0
19:00	111	29.4	25.5	3.6	0	0	6	59	42	4	0	0	0	0	0	0
20:00	102	29.5	25.5	4	0	2	4	52	40	3	1	0	0	0	0	0
21:00	55	30	26.3	4.3	0	0	3	24	24	2	2	0	0	0	0	0
22:00	40	30.4	26.3	4	0	0	1	21	13	5	0	0	0	0	0	0
23:00	14	29.4	26	3.6	0	0	1	5	8	0	0	0	0	0	0	0
12H,7-19	2975	28.9	24.4	4	15	38	356	1610	891	61	4	0	0	0	0	0
16H,6-22	3333	29	24.5	4.1	15	41	378	1783	1035	74	7	0	0	0	0	0
18H,6-24	3387	29	24.6	4.1	15	41	380	1809	1056	79	7	0	0	0	0	0
24H,0-24	3419	29	24.6	4.1	15	41	382	1822	1072	80	7	0	0	0	0	0

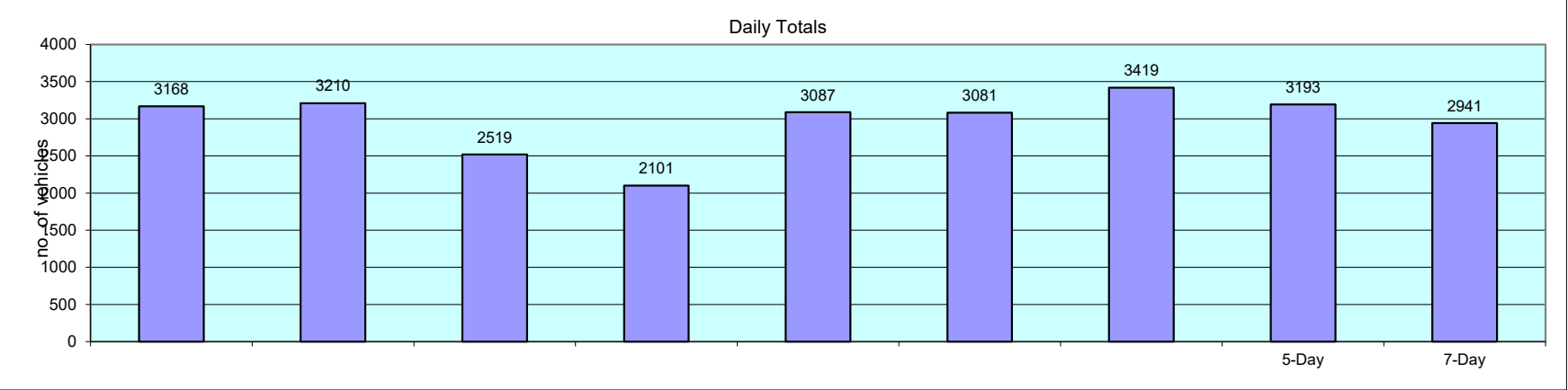
14074 DENHAMS CORNER Site No: 14074001 Location Snakemoor Lane, Denhams Corner (East of B3354)
 Thu 30-Jan-25 to Wed 05-Feb-25 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Thu 30-Jan-25	3168	29.1	24.7	4.2	9	43	357	1674	974	96	14	1	0	0	0	0
Fri 31-Jan-25	3210	28.9	24.6	4.1	9	46	345	1779	934	86	9	2	0	0	0	0
Sat 01-Feb-25	2519	29.2	25	4	7	27	196	1390	811	74	11	2	1	0	0	0
Sun 02-Feb-25	2101	29.4	25.2	4	5	26	149	1095	743	73	10	0	0	0	0	0
Mon 03-Feb-25	3087	28.9	24.7	3.8	9	32	284	1742	954	60	6	0	0	0	0	0
Tue 04-Feb-25	3081	28.8	24.5	4	5	46	322	1744	882	74	7	0	1	0	0	0
Wed 05-Feb-25	3419	29	24.6	4.1	15	41	382	1822	1072	80	7	0	0	0	0	0
Total Vehicles																
[--]	20585	29.0	24.8	4.0	59	261	2035	11246	6370	543	64	5	2	0	0	0



14074	DENHAMS CORNER			Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)	
Channel: Eastbound									
TIME PERIOD	Thu 30-Jan-25	Fri 31-Jan-25	Sat 01-Feb-25	Sun 02-Feb-25	Mon 03-Feb-25	Tue 04-Feb-25	Wed 05-Feb-25	5-Day Av	7-Day Av
Week Begin: 30-Jan-25									
00:00	2	6	22	9	4	3	3	4	7
01:00	3	8	6	5	4	0	5	4	4
02:00	4	3	4	4	2	3	2	3	3
03:00	3	6	4	3	1	3	0	3	3
04:00	9	4	2	8	8	7	6	7	6
05:00	17	15	8	5	16	18	16	16	14
06:00	77	76	20	12	83	85	90	82	63
07:00	357	261	87	49	289	333	375	323	250
08:00	352	306	115	73	357	389	501	381	299
09:00	222	199	179	133	196	192	228	207	193
10:00	165	172	177	177	151	141	175	161	165
11:00	193	167	212	217	180	184	182	181	191
12:00	199	229	246	261	211	212	185	207	220
13:00	171	215	216	199	204	183	201	195	198
14:00	210	237	212	206	206	240	225	224	219
15:00	260	281	223	182	259	263	279	268	250
16:00	217	278	194	196	262	200	241	240	227
17:00	208	192	179	101	208	160	234	200	183
18:00	157	165	124	88	172	150	149	159	144
19:00	147	149	101	66	110	139	111	131	118
20:00	91	88	69	43	74	56	102	82	75
21:00	64	73	51	31	55	58	55	61	55
22:00	28	45	31	17	24	45	40	36	33
23:00	12	35	37	16	11	17	14	18	20
12H,7-19	2711	2702	2164	1882	2695	2647	2975	2746	2539
16H,6-22	3090	3088	2405	2034	3017	2985	3333	3103	2850
18H,6-24	3130	3168	2473	2067	3052	3047	3387	3157	2903
24H,0-24	3168	3210	2519	2101	3087	3081	3419	3193	2941
Am	07:00	08:00	11:00	11:00	08:00	08:00	08:00		
Peak	357	306	212	217	357	389	501		
Pm	15:00	15:00	12:00	12:00	16:00	15:00	15:00		
Peak	260	281	246	261	262	263	279		

14074		DENHAMS CORNER		Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)	
				Channel: Eastbound					



14074		DENHAMS CORNER					Site No: 14074001		Location	Snakemoor Lane, Denhams Corner (East of B3354)					
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Westbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Thu 30-Jan-25															
00:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
04:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0	
05:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0	
06:00	64	0	46	17	0	0	1	0	0	0	0	0	0	0	
07:00	219	2	188	24	1	1	0	2	1	0	0	0	0	0	
08:00	333	3	290	36	1	1	0	0	2	0	0	0	0	0	
09:00	244	0	205	36	0	2	0	0	1	0	0	0	0	0	
10:00	216	4	184	23	0	2	2	0	0	1	0	0	0	0	
11:00	200	1	156	35	2	1	5	0	0	0	0	0	0	0	
12:00	206	2	171	31	1	0	0	0	1	0	0	0	0	0	
13:00	202	6	165	29	0	0	1	0	1	0	0	0	0	0	
14:00	240	5	196	35	0	1	1	1	1	0	0	0	0	0	
15:00	314	3	253	54	1	0	0	1	2	0	0	0	0	0	
16:00	364	5	304	44	4	0	3	2	1	0	0	1	0	0	
17:00	406	4	349	48	3	1	1	0	0	0	0	0	0	0	
18:00	227	0	197	28	0	2	0	0	0	0	0	0	0	0	
19:00	120	1	103	16	0	0	0	0	0	0	0	0	0	0	
20:00	80	2	71	7	0	0	0	0	0	0	0	0	0	0	
21:00	50	1	40	9	0	0	0	0	0	0	0	0	0	0	
22:00	35	0	33	2	0	0	0	0	0	0	0	0	0	0	
23:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	3171	35	2658	423	13	11	13	6	10	1	0	1	0	0	
16H,6-22	3485	39	2918	472	13	11	14	6	10	1	0	1	0	0	
18H,6-24	3531	39	2962	474	13	11	14	6	10	1	0	1	0	0	
24H,0-24	3564	40	2989	479	13	11	14	6	10	1	0	1	0	0	

14074		DENHAMS CORNER					Site No: 14074001		Location	Snakemoor Lane, Denhams Corner (East of B3354)					
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Westbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Fri 31-Jan-25															
00:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
02:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
04:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
05:00	24	0	17	7	0	0	0	0	0	0	0	0	0	0	
06:00	57	0	46	10	0	0	0	0	1	0	0	0	0	0	
07:00	169	0	146	19	2	1	1	0	0	0	0	0	0	0	
08:00	296	0	253	41	0	1	0	1	0	0	0	0	0	0	
09:00	247	2	202	43	0	0	0	0	0	0	0	0	0	0	
10:00	193	3	156	33	0	0	0	1	0	0	0	0	0	0	
11:00	190	0	146	33	2	3	4	1	0	0	0	1	0	0	
12:00	242	1	207	31	1	1	0	0	1	0	0	0	0	0	
13:00	233	0	194	37	1	0	1	0	0	0	0	0	0	0	
14:00	235	0	190	42	0	1	0	0	2	0	0	0	0	0	
15:00	312	3	262	45	1	0	0	1	0	0	0	0	0	0	
16:00	332	2	286	39	0	3	2	0	0	0	0	0	0	0	
17:00	378	0	329	42	1	4	0	1	1	0	0	0	0	0	
18:00	192	2	169	20	1	0	0	0	0	0	0	0	0	0	
19:00	152	0	135	17	0	0	0	0	0	0	0	0	0	0	
20:00	76	3	63	10	0	0	0	0	0	0	0	0	0	0	
21:00	56	0	48	8	0	0	0	0	0	0	0	0	0	0	
22:00	39	0	35	3	0	0	1	0	0	0	0	0	0	0	
23:00	26	0	26	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	3019	13	2540	425	9	14	8	5	4	0	0	1	0	0	
16H,6-22	3360	16	2832	470	9	14	8	5	5	0	0	1	0	0	
18H,6-24	3425	16	2893	473	9	14	9	5	5	0	0	1	0	0	
24H,0-24	3469	16	2926	484	9	14	9	5	5	0	0	1	0	0	

14074		DENHAMS CORNER					Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)				
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
												SIX AXLE MULTI-TRAILER ARTIC			
Sat 01-Feb-25															
00:00	20	0	20	0	0	0	0	0	0	0	0	0	0	0	
01:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
06:00	17	0	13	4	0	0	0	0	0	0	0	0	0	0	
07:00	62	0	53	8	0	1	0	0	0	0	0	0	0	0	
08:00	148	2	127	17	0	0	1	0	1	0	0	0	0	0	
09:00	189	0	163	25	0	0	1	0	0	0	0	0	0	0	
10:00	237	0	205	28	0	1	1	1	1	0	0	0	0	0	
11:00	225	0	197	28	0	0	0	0	0	0	0	0	0	0	
12:00	251	1	224	22	0	0	1	2	1	0	0	0	0	0	
13:00	232	3	208	19	0	0	0	0	1	0	0	1	0	0	
14:00	218	2	189	26	0	0	1	0	0	0	0	0	0	0	
15:00	182	2	156	21	0	0	0	0	3	0	0	0	0	0	
16:00	175	2	159	11	0	0	0	0	1	1	1	0	0	0	
17:00	175	0	157	18	0	0	0	0	0	0	0	0	0	0	
18:00	118	0	102	15	0	0	1	0	0	0	0	0	0	0	
19:00	91	2	80	9	0	0	0	0	0	0	0	0	0	0	
20:00	58	1	50	7	0	0	0	0	0	0	0	0	0	0	
21:00	39	2	36	0	0	0	0	1	0	0	0	0	0	0	
22:00	40	0	34	6	0	0	0	0	0	0	0	0	0	0	
23:00	32	0	31	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2212	12	1940	238	0	2	6	3	8	1	1	1	0	0	
16H,6-22	2417	17	2119	258	0	2	6	4	8	1	1	1	0	0	
18H,6-24	2489	17	2184	265	0	2	6	4	8	1	1	1	0	0	
24H,0-24	2526	17	2220	266	0	2	6	4	8	1	1	1	0	0	

14074		DENHAMS CORNER					Site No: 14074001		Location	Snakemoor Lane, Denhams Corner (East of B3354)					
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Westbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Sun 02-Feb-25															
00:00	13	2	8	3	0	0	0	0	0	0	0	0	0	0	
01:00	6	0	5	0	0	0	0	0	1	0	0	0	0	0	
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
03:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0	
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
05:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
06:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0	
07:00	22	0	20	2	0	0	0	0	0	0	0	0	0	0	
08:00	63	1	56	6	0	0	0	0	0	0	0	0	0	0	
09:00	143	1	116	25	0	0	1	0	0	0	0	0	0	0	
10:00	238	7	209	19	0	0	1	0	2	0	0	0	0	0	
11:00	230	5	193	31	1	0	0	0	0	0	0	0	0	0	
12:00	257	4	227	23	0	0	1	0	2	0	0	0	0	0	
13:00	226	8	202	15	0	1	0	0	0	0	0	0	0	0	
14:00	186	7	158	19	0	0	2	0	0	0	0	0	0	0	
15:00	201	4	175	20	0	0	0	1	1	0	0	0	0	0	
16:00	174	1	152	19	0	0	1	0	0	0	1	0	0	0	
17:00	160	6	136	17	0	1	0	0	0	0	0	0	0	0	
18:00	97	0	82	15	0	0	0	0	0	0	0	0	0	0	
19:00	69	1	57	11	0	0	0	0	0	0	0	0	0	0	
20:00	47	1	38	8	0	0	0	0	0	0	0	0	0	0	
21:00	27	0	26	1	0	0	0	0	0	0	0	0	0	0	
22:00	10	0	7	3	0	0	0	0	0	0	0	0	0	0	
23:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1997	44	1726	211	1	2	6	1	5	0	1	0	0	0	
16H,6-22	2156	46	1861	233	1	2	6	1	5	0	1	0	0	0	
18H,6-24	2171	46	1873	236	1	2	6	1	5	0	1	0	0	0	
24H,0-24	2205	49	1898	241	1	2	6	1	6	0	1	0	0	0	

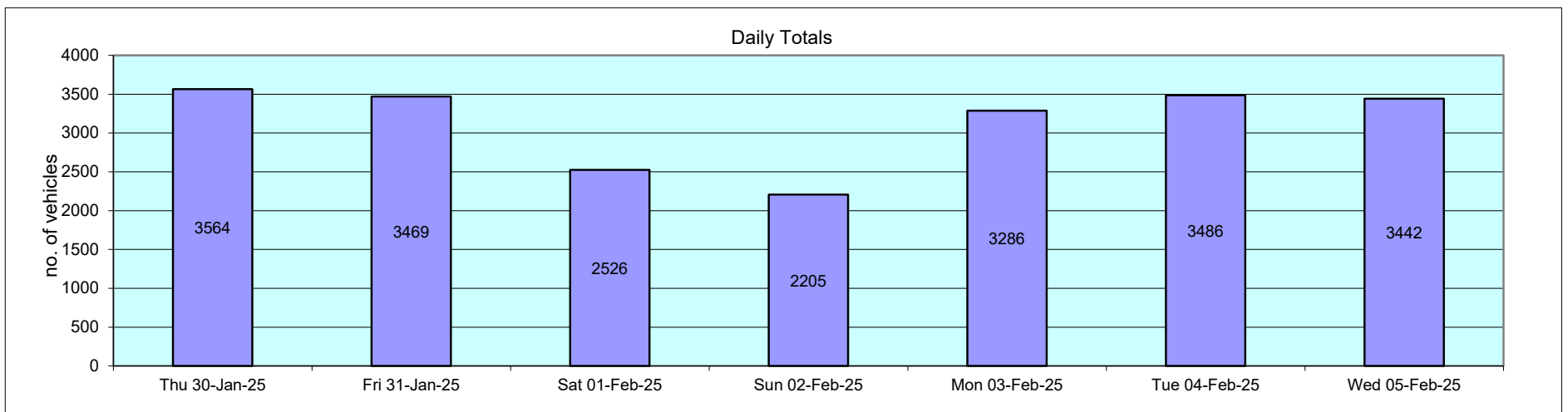
14074		DENHAMS CORNER				Site No: 14074001		Location	Snakemoor Lane, Denhams Corner (East of B3354)						
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Westbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Mon 03-Feb-25															
00:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	
04:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
05:00	21	0	15	5	1	0	0	0	0	0	0	0	0	0	
06:00	72	1	60	11	0	0	0	0	0	0	0	0	0	0	
07:00	216	0	185	28	0	1	1	1	0	0	0	0	0	0	
08:00	283	1	247	32	0	1	1	0	1	0	0	0	0	0	
09:00	237	1	189	44	0	1	0	0	2	0	0	0	0	0	
10:00	227	1	181	42	0	0	2	0	1	0	0	0	0	0	
11:00	192	1	158	30	0	2	0	0	0	0	1	0	0	0	
12:00	202	0	169	29	0	3	1	0	0	0	0	0	0	0	
13:00	208	1	183	23	0	1	0	0	0	0	0	0	0	0	
14:00	214	1	163	42	0	2	2	0	1	1	0	2	0	0	
15:00	285	2	240	41	1	0	0	0	1	0	0	0	0	0	
16:00	356	5	266	80	0	1	4	0	0	0	0	0	0	0	
17:00	354	5	313	32	1	0	1	0	2	0	0	0	0	0	
18:00	188	0	168	17	0	0	1	0	2	0	0	0	0	0	
19:00	93	0	80	11	0	0	0	1	1	0	0	0	0	0	
20:00	75	0	69	6	0	0	0	0	0	0	0	0	0	0	
21:00	32	0	30	2	0	0	0	0	0	0	0	0	0	0	
22:00	13	0	11	2	0	0	0	0	0	0	0	0	0	0	
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2962	18	2462	440	2	12	13	1	10	1	1	2	0	0	
16H,6-22	3234	19	2701	470	2	12	13	2	11	1	1	2	0	0	
18H,6-24	3250	19	2715	472	2	12	13	2	11	1	1	2	0	0	
24H,0-24	3286	19	2741	481	3	12	13	2	11	1	1	2	0	0	

14074		DENHAMS CORNER					Site No: 14074001		Location	Snakemoor Lane, Denhams Corner (East of B3354)					
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Westbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Tue 04-Feb-25															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
04:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
05:00	22	1	13	8	0	0	0	0	0	0	0	0	0	0	
06:00	89	0	71	16	0	0	2	0	0	0	0	0	0	0	
07:00	224	1	185	33	0	1	2	1	1	0	0	0	0	0	
08:00	300	1	251	44	2	0	1	1	0	0	0	0	0	0	
09:00	254	2	224	26	1	0	1	0	0	0	0	0	0	0	
10:00	160	0	134	23	1	1	0	0	1	0	0	0	0	0	
11:00	234	3	195	31	0	2	1	0	2	0	0	0	0	0	
12:00	213	2	175	36	0	0	0	0	0	0	0	0	0	0	
13:00	212	3	169	35	1	2	2	0	0	0	0	0	0	0	
14:00	197	0	156	37	0	1	1	0	1	0	1	0	0	0	
15:00	295	2	232	56	1	2	0	0	2	0	0	0	0	0	
16:00	344	5	281	50	2	1	3	2	0	0	0	0	0	0	
17:00	430	5	388	25	5	2	4	0	1	0	0	0	0	0	
18:00	245	2	211	30	1	0	0	0	1	0	0	0	0	0	
19:00	102	1	91	10	0	0	0	0	0	0	0	0	0	0	
20:00	66	1	56	9	0	0	0	0	0	0	0	0	0	0	
21:00	58	0	51	7	0	0	0	0	0	0	0	0	0	0	
22:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0	
23:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	3108	26	2601	426	14	12	15	4	9	0	1	0	0	0	
16H,6-22	3423	28	2870	468	14	12	17	4	9	0	1	0	0	0	
18H,6-24	3450	28	2896	469	14	12	17	4	9	0	1	0	0	0	
24H,0-24	3486	29	2923	477	14	12	17	4	9	0	1	0	0	0	

14074		DENHAMS CORNER					Site No: 14074001		Location	Snakemoor Lane, Denhams Corner (East of B3354)					
Thu 30-Jan-25 to Wed 05-Feb-25						Channel: Westbound									
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Wed 05-Feb-25															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
04:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
05:00	19	0	16	3	0	0	0	0	0	0	0	0	0	0	
06:00	65	0	55	10	0	0	0	0	0	0	0	0	0	0	
07:00	231	3	188	31	1	2	2	0	4	0	0	0	0	0	
08:00	307	3	261	34	1	2	2	1	2	0	1	0	0	0	
09:00	265	0	219	43	0	0	0	3	0	0	0	0	0	0	
10:00	199	0	160	36	0	1	1	1	0	0	0	0	0	0	
11:00	182	3	143	28	1	4	1	1	1	0	0	0	0	0	
12:00	217	0	177	38	0	0	1	0	1	0	0	0	0	0	
13:00	235	4	181	45	0	2	2	0	1	0	0	0	0	0	
14:00	227	3	175	42	0	2	1	0	4	0	0	0	0	0	
15:00	279	2	232	39	1	2	0	0	2	0	0	1	0	0	
16:00	330	2	270	49	2	3	0	0	2	1	0	1	0	0	
17:00	402	4	345	47	2	1	1	0	1	0	0	1	0	0	
18:00	218	0	191	26	0	0	0	0	1	0	0	0	0	0	
19:00	118	1	102	15	0	0	0	0	0	0	0	0	0	0	
20:00	57	0	49	8	0	0	0	0	0	0	0	0	0	0	
21:00	45	1	40	4	0	0	0	0	0	0	0	0	0	0	
22:00	28	0	25	3	0	0	0	0	0	0	0	0	0	0	
23:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	3092	24	2542	458	8	19	11	6	19	1	1	3	0	0	
16H,6-22	3377	26	2788	495	8	19	11	6	19	1	1	3	0	0	
18H,6-24	3412	26	2819	499	8	19	11	6	19	1	1	3	0	0	
24H,0-24	3442	26	2844	504	8	19	11	6	19	1	1	3	0	0	

14074 DENHAMS CORNER Site No: 14074001 Location Snakemoor Lane, Denhams Corner (East of B3354)
Thu 30-Jan-25 to Wed 05-Feb-25 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 30-Jan-25	3564	40	2989	479	13	11	14	6	10	1	0	1	0	0
Fri 31-Jan-25	3469	16	2926	484	9	14	9	5	5	0	0	1	0	0
Sat 01-Feb-25	2526	17	2220	266	0	2	6	4	8	1	1	1	0	0
Sun 02-Feb-25	2205	49	1898	241	1	2	6	1	6	0	1	0	0	0
Mon 03-Feb-25	3286	19	2741	481	3	12	13	2	11	1	1	2	0	0
Tue 04-Feb-25	3486	29	2923	477	14	12	17	4	9	0	1	0	0	0
Wed 05-Feb-25	3442	26	2844	504	8	19	11	6	19	1	1	3	0	0
Total Vehicles														
[--]	21978	196	18541	2932	48	72	76	28	68	4	5	8	0	0



14074	DENHAMS CORNER				Site No: 14074001	Location		Snakemoor Lane, Denhams Corner (East of B3354)			
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 30-Jan-25											
00:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	6	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
05:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
06:00	64	0	0.0	46	71.9	17	26.6	1	1.6	0	0.0
07:00	219	2	0.9	188	85.8	24	11.0	4	1.8	1	0.5
08:00	333	3	0.9	290	87.1	36	10.8	3	0.9	1	0.3
09:00	244	0	0.0	205	84.0	36	14.8	3	1.2	0	0.0
10:00	216	4	1.9	184	85.2	23	10.7	5	2.3	0	0.0
11:00	200	1	0.5	156	78.0	35	17.5	6	3.0	2	1.0
12:00	206	2	1.0	171	83.0	31	15.1	1	0.5	1	0.5
13:00	202	6	3.0	165	81.7	29	14.4	2	1.0	0	0.0
14:00	240	5	2.1	196	81.7	35	14.6	4	1.7	0	0.0
15:00	314	3	1.0	253	80.6	54	17.2	3	1.0	1	0.3
16:00	364	5	1.4	304	83.5	44	12.1	7	1.9	4	1.1
17:00	406	4	1.0	349	86.0	48	11.8	2	0.5	3	0.7
18:00	227	0	0.0	197	86.8	28	12.3	2	0.9	0	0.0
19:00	120	1	0.8	103	85.8	16	13.3	0	0.0	0	0.0
20:00	80	2	2.5	71	88.8	7	8.8	0	0.0	0	0.0
21:00	50	1	2.0	40	80.0	9	18.0	0	0.0	0	0.0
22:00	35	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
23:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	3171	35	1.1	2658	83.8	423	13.3	42	1.3	13	0.4
16H,6-22	3485	39	1.1	2918	83.7	472	13.5	43	1.2	13	0.4
18H,6-24	3531	39	1.1	2962	83.9	474	13.4	43	1.2	13	0.4
24H,0-24	3564	40	1.1	2989	83.9	479	13.4	43	1.2	13	0.4

14074		DENHAMS CORNER			Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)			
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Fri 31-Jan-25												
00:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0	
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0	
02:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0	
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
04:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0	
05:00	24	0	0.0	17	70.8	7	29.2	0	0.0	0	0.0	
06:00	57	0	0.0	46	80.7	10	17.5	1	1.8	0	0.0	
07:00	169	0	0.0	146	86.4	19	11.2	2	1.2	2	1.2	
08:00	296	0	0.0	253	85.5	41	13.9	2	0.7	0	0.0	
09:00	247	2	0.8	202	81.8	43	17.4	0	0.0	0	0.0	
10:00	193	3	1.6	156	80.8	33	17.1	1	0.5	0	0.0	
11:00	190	0	0.0	146	76.8	33	17.4	9	4.7	2	1.1	
12:00	242	1	0.4	207	85.5	31	12.8	2	0.8	1	0.4	
13:00	233	0	0.0	194	83.3	37	15.9	1	0.4	1	0.4	
14:00	235	0	0.0	190	80.9	42	17.9	3	1.3	0	0.0	
15:00	312	3	1.0	262	84.0	45	14.4	1	0.3	1	0.3	
16:00	332	2	0.6	286	86.1	39	11.8	5	1.5	0	0.0	
17:00	378	0	0.0	329	87.0	42	11.1	6	1.6	1	0.3	
18:00	192	2	1.0	169	88.0	20	10.4	0	0.0	1	0.5	
19:00	152	0	0.0	135	88.8	17	11.2	0	0.0	0	0.0	
20:00	76	3	4.0	63	82.9	10	13.2	0	0.0	0	0.0	
21:00	56	0	0.0	48	85.7	8	14.3	0	0.0	0	0.0	
22:00	39	0	0.0	35	89.7	3	7.7	1	2.6	0	0.0	
23:00	26	0	0.0	26	100.0	0	0.0	0	0.0	0	0.0	
12H,7-19	3019	13	0.4	2540	84.1	425	14.1	32	1.1	9	0.3	
16H,6-22	3360	16	0.5	2832	84.3	470	14.0	33	1.0	9	0.3	
18H,6-24	3425	16	0.5	2893	84.5	473	13.8	34	1.0	9	0.3	
24H,0-24	3469	16	0.5	2926	84.4	484	14.0	34	1.0	9	0.3	

14074	DENHAMS CORNER			Site No: 14074001			Location		Snakemoor Lane, Denhams Corner (East of B3354)		
Thu 30-Jan-25 to Wed 05-Feb-25				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 01-Feb-25											
00:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
01:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
02:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	17	0	0.0	13	76.5	4	23.5	0	0.0	0	0.0
07:00	62	0	0.0	53	85.5	8	12.9	1	1.6	0	0.0
08:00	148	2	1.4	127	85.8	17	11.5	2	1.4	0	0.0
09:00	189	0	0.0	163	86.2	25	13.2	1	0.5	0	0.0
10:00	237	0	0.0	205	86.5	28	11.8	4	1.7	0	0.0
11:00	225	0	0.0	197	87.6	28	12.4	0	0.0	0	0.0
12:00	251	1	0.4	224	89.2	22	8.8	4	1.6	0	0.0
13:00	232	3	1.3	208	89.7	19	8.2	2	0.9	0	0.0
14:00	218	2	0.9	189	86.7	26	11.9	1	0.5	0	0.0
15:00	182	2	1.1	156	85.7	21	11.5	3	1.7	0	0.0
16:00	175	2	1.1	159	90.9	11	6.3	3	1.7	0	0.0
17:00	175	0	0.0	157	89.7	18	10.3	0	0.0	0	0.0
18:00	118	0	0.0	102	86.4	15	12.7	1	0.9	0	0.0
19:00	91	2	2.2	80	87.9	9	9.9	0	0.0	0	0.0
20:00	58	1	1.7	50	86.2	7	12.1	0	0.0	0	0.0
21:00	39	2	5.1	36	92.3	0	0.0	1	2.6	0	0.0
22:00	40	0	0.0	34	85.0	6	15.0	0	0.0	0	0.0
23:00	32	0	0.0	31	96.9	1	3.1	0	0.0	0	0.0
12H,7-19	2212	12	0.5	1940	87.7	238	10.8	22	1.0	0	0.0
16H,6-22	2417	17	0.7	2119	87.7	258	10.7	23	1.0	0	0.0
18H,6-24	2489	17	0.7	2184	87.8	265	10.7	23	0.9	0	0.0
24H,0-24	2526	17	0.7	2220	87.9	266	10.5	23	0.9	0	0.0

14074		DENHAMS CORNER				Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)	
Thu 30-Jan-25 to Wed 05-Feb-25				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 02-Feb-25											
00:00	13	2	15.4	8	61.5	3	23.1	0	0.0	0	0.0
01:00	6	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	4	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
06:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
07:00	22	0	0.0	20	90.9	2	9.1	0	0.0	0	0.0
08:00	63	1	1.6	56	88.9	6	9.5	0	0.0	0	0.0
09:00	143	1	0.7	116	81.1	25	17.5	1	0.7	0	0.0
10:00	238	7	2.9	209	87.8	19	8.0	3	1.3	0	0.0
11:00	230	5	2.2	193	83.9	31	13.5	0	0.0	1	0.4
12:00	257	4	1.6	227	88.3	23	9.0	3	1.2	0	0.0
13:00	226	8	3.5	202	89.4	15	6.6	1	0.4	0	0.0
14:00	186	7	3.8	158	85.0	19	10.2	2	1.1	0	0.0
15:00	201	4	2.0	175	87.1	20	10.0	2	1.0	0	0.0
16:00	174	1	0.6	152	87.4	19	10.9	2	1.2	0	0.0
17:00	160	6	3.8	136	85.0	17	10.6	1	0.6	0	0.0
18:00	97	0	0.0	82	84.5	15	15.5	0	0.0	0	0.0
19:00	69	1	1.5	57	82.6	11	15.9	0	0.0	0	0.0
20:00	47	1	2.1	38	80.9	8	17.0	0	0.0	0	0.0
21:00	27	0	0.0	26	96.3	1	3.7	0	0.0	0	0.0
22:00	10	0	0.0	7	70.0	3	30.0	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1997	44	2.2	1726	86.4	211	10.6	15	0.8	1	0.1
16H,6-22	2156	46	2.1	1861	86.3	233	10.8	15	0.7	1	0.1
18H,6-24	2171	46	2.1	1873	86.3	236	10.9	15	0.7	1	0.1
24H,0-24	2205	49	2.2	1898	86.1	241	10.9	16	0.7	1	0.1

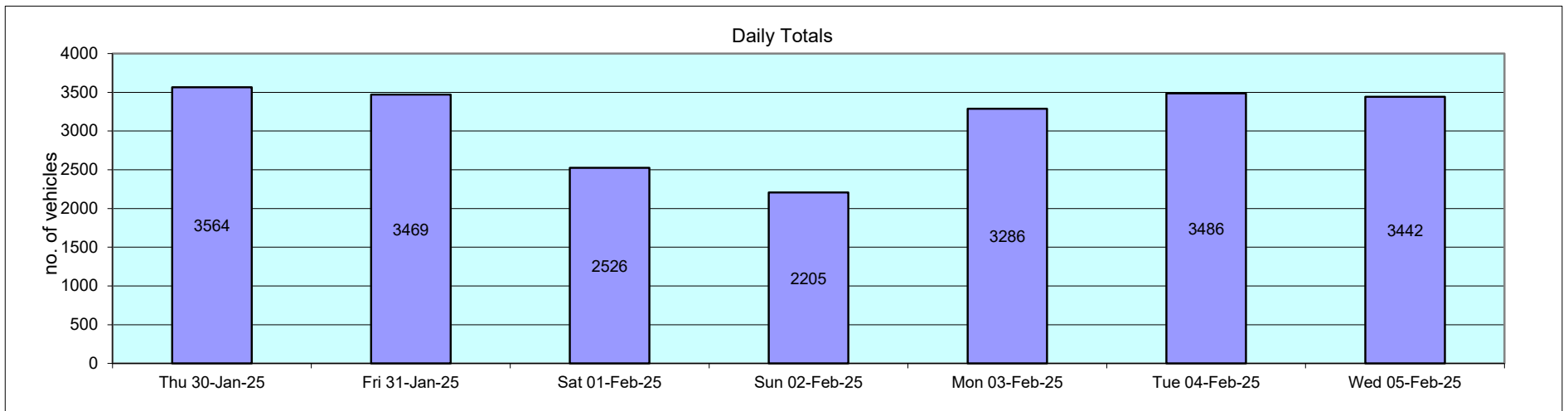
14074	DENHAMS CORNER			Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)			
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 03-Feb-25											
00:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	3	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
04:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	21	0	0.0	15	71.4	5	23.8	0	0.0	1	4.8
06:00	72	1	1.4	60	83.3	11	15.3	0	0.0	0	0.0
07:00	216	0	0.0	185	85.7	28	13.0	3	1.4	0	0.0
08:00	283	1	0.4	247	87.3	32	11.3	3	1.1	0	0.0
09:00	237	1	0.4	189	79.8	44	18.6	3	1.3	0	0.0
10:00	227	1	0.4	181	79.7	42	18.5	3	1.3	0	0.0
11:00	192	1	0.5	158	82.3	30	15.6	3	1.6	0	0.0
12:00	202	0	0.0	169	83.7	29	14.4	4	2.0	0	0.0
13:00	208	1	0.5	183	88.0	23	11.1	1	0.5	0	0.0
14:00	214	1	0.5	163	76.2	42	19.6	8	3.7	0	0.0
15:00	285	2	0.7	240	84.2	41	14.4	1	0.4	1	0.4
16:00	356	5	1.4	266	74.7	80	22.5	5	1.4	0	0.0
17:00	354	5	1.4	313	88.4	32	9.0	3	0.9	1	0.3
18:00	188	0	0.0	168	89.4	17	9.0	3	1.6	0	0.0
19:00	93	0	0.0	80	86.0	11	11.8	2	2.2	0	0.0
20:00	75	0	0.0	69	92.0	6	8.0	0	0.0	0	0.0
21:00	32	0	0.0	30	93.8	2	6.3	0	0.0	0	0.0
22:00	13	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
23:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2962	18	0.6	2462	83.1	440	14.9	40	1.4	2	0.1
16H,6-22	3234	19	0.6	2701	83.5	470	14.5	42	1.3	2	0.1
18H,6-24	3250	19	0.6	2715	83.5	472	14.5	42	1.3	2	0.1
24H,0-24	3286	19	0.6	2741	83.4	481	14.6	42	1.3	3	0.1

14074	DENHAMS CORNER				Site No: 14074001	Location	Snakemoor Lane, Denhams Corner (East of B3354)				
Thu 30-Jan-25 to Wed 05-Feb-25				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 04-Feb-25											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	22	1	4.6	13	59.1	8	36.4	0	0.0	0	0.0
06:00	89	0	0.0	71	79.8	16	18.0	2	2.3	0	0.0
07:00	224	1	0.5	185	82.6	33	14.7	5	2.2	0	0.0
08:00	300	1	0.3	251	83.7	44	14.7	2	0.7	2	0.7
09:00	254	2	0.8	224	88.2	26	10.2	1	0.4	1	0.4
10:00	160	0	0.0	134	83.8	23	14.4	2	1.3	1	0.6
11:00	234	3	1.3	195	83.3	31	13.3	5	2.1	0	0.0
12:00	213	2	0.9	175	82.2	36	16.9	0	0.0	0	0.0
13:00	212	3	1.4	169	79.7	35	16.5	4	1.9	1	0.5
14:00	197	0	0.0	156	79.2	37	18.8	4	2.0	0	0.0
15:00	295	2	0.7	232	78.6	56	19.0	4	1.4	1	0.3
16:00	344	5	1.5	281	81.7	50	14.5	6	1.7	2	0.6
17:00	430	5	1.2	388	90.2	25	5.8	7	1.6	5	1.2
18:00	245	2	0.8	211	86.1	30	12.2	1	0.4	1	0.4
19:00	102	1	1.0	91	89.2	10	9.8	0	0.0	0	0.0
20:00	66	1	1.5	56	84.9	9	13.6	0	0.0	0	0.0
21:00	58	0	0.0	51	87.9	7	12.1	0	0.0	0	0.0
22:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
23:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	3108	26	0.8	2601	83.7	426	13.7	41	1.3	14	0.5
16H,6-22	3423	28	0.8	2870	83.8	468	13.7	43	1.3	14	0.4
18H,6-24	3450	28	0.8	2896	83.9	469	13.6	43	1.3	14	0.4
24H,0-24	3486	29	0.8	2923	83.9	477	13.7	43	1.2	14	0.4

14074	DENHAMS CORNER				Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)			
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Wed 05-Feb-25												
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0	
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
04:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0	
05:00	19	0	0.0	16	84.2	3	15.8	0	0.0	0	0.0	
06:00	65	0	0.0	55	84.6	10	15.4	0	0.0	0	0.0	
07:00	231	3	1.3	188	81.4	31	13.4	8	3.5	1	0.4	
08:00	307	3	1.0	261	85.0	34	11.1	8	2.6	1	0.3	
09:00	265	0	0.0	219	82.6	43	16.2	3	1.1	0	0.0	
10:00	199	0	0.0	160	80.4	36	18.1	3	1.5	0	0.0	
11:00	182	3	1.7	143	78.6	28	15.4	7	3.9	1	0.6	
12:00	217	0	0.0	177	81.6	38	17.5	2	0.9	0	0.0	
13:00	235	4	1.7	181	77.0	45	19.2	5	2.1	0	0.0	
14:00	227	3	1.3	175	77.1	42	18.5	7	3.1	0	0.0	
15:00	279	2	0.7	232	83.2	39	14.0	5	1.8	1	0.4	
16:00	330	2	0.6	270	81.8	49	14.9	7	2.1	2	0.6	
17:00	402	4	1.0	345	85.8	47	11.7	4	1.0	2	0.5	
18:00	218	0	0.0	191	87.6	26	11.9	1	0.5	0	0.0	
19:00	118	1	0.9	102	86.4	15	12.7	0	0.0	0	0.0	
20:00	57	0	0.0	49	86.0	8	14.0	0	0.0	0	0.0	
21:00	45	1	2.2	40	88.9	4	8.9	0	0.0	0	0.0	
22:00	28	0	0.0	25	89.3	3	10.7	0	0.0	0	0.0	
23:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0	
12H,7-19	3092	24	0.8	2542	82.2	458	14.8	60	1.9	8	0.3	
16H,6-22	3377	26	0.8	2788	82.6	495	14.7	60	1.8	8	0.2	
18H,6-24	3412	26	0.8	2819	82.6	499	14.6	60	1.8	8	0.2	
24H,0-24	3442	26	0.8	2844	82.6	504	14.6	60	1.7	8	0.2	

14074 DENHAMS CORNER Site No: 14074001 Location Snakemoor Lane, Denhams Corner (East of B3354)
Thu 30-Jan-25 to Wed 05-Feb-25 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 30-Jan-25	3564	40	1.1	2989	83.9	479	13.4	43	1.2	13	0.4
Fri 31-Jan-25	3469	16	0.5	2926	84.4	484	14.0	34	1.0	9	0.3
Sat 01-Feb-25	2526	17	0.7	2220	87.9	266	10.5	23	0.9	0	0.0
Sun 02-Feb-25	2205	49	2.2	1898	86.1	241	10.9	16	0.7	1	0.1
Mon 03-Feb-25	3286	19	0.6	2741	83.4	481	14.6	42	1.3	3	0.1
Tue 04-Feb-25	3486	29	0.8	2923	83.9	477	13.7	43	1.2	14	0.4
Wed 05-Feb-25	3442	26	0.8	2844	82.6	504	14.6	60	1.7	8	0.2
Total Vehicles											
[--]	21978	196	0.9	18541	84.6	2932	13.1	261	1.2	48	0.2



14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 30-Jan-25																
00:00	2	-	23.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	4	-	24.8	2.8	0	0	0	3	1	0	0	0	0	0	0	0
03:00	3	-	23.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
04:00	6	-	25.2	5.3	0	0	1	3	1	1	0	0	0	0	0	0
05:00	18	27	24.1	3.3	0	0	2	12	4	0	0	0	0	0	0	0
06:00	64	26.9	23.7	3.5	0	0	11	41	11	1	0	0	0	0	0	0
07:00	219	25	20.3	4.7	7	28	78	91	15	0	0	0	0	0	0	0
08:00	333	24.9	19.1	6	44	47	94	125	19	4	0	0	0	0	0	0
09:00	244	25.1	21.2	4.4	11	12	68	141	12	0	0	0	0	0	0	0
10:00	216	25.4	20.8	5.1	11	24	60	100	20	1	0	0	0	0	0	0
11:00	200	25.5	21.2	4.7	4	23	55	97	21	0	0	0	0	0	0	0
12:00	206	25.5	21.6	4.6	5	18	47	117	18	1	0	0	0	0	0	0
13:00	202	25.9	22	4.6	2	18	48	105	28	1	0	0	0	0	0	0
14:00	240	24.9	20.1	5.1	14	30	79	102	14	1	0	0	0	0	0	0
15:00	314	25.2	19.7	5.6	26	51	88	121	28	0	0	0	0	0	0	0
16:00	364	24.3	18.4	5.5	43	68	124	111	18	0	0	0	0	0	0	0
17:00	406	22.2	16.2	5.4	83	113	132	72	6	0	0	0	0	0	0	0
18:00	227	24.4	19.4	4.7	12	34	90	84	7	0	0	0	0	0	0	0
19:00	120	25.9	22.3	3.8	0	2	42	59	17	0	0	0	0	0	0	0
20:00	80	25.8	22.5	3.9	1	1	22	45	11	0	0	0	0	0	0	0
21:00	50	27.7	23.7	4	0	0	11	28	9	2	0	0	0	0	0	0
22:00	35	27.8	23.6	3.8	0	0	8	18	9	0	0	0	0	0	0	0
23:00	11	28.3	23	5.8	0	2	1	4	4	0	0	0	0	0	0	0
12H,7-19	3171	25	19.6	5.4	262	466	963	1266	206	8	0	0	0	0	0	0
16H,6-22	3485	25.1	19.9	5.3	263	469	1049	1439	254	11	0	0	0	0	0	0
18H,6-24	3531	25.1	20	5.3	263	471	1058	1461	267	11	0	0	0	0	0	0
24H,0-24	3564	25.2	20	5.3	263	471	1062	1482	274	12	0	0	0	0	0	0

14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 31-Jan-25																
00:00	7	-	23.5	3.2	0	0	1	5	1	0	0	0	0	0	0	0
01:00	3	-	26.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
02:00	3	-	25.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
03:00	2	-	23.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
04:00	5	-	22.5	2.6	0	0	1	4	0	0	0	0	0	0	0	0
05:00	24	28.4	24.3	3.8	0	0	4	12	8	0	0	0	0	0	0	0
06:00	57	26.5	22.9	4	0	1	16	30	9	1	0	0	0	0	0	0
07:00	169	24.8	19.8	5.3	16	15	56	73	9	0	0	0	0	0	0	0
08:00	296	25	21	4.2	4	28	94	156	14	0	0	0	0	0	0	0
09:00	247	25.2	21.3	4.2	4	17	77	133	16	0	0	0	0	0	0	0
10:00	193	25.7	22.2	4.1	1	8	57	103	23	1	0	0	0	0	0	0
11:00	190	25.3	20.4	5.3	16	13	61	83	16	1	0	0	0	0	0	0
12:00	242	25	20.5	4.8	13	21	81	113	14	0	0	0	0	0	0	0
13:00	233	25.6	19.8	6.2	31	32	47	96	26	1	0	0	0	0	0	0
14:00	235	25.3	21.9	3.9	0	14	65	139	15	2	0	0	0	0	0	0
15:00	312	25.2	20.6	4.8	12	33	104	137	26	0	0	0	0	0	0	0
16:00	332	24.7	19.2	5.1	15	75	110	111	21	0	0	0	0	0	0	0
17:00	378	22.1	17	4.9	47	101	159	64	7	0	0	0	0	0	0	0
18:00	192	25	20.7	4.3	3	15	82	78	14	0	0	0	0	0	0	0
19:00	152	25.1	21.1	3.9	0	10	65	66	11	0	0	0	0	0	0	0
20:00	76	26	22.8	3.7	0	1	20	43	12	0	0	0	0	0	0	0
21:00	56	25.7	22.7	3.6	0	1	14	34	7	0	0	0	0	0	0	0
22:00	39	28.7	24.4	3.9	0	0	7	18	14	0	0	0	0	0	0	0
23:00	26	25.6	23.1	5.1	0	1	6	16	1	1	1	0	0	0	0	0
12H,7-19	3019	25	20.2	5	162	372	993	1286	201	5	0	0	0	0	0	0
16H,6-22	3360	25.1	20.4	4.9	162	385	1108	1459	240	6	0	0	0	0	0	0
18H,6-24	3425	25.2	20.4	4.9	162	386	1121	1493	255	7	1	0	0	0	0	0
24H,0-24	3469	25.2	20.5	4.9	162	386	1127	1519	267	7	1	0	0	0	0	0

14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 01-Feb-25																
00:00	20	25.2	23.3	3.4	0	0	4	13	3	0	0	0	0	0	0	0
01:00	7	-	23.5	5.2	0	1	0	4	2	0	0	0	0	0	0	0
02:00	4	-	26	3.2	0	0	0	2	2	0	0	0	0	0	0	0
03:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	4	-	26	3.2	0	0	0	2	2	0	0	0	0	0	0	0
06:00	17	29.3	23.5	6	0	2	3	7	3	2	0	0	0	0	0	0
07:00	62	28.4	24.1	4	0	1	10	33	17	1	0	0	0	0	0	0
08:00	148	26.7	23.5	8.5	4	12	25	82	17	3	0	0	1	0	0	4
09:00	189	25.1	21.1	4.2	0	21	59	98	10	1	0	0	0	0	0	0
10:00	237	25	20.7	4.5	6	25	81	111	13	1	0	0	0	0	0	0
11:00	225	25.2	20.7	4.8	9	23	69	108	16	0	0	0	0	0	0	0
12:00	251	25.1	20.3	5.5	9	40	84	97	18	0	0	3	0	0	0	0
13:00	232	25.1	20.2	5.3	16	31	60	110	14	1	0	0	0	0	0	0
14:00	218	25.3	21.4	4.2	5	6	82	108	15	2	0	0	0	0	0	0
15:00	182	25.2	21.3	4.2	1	16	60	91	14	0	0	0	0	0	0	0
16:00	175	24.9	21	3.8	0	14	65	89	7	0	0	0	0	0	0	0
17:00	175	24.9	20.6	4.2	2	16	72	75	10	0	0	0	0	0	0	0
18:00	118	25.3	22.1	3.6	1	2	34	73	8	0	0	0	0	0	0	0
19:00	91	25.9	22	4.2	0	5	31	42	13	0	0	0	0	0	0	0
20:00	58	27.4	23.8	3.8	0	0	11	35	10	2	0	0	0	0	0	0
21:00	39	27.5	23	4.2	0	1	11	18	9	0	0	0	0	0	0	0
22:00	40	26.9	23.5	3.5	0	0	8	24	8	0	0	0	0	0	0	0
23:00	32	25.6	22.1	4.5	0	2	10	16	3	1	0	0	0	0	0	0
12H,7-19	2212	25.3	21.1	5	53	207	701	1075	159	9	0	3	1	0	0	4
16H,6-22	2417	25.4	21.3	4.9	53	215	757	1177	194	13	0	3	1	0	0	4
18H,6-24	2489	25.4	21.3	4.9	53	217	775	1217	205	14	0	3	1	0	0	4
24H,0-24	2526	25.4	21.4	4.9	53	218	779	1239	215	14	0	3	1	0	0	4

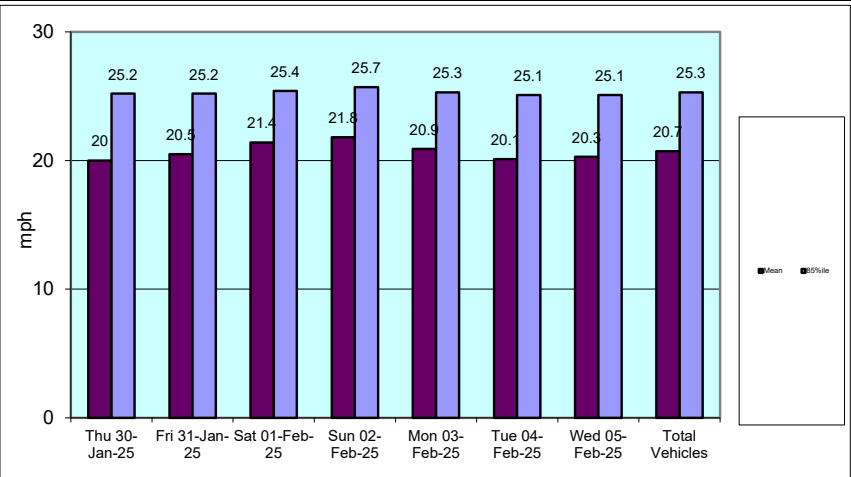
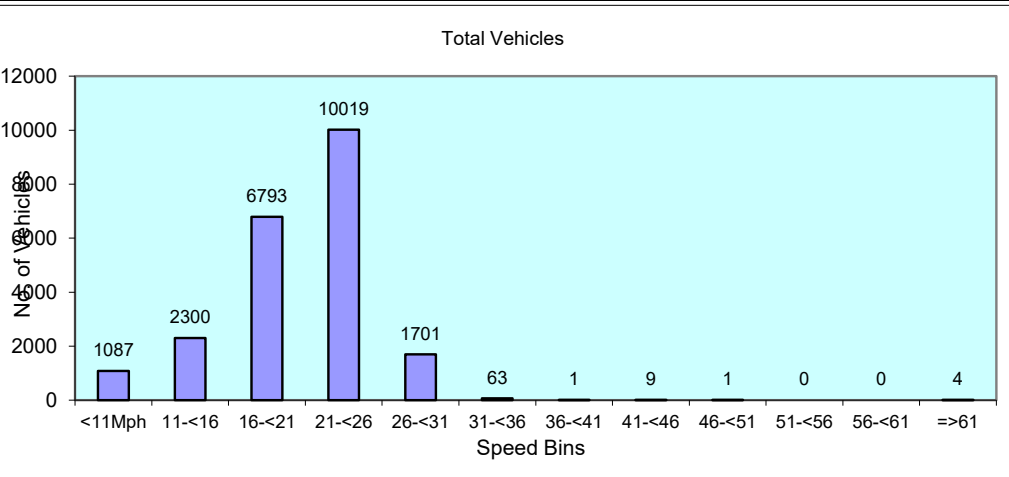
14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 02-Feb-25																
00:00	13	24.6	22	2.8	0	0	4	9	0	0	0	0	0	0	0	0
01:00	6	-	24.3	4	0	0	1	3	2	0	0	0	0	0	0	0
02:00	3	-	23.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
03:00	4	-	23.5	4.2	0	0	1	2	1	0	0	0	0	0	0	0
04:00	3	-	23.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
05:00	5	-	25.5	5.8	0	0	1	2	1	1	0	0	0	0	0	0
06:00	16	29.1	24.1	5	0	0	5	5	5	1	0	0	0	0	0	0
07:00	22	25.7	22.8	4.1	0	2	2	15	3	0	0	0	0	0	0	0
08:00	63	27.9	23.5	4.5	0	4	9	35	13	2	0	0	0	0	0	0
09:00	143	28	23.4	4.1	0	3	34	70	35	1	0	0	0	0	0	0
10:00	238	25.2	20.7	4.7	2	43	57	120	15	1	0	0	0	0	0	0
11:00	230	25.4	21.1	4.8	12	13	68	116	21	0	0	0	0	0	0	0
12:00	257	25.2	20.7	5.1	16	27	63	133	17	1	0	0	0	0	0	0
13:00	226	25.1	20.9	4.6	7	26	57	123	13	0	0	0	0	0	0	0
14:00	186	25.7	22.5	3.9	0	9	44	111	21	1	0	0	0	0	0	0
15:00	201	25.6	21.2	4.8	6	19	59	94	23	0	0	0	0	0	0	0
16:00	174	25.4	21.8	3.8	0	9	55	95	15	0	0	0	0	0	0	0
17:00	160	25.8	22.6	3.7	0	1	50	88	20	1	0	0	0	0	0	0
18:00	97	25.2	21.3	4.1	2	4	35	49	7	0	0	0	0	0	0	0
19:00	69	26.5	23.4	3.4	0	0	13	44	12	0	0	0	0	0	0	0
20:00	47	27.6	23.3	4	0	1	11	24	11	0	0	0	0	0	0	0
21:00	27	27.5	23.5	4.2	0	0	7	14	5	1	0	0	0	0	0	0
22:00	10	26	23.5	3.6	0	0	2	6	2	0	0	0	0	0	0	0
23:00	5	-	24.5	4.4	0	0	1	2	2	0	0	0	0	0	0	0
12H,7-19	1997	25.6	21.6	4.6	45	160	533	1049	203	7	0	0	0	0	0	0
16H,6-22	2156	25.7	21.7	4.5	45	161	569	1136	236	9	0	0	0	0	0	0
18H,6-24	2171	25.7	21.7	4.5	45	161	572	1144	240	9	0	0	0	0	0	0
24H,0-24	2205	25.7	21.8	4.5	45	161	579	1166	244	10	0	0	0	0	0	0

14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 03-Feb-25																
00:00	2	-	21	3.5	0	0	1	1	0	0	0	0	0	0	0	0
01:00	2	-	23.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
02:00	2	-	23.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
03:00	3	-	23.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
04:00	6	-	24.3	2.5	0	0	0	5	1	0	0	0	0	0	0	0
05:00	21	28	23.5	4.1	0	0	6	9	6	0	0	0	0	0	0	0
06:00	72	27	22.5	4.6	0	7	15	36	14	0	0	0	0	0	0	0
07:00	216	25	20.9	4.2	5	15	79	105	12	0	0	0	0	0	0	0
08:00	283	25.2	21.4	4.2	5	19	84	156	19	0	0	0	0	0	0	0
09:00	237	25.2	21.5	3.9	2	12	78	130	15	0	0	0	0	0	0	0
10:00	227	24.4	19.7	4.4	4	32	107	72	12	0	0	0	0	0	0	0
11:00	192	25.3	21.6	4.1	4	8	57	110	13	0	0	0	0	0	0	0
12:00	202	25.8	22.7	3.9	1	9	39	127	25	1	0	0	0	0	0	0
13:00	208	25.5	22	4	0	11	64	113	17	3	0	0	0	0	0	0
14:00	214	25.4	21.7	4.2	3	13	61	118	19	0	0	0	0	0	0	0
15:00	285	25.4	21.6	4	3	14	94	149	25	0	0	0	0	0	0	0
16:00	356	24.8	19.9	4.9	16	52	125	144	18	1	0	0	0	0	0	0
17:00	354	24.3	17.9	5.9	48	96	85	107	17	1	0	0	0	0	0	0
18:00	188	24.3	19.5	4.5	6	30	78	69	5	0	0	0	0	0	0	0
19:00	93	25.7	22.7	3.4	0	0	25	57	11	0	0	0	0	0	0	0
20:00	75	25.6	22.7	3.5	0	0	21	46	7	1	0	0	0	0	0	0
21:00	32	28.3	24	4.5	0	1	5	18	6	2	0	0	0	0	0	0
22:00	13	29.2	24.3	5.1	0	0	4	4	4	1	0	0	0	0	0	0
23:00	3	-	26.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
12H,7-19	2962	25.1	20.7	4.7	97	311	951	1400	197	6	0	0	0	0	0	0
16H,6-22	3234	25.2	20.9	4.6	97	319	1017	1557	235	9	0	0	0	0	0	0
18H,6-24	3250	25.2	20.9	4.6	97	319	1021	1562	241	10	0	0	0	0	0	0
24H,0-24	3286	25.3	20.9	4.6	97	319	1030	1580	250	10	0	0	0	0	0	0

14074 DENHAMS CORNER					Site No: 14074001					Location Snakemoor Lane, Denhams Corner (East of B3354)						
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 04-Feb-25																
00:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	3	-	28.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	3	-	23.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
04:00	6	-	24.3	2.5	0	0	0	5	1	0	0	0	0	0	0	0
05:00	22	28.3	24.2	4.1	0	1	2	12	7	0	0	0	0	0	0	0
06:00	89	25.7	22.7	3.7	0	3	20	55	11	0	0	0	0	0	0	0
07:00	224	25.2	20.8	4.5	2	26	83	93	20	0	0	0	0	0	0	0
08:00	300	24.9	20.2	5.2	29	17	91	149	14	0	0	0	0	0	0	0
09:00	254	25.1	21.1	4.4	9	15	81	135	14	0	0	0	0	0	0	0
10:00	160	25.3	21.2	4.8	8	12	36	93	11	0	0	0	0	0	0	0
11:00	234	25.1	21.1	4.5	6	23	63	129	12	1	0	0	0	0	0	0
12:00	213	25.8	22.6	4	1	6	54	124	25	3	0	0	0	0	0	0
13:00	212	25.3	21.4	4	0	15	78	102	17	0	0	0	0	0	0	0
14:00	197	25.4	22	4	4	6	54	116	17	0	0	0	0	0	0	0
15:00	295	25.1	20.5	4.9	14	28	101	131	20	1	0	0	0	0	0	0
16:00	344	24.4	18.3	5.7	46	63	113	104	18	0	0	0	0	0	0	0
17:00	430	20	14.1	5.2	165	106	118	38	3	0	0	0	0	0	0	0
18:00	245	24.3	19.8	4.1	2	34	115	87	7	0	0	0	0	0	0	0
19:00	102	25.1	21.4	4	0	6	39	50	6	1	0	0	0	0	0	0
20:00	66	25.8	23.2	3.5	0	1	12	43	10	0	0	0	0	0	0	0
21:00	58	25.4	22.8	3.2	0	0	13	41	3	1	0	0	0	0	0	0
22:00	16	28.1	24.8	3.2	0	0	1	10	5	0	0	0	0	0	0	0
23:00	11	27.4	23.5	4.1	0	0	3	5	3	0	0	0	0	0	0	0
12H,7-19	3108	24.9	19.7	5.3	286	351	987	1301	178	5	0	0	0	0	0	0
16H,6-22	3423	25	20	5.2	286	361	1071	1490	208	7	0	0	0	0	0	0
18H,6-24	3450	25	20	5.2	286	361	1075	1505	216	7	0	0	0	0	0	0
24H,0-24	3486	25.1	20.1	5.2	286	362	1077	1527	227	7	0	0	0	0	0	0

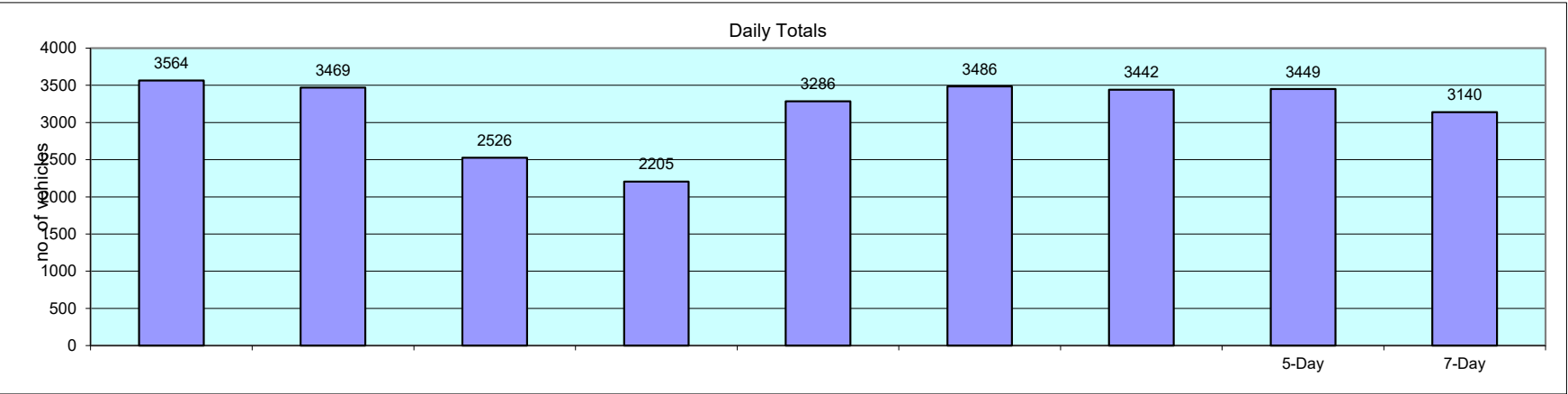
14074		DENHAMS CORNER			Site No: 14074001		Location Snakemoor Lane, Denhams Corner (East of B3354)									
Thu 30-Jan-25 to Wed 05-Feb-25					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 05-Feb-25																
00:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	2	-	26	3.5	0	0	0	1	1	0	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	2	-	23.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
04:00	5	-	24.5	2.6	0	0	0	4	1	0	0	0	0	0	0	0
05:00	19	27.7	24.6	3	0	0	1	13	5	0	0	0	0	0	0	0
06:00	65	28.3	24	3.8	0	0	13	33	19	0	0	0	0	0	0	0
07:00	231	24.7	19.4	5.5	28	24	68	103	8	0	0	0	0	0	0	0
08:00	307	24.8	20.1	4.9	16	41	93	145	12	0	0	0	0	0	0	0
09:00	265	24.8	20	5	15	30	94	114	11	0	0	1	0	0	0	0
10:00	199	25.4	22	5.2	0	13	66	101	14	0	0	5	0	0	0	0
11:00	182	25.7	21.4	4.8	3	20	51	86	21	1	0	0	0	0	0	0
12:00	217	25.5	22	4.3	5	13	45	135	19	0	0	0	0	0	0	0
13:00	235	25.2	21	4.5	9	13	84	111	18	0	0	0	0	0	0	0
14:00	227	25	21	4.1	1	22	80	112	12	0	0	0	0	0	0	0
15:00	279	24.8	20.1	4.8	14	30	108	110	16	1	0	0	0	0	0	0
16:00	330	24.5	18.2	5.9	52	60	93	107	17	1	0	0	0	0	0	0
17:00	402	23.7	18.3	5	33	86	162	110	11	0	0	0	0	0	0	0
18:00	218	24.4	20.1	4	4	20	101	87	6	0	0	0	0	0	0	0
19:00	118	24.9	20.8	3.9	1	7	53	50	7	0	0	0	0	0	0	0
20:00	57	26.9	23.2	3.9	0	2	10	34	11	0	0	0	0	0	0	0
21:00	45	27.4	22.9	4.3	0	2	11	22	10	0	0	0	0	0	0	0
22:00	28	25.8	23.3	3.2	0	0	5	19	4	0	0	0	0	0	0	0
23:00	7	-	23.5	3.2	0	0	1	5	1	0	0	0	0	0	0	0
12H,7-19	3092	24.9	20.1	5	180	372	1045	1321	165	3	0	6	0	0	0	0
16H,6-22	3377	25	20.3	5	181	383	1132	1460	212	3	0	6	0	0	0	0
18H,6-24	3412	25	20.3	5	181	383	1138	1484	217	3	0	6	0	0	0	0
24H,0-24	3442	25.1	20.3	5	181	383	1139	1506	224	3	0	6	0	0	0	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Thu 30-Jan-25	3564	25.2	20	5.3	263	471	1062	1482	274	12	0	0	0	0	0	0
Fri 31-Jan-25	3469	25.2	20.5	4.9	162	386	1127	1519	267	7	1	0	0	0	0	0
Sat 01-Feb-25	2526	25.4	21.4	4.9	53	218	779	1239	215	14	0	3	1	0	0	4
Sun 02-Feb-25	2205	25.7	21.8	4.5	45	161	579	1166	244	10	0	0	0	0	0	0
Mon 03-Feb-25	3286	25.3	20.9	4.6	97	319	1030	1580	250	10	0	0	0	0	0	0
Tue 04-Feb-25	3486	25.1	20.1	5.2	286	362	1077	1527	227	7	0	0	0	0	0	0
Wed 05-Feb-25	3442	25.1	20.3	5	181	383	1139	1506	224	3	0	6	0	0	0	0
Total Vehicles																
[--]	21978	25.3	20.7	4.9	1087	2300	6793	10019	1701	63	1	9	1	0	0	4



14074	DENHAMS CORNER				Site No: 14074001	Location	Snakemoor Lane, Denhams Corner (East of B3354)		
Channel: Westbound									
								5-Day	7-Day
TIME PERIOD	Thu 30-Jan-25	Fri 31-Jan-25	Sat 01-Feb-25	Sun 02-Feb-25	Mon 03-Feb-25	Tue 04-Feb-25	Wed 05-Feb-25	Av	Av
Week Begin: 30-Jan-25									
00:00	2	7	20	13	2	1	1	3	7
01:00	0	3	7	6	2	3	2	2	3
02:00	4	3	4	3	2	1	1	2	3
03:00	3	2	1	4	3	3	2	3	3
04:00	6	5	1	3	6	6	5	6	5
05:00	18	24	4	5	21	22	19	21	16
06:00	64	57	17	16	72	89	65	69	54
07:00	219	169	62	22	216	224	231	212	163
08:00	333	296	148	63	283	300	307	304	247
09:00	244	247	189	143	237	254	265	249	226
10:00	216	193	237	238	227	160	199	199	210
11:00	200	190	225	230	192	234	182	200	208
12:00	206	242	251	257	202	213	217	216	227
13:00	202	233	232	226	208	212	235	218	221
14:00	240	235	218	186	214	197	227	223	217
15:00	314	312	182	201	285	295	279	297	267
16:00	364	332	175	174	356	344	330	345	296
17:00	406	378	175	160	354	430	402	394	329
18:00	227	192	118	97	188	245	218	214	184
19:00	120	152	91	69	93	102	118	117	106
20:00	80	76	58	47	75	66	57	71	66
21:00	50	56	39	27	32	58	45	48	44
22:00	35	39	40	10	13	16	28	26	26
23:00	11	26	32	5	3	11	7	12	14
12H,7-19	3171	3019	2212	1997	2962	3108	3092	3070	2794
16H,6-22	3485	3360	2417	2156	3234	3423	3377	3376	3065
18H,6-24	3531	3425	2489	2171	3250	3450	3412	3414	3104
24H,0-24	3564	3469	2526	2205	3286	3486	3442	3449	3140
Am	08:00	08:00	10:00	10:00	08:00	08:00	08:00		
Peak	333	296	237	238	283	300	307		
Pm	17:00	17:00	12:00	12:00	16:00	17:00	17:00		
Peak	406	378	251	257	356	430	402		

14074		DENHAMS CORNER		Site No: 14074001		Location		Snakemoor Lane, Denhams Corner (East of B3354)	
				Channel: Westbound					



SITE: 1		DATE: 30/01/2025
LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY		DAY: THURSDAY



JOB TITLE: DENHAMS CORNER	JOB NUMBER: 14074
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MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	A TO A FROM B3342 (NE) TO B3342 (NE)								A TO B FROM B3342 (NE) TO B3342 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	94	13	2	0	0	0	0	109
07:15	0	0	0	0	0	0	0	0	140	19	5	0	1	0	0	165
07:30	0	0	0	0	0	0	0	0	149	22	6	0	0	1	0	178
07:45	0	0	0	0	0	0	0	0	158	10	3	1	1	0	1	174
H/TOT	0	0	0	0	0	0	0	0	541	64	16	1	2	1	1	626
08:00	0	0	0	0	0	0	0	0	164	26	7	0	0	0	0	197
08:15	0	0	0	0	0	0	0	0	192	20	4	0	0	0	1	217
08:30	0	0	0	0	0	0	0	0	140	19	2	4	0	2	0	167
08:45	1	0	0	0	0	0	0	1	134	16	1	0	0	0	0	151
H/TOT	1	0	0	0	0	0	0	1	630	81	14	4	0	2	1	732
09:00	0	0	0	0	0	0	0	0	162	11	3	2	0	1	0	179
09:15	0	0	0	0	0	0	0	0	132	17	8	1	0	1	0	159
09:30	0	0	0	0	0	0	0	0	128	14	3	1	0	0	0	146
09:45	0	0	0	0	0	0	0	0	113	12	5	0	0	1	0	131
H/TOT	0	0	0	0	0	0	0	0	535	54	19	4	0	3	0	615
P/TOT	1	0	0	0	0	0	0	1	1706	199	49	9	2	6	2	1973

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	A TO A FROM B3342 (NE) TO B3342 (NE)								A TO B FROM B3342 (NE) TO B3342 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	155	35	2	0	1	1	0	194
16:15	0	0	0	0	0	0	0	0	130	23	2	0	1	1	0	157
16:30	0	0	0	0	0	0	0	0	124	23	2	1	0	0	2	152
16:45	0	0	0	0	0	0	0	0	150	22	2	0	0	2	0	176
H/TOT	0	0	0	0	0	0	0	0	559	103	8	1	2	4	2	679
17:00	1	0	0	0	0	0	0	1	168	22	2	0	0	2	0	194
17:15	0	0	0	0	0	0	0	0	146	18	4	0	1	2	0	171
17:30	0	0	0	0	0	0	0	0	131	11	3	1	1	2	0	149
17:45	0	0	0	0	0	0	0	0	147	20	2	0	0	0	0	169
H/TOT	1	0	0	0	0	0	0	1	592	71	11	1	2	6	0	683
18:00	0	0	0	0	0	0	0	0	137	14	0	0	0	0	0	151
18:15	1	1	0	0	0	0	0	2	154	7	0	0	0	1	0	162
18:30	0	0	0	0	0	0	0	0	126	14	0	0	0	0	0	140
18:45	0	0	0	0	0	0	0	0	116	15	0	0	0	1	0	132
H/TOT	1	1	0	0	0	0	0	2	533	50	0	0	0	2	0	585
P/TOT	2	1	0	0	0	0	0	3	1684	224	19	2	4	12	2	1947

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	A TO C FROM B3342 (NE) TO CHALCROFT WAY								B TO A FROM B3342 (S) TO B3342 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	92	28	11	0	2	3	0	136
07:15	1	0	0	1	0	0	0	2	95	47	5	0	1	3	0	151
07:30	2	1	0	0	0	0	0	3	141	31	3	0	0	2	0	177
07:45	7	0	0	0	0	0	0	7	115	26	7	2	0	1	0	151
H/TOT	12	1	0	1	0	0	0	14	443	132	26	2	3	9	0	615
08:00	0	0	0	0	0	0	0	0	103	32	2	2	0	2	1	142
08:15	3	1	0	0	0	0	0	4	112	25	6	0	0	3	0	146
08:30	1	0	0	1	0	0	0	2	101	19	4	0	0	1	0	125
08:45	0	0	0	1	0	0	0	1	99	14	4	0	0	0	0	117
H/TOT	4	1	0	2	0	0	0	7	415	90	16	2	0	6	1	530
09:00	1	0	1	1	0	0	0	3	84	18	5	0	0	1	0	108
09:15	1	0	0	0	0	0	0	1	101	23	5	1	0	1	1	132
09:30	2	1	1	0	0	0	0	4	82	16	7	1	0	0	0	106
09:45	0	0	1	1	0	0	0	2	77	18	3	0	0	0	0	98
H/TOT	4	1	3	2	0	0	0	10	344	75	20	2	0	2	1	444
P/TOT	20	3	3	5	0	0	0	31	1202	297	62	6	3	17	2	1589

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	A TO C FROM B3342 (NE) TO CHALCROFT WAY								B TO A FROM B3342 (S) TO B3342 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	1	0	1	0	0	0	3	122	10	5	0	0	1	0	138
16:15	1	0	0	0	0	1	0	2	142	18	4	0	0	0	1	165
16:30	3	0	0	0	0	0	0	3	131	20	3	0	0	0	0	154
16:45	0	0	0	0	0	0	0	0	121	12	0	0	0	0	1	134
H/TOT	5	1	0	1	0	1	0	8	516	60	12	0	0	1	2	591
17:00	4	1	0	0	0	0	0	5	135	14	1	0	0	4	0	154
17:15	2	0	0	0	0	0	0	2	138	9	1	0	0	3	0	151
17:30	0	0	0	0	0	0	0	0	152	13	1	0	0	0	0	166
17:45	1	0	0	0	0	0	0	1	144	13	1	0	0	1	0	159
H/TOT	7	1	0	0	0	0	0	8	569	49	4	0	0	8	0	630
18:00	0	0	0	0	0	0	0	0	132	15	1	0	0	1	0	149
18:15	1	0	0	0	0	0	0	1	114	8	1	0	0	2	0	125
18:30	0	0	0	0	0	0	0	0	111	7	2	0	0	0	0	120
18:45	0	0	1	0	0	0	0	1	115	8	1	0	0	0	0	124
H/TOT	1	0	1	0	0	0	0	2	472	38	5	0	0	3	0	518
P/TOT	13	2	1	1	0	1	0	18	1557	147	21	0	0	12	2	1739

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	B TO B FROM B3342 (S) TO B3342 (S)								B TO C FROM B3342 (S) TO CHALCROFT WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	19	4	0	1	0	1	0	25
07:15	2	0	0	0	0	0	0	2	13	6	0	3	0	0	0	22
07:30	0	0	0	0	0	0	0	0	30	4	1	0	0	1	0	36
07:45	2	0	0	1	0	0	0	3	24	6	3	0	0	1	0	34
H/TOT	4	0	0	1	0	0	0	5	86	20	4	4	0	3	0	117
08:00	6	1	0	0	0	0	0	7	28	4	0	2	0	0	0	34
08:15	7	0	0	0	0	0	0	7	29	5	3	2	0	0	0	39
08:30	3	0	0	0	0	0	0	3	21	3	1	0	0	0	0	25
08:45	5	0	0	0	0	0	0	5	23	5	3	0	0	0	0	31
H/TOT	21	1	0	0	0	0	0	22	101	17	7	4	0	0	0	129
09:00	5	0	0	0	0	0	0	5	12	2	2	0	0	0	0	16
09:15	2	1	0	0	0	0	0	3	13	3	2	4	0	0	0	22
09:30	0	0	0	0	0	0	0	0	12	2	1	1	0	0	0	16
09:45	0	0	0	0	0	0	0	0	11	3	3	0	0	0	0	17
H/TOT	7	1	0	0	0	0	0	8	48	10	8	5	0	0	0	71
P/TOT	32	2	0	1	0	0	0	35	235	47	19	13	0	3	0	317

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	B TO B FROM B3342 (S) TO B3342 (S)								B TO C FROM B3342 (S) TO CHALCROFT WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	1	0	0	0	0	0	4	20	11	0	0	0	0	0	31
16:15	4	1	0	0	0	0	0	5	25	4	2	1	0	0	0	32
16:30	4	1	0	0	0	0	0	5	29	9	0	0	0	1	0	39
16:45	2	0	0	0	0	0	0	2	19	6	1	0	0	1	0	27
H/TOT	13	3	0	0	0	0	0	16	93	30	3	1	0	2	0	129
17:00	5	0	1	0	0	0	0	6	36	7	0	0	0	0	0	43
17:15	4	0	0	0	0	0	0	4	22	5	0	0	0	1	0	28
17:30	2	0	0	0	0	0	0	2	22	1	0	0	0	0	0	23
17:45	3	0	0	0	0	0	0	3	32	1	0	0	0	1	0	34
H/TOT	14	0	1	0	0	0	0	15	112	14	0	0	0	2	0	128
18:00	2	0	0	0	0	0	0	2	27	3	0	0	0	0	0	30
18:15	1	0	0	0	0	0	0	1	16	1	0	0	0	0	0	17
18:30	1	0	0	0	0	0	0	1	15	2	0	0	0	0	0	17
18:45	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20
H/TOT	4	0	0	0	0	0	0	4	78	6	0	0	0	0	0	84
P/TOT	31	3	1	0	0	0	0	35	283	50	3	1	0	4	0	341

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	C TO A								C TO B							
	FROM CHALCROFT WAY TO B3342 (NE)								FROM CHALCROFT WAY TO B3342 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	15	3	2	0	0	0	0	20
07:15	0	1	0	0	0	0	0	1	28	3	4	0	0	0	0	35
07:30	0	0	0	0	0	0	0	0	22	6	2	0	0	0	0	30
07:45	0	0	0	1	0	0	0	1	21	7	0	1	0	0	2	31
H/TOT	0	1	0	1	0	0	0	2	86	19	8	1	0	0	2	116
08:00	0	2	0	0	0	0	0	2	31	3	2	0	0	0	0	36
08:15	0	0	0	0	0	0	0	0	24	1	2	1	0	0	0	28
08:30	1	0	1	0	0	0	0	2	19	7	1	0	0	0	0	27
08:45	1	1	1	0	0	0	0	3	13	2	3	1	0	0	0	19
H/TOT	2	3	2	0	0	0	0	7	87	13	8	2	0	0	0	110
09:00	3	0	0	0	0	0	0	3	12	2	2	0	0	0	0	16
09:15	0	0	0	1	0	0	0	1	16	6	2	2	0	0	0	26
09:30	1	0	1	0	0	0	0	2	8	2	3	3	0	0	0	16
09:45	1	0	0	0	0	0	0	1	8	0	2	1	0	0	0	11
H/TOT	5	0	1	1	0	0	0	7	44	10	9	6	0	0	0	69
P/TOT	7	4	3	2	0	0	0	16	217	42	25	9	0	0	2	295

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	C TO A FROM CHALCROFT WAY TO B3342 (NE)								C TO B FROM CHALCROFT WAY TO B3342 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	2	0	0	0	0	0	5	42	7	0	2	0	0	0	51
16:15	2	0	0	0	0	0	0	2	27	7	1	1	0	1	0	37
16:30	1	0	0	0	0	0	0	1	20	7	1	0	0	2	0	30
16:45	2	1	0	0	0	0	0	3	22	3	1	0	0	1	0	27
H/TOT	8	3	0	0	0	0	0	11	111	24	3	3	0	4	0	145
17:00	3	0	0	0	0	0	0	3	36	3	0	0	0	3	0	42
17:15	1	1	0	0	0	0	0	2	15	4	0	0	0	0	0	19
17:30	2	0	0	0	0	0	0	2	15	1	0	0	0	0	0	16
17:45	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
H/TOT	6	1	0	0	0	0	0	7	80	9	0	0	0	3	0	92
18:00	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
18:15	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14
18:30	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15
18:45	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	13
H/TOT	1	0	0	0	0	0	0	1	49	9	0	0	0	0	0	58
P/TOT	15	4	0	0	0	0	0	19	240	42	3	3	0	7	0	295

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY

DATE: 30/01/2025

DAY: THURSDAY



TIME	C TO C							
	FROM CHALCROFT WAY TO CHALCROFT WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY

DATE: 30/01/2025

DAY: THURSDAY



TIME	C TO C							
	FROM CHALCROFT WAY TO CHALCROFT WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	TO ARM A B3342 (NE)								FROM ARM A B3342 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	92	28	11	0	2	3	0	136	96	13	2	0	0	0	0	111
07:15	95	48	5	0	1	3	0	152	141	19	5	1	1	0	0	167
07:30	141	31	3	0	0	2	0	177	151	23	6	0	0	1	0	181
07:45	115	26	7	3	0	1	0	152	165	10	3	1	1	0	1	181
H/TOT	443	133	26	3	3	9	0	617	553	65	16	2	2	1	1	640
08:00	103	34	2	2	0	2	1	144	164	26	7	0	0	0	0	197
08:15	112	25	6	0	0	3	0	146	195	21	4	0	0	0	1	221
08:30	102	19	5	0	0	1	0	127	141	19	2	5	0	2	0	169
08:45	101	15	5	0	0	0	0	121	135	16	1	1	0	0	0	153
H/TOT	418	93	18	2	0	6	1	538	635	82	14	6	0	2	1	740
09:00	87	18	5	0	0	1	0	111	163	11	4	3	0	1	0	182
09:15	101	23	5	2	0	1	1	133	133	17	8	1	0	1	0	160
09:30	83	16	8	1	0	0	0	108	130	15	4	1	0	0	0	150
09:45	78	18	3	0	0	0	0	99	113	12	6	1	0	1	0	133
H/TOT	349	75	21	3	0	2	1	451	539	55	22	6	0	3	0	625
P/TOT	1210	301	65	8	3	17	2	1606	1727	202	52	14	2	6	2	2005

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	TO ARM A B3342 (NE)								FROM ARM A B3342 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	125	12	5	0	0	1	0	143	156	36	2	1	1	1	0	197
16:15	144	18	4	0	0	0	1	167	131	23	2	0	1	2	0	159
16:30	132	20	3	0	0	0	0	155	127	23	2	1	0	0	2	155
16:45	123	13	0	0	0	0	1	137	150	22	2	0	0	2	0	176
H/TOT	524	63	12	0	0	1	2	602	564	104	8	2	2	5	2	687
17:00	139	14	1	0	0	4	0	158	173	23	2	0	0	2	0	200
17:15	139	10	1	0	0	3	0	153	148	18	4	0	1	2	0	173
17:30	154	13	1	0	0	0	0	168	131	11	3	1	1	2	0	149
17:45	144	13	1	0	0	1	0	159	148	20	2	0	0	0	0	170
H/TOT	576	50	4	0	0	8	0	638	600	72	11	1	2	6	0	692
18:00	132	15	1	0	0	1	0	149	137	14	0	0	0	0	0	151
18:15	115	9	1	0	0	2	0	127	156	8	0	0	0	1	0	165
18:30	111	7	2	0	0	0	0	120	126	14	0	0	0	0	0	140
18:45	116	8	1	0	0	0	0	125	116	15	1	0	0	1	0	133
H/TOT	474	39	5	0	0	3	0	521	535	51	1	0	0	2	0	589
P/TOT	1574	152	21	0	0	12	2	1761	1699	227	20	3	4	13	2	1968

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	TO ARM B B3342 (S)								FROM ARM B B3342 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	109	16	4	0	0	0	0	129	111	32	11	1	2	4	0	161
07:15	170	22	9	0	1	0	0	202	110	53	5	3	1	3	0	175
07:30	171	28	8	0	0	1	0	208	171	35	4	0	0	3	0	213
07:45	181	17	3	3	1	0	3	208	141	32	10	3	0	2	0	188
H/TOT	631	83	24	3	2	1	3	747	533	152	30	7	3	12	0	737
08:00	201	30	9	0	0	0	0	240	137	37	2	4	0	2	1	183
08:15	223	21	6	1	0	0	1	252	148	30	9	2	0	3	0	192
08:30	162	26	3	4	0	2	0	197	125	22	5	0	0	1	0	153
08:45	152	18	4	1	0	0	0	175	127	19	7	0	0	0	0	153
H/TOT	738	95	22	6	0	2	1	864	537	108	23	6	0	6	1	681
09:00	179	13	5	2	0	1	0	200	101	20	7	0	0	1	0	129
09:15	150	24	10	3	0	1	0	188	116	27	7	5	0	1	1	157
09:30	136	16	6	4	0	0	0	162	94	18	8	2	0	0	0	122
09:45	121	12	7	1	0	1	0	142	88	21	6	0	0	0	0	115
H/TOT	586	65	28	10	0	3	0	692	399	86	28	7	0	2	1	523
P/TOT	1955	243	74	19	2	6	4	2303	1469	346	81	20	3	20	2	1941

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	TO ARM B B3342 (S)								FROM ARM B B3342 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	200	43	2	2	1	1	0	249	145	22	5	0	0	1	0	173
16:15	161	31	3	1	1	2	0	199	171	23	6	1	0	0	1	202
16:30	148	31	3	1	0	2	2	187	164	30	3	0	0	1	0	198
16:45	174	25	3	0	0	3	0	205	142	18	1	0	0	1	1	163
H/TOT	683	130	11	4	2	8	2	840	622	93	15	1	0	3	2	736
17:00	209	25	3	0	0	5	0	242	176	21	2	0	0	4	0	203
17:15	165	22	4	0	1	2	0	194	164	14	1	0	0	4	0	183
17:30	148	12	3	1	1	2	0	167	176	14	1	0	0	0	0	191
17:45	164	21	2	0	0	0	0	187	179	14	1	0	0	2	0	196
H/TOT	686	80	12	1	2	9	0	790	695	63	5	0	0	10	0	773
18:00	153	16	0	0	0	0	0	169	161	18	1	0	0	1	0	181
18:15	166	10	0	0	0	1	0	177	131	9	1	0	0	2	0	143
18:30	139	17	0	0	0	0	0	156	127	9	2	0	0	0	0	138
18:45	128	16	0	0	0	1	0	145	135	8	1	0	0	0	0	144
H/TOT	586	59	0	0	0	2	0	647	554	44	5	0	0	3	0	606
P/TOT	1955	269	23	5	4	19	2	2277	1871	200	25	1	0	16	2	2115

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	TO ARM C CHALCROFT WAY								FROM ARM C CHALCROFT WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	4	0	1	0	1	0	27	15	3	2	0	0	0	0	20
07:15	14	6	0	4	0	0	0	24	28	4	4	0	0	0	0	36
07:30	32	5	1	0	0	1	0	39	22	6	2	0	0	0	0	30
07:45	31	6	3	0	0	1	0	41	21	7	0	2	0	0	2	32
H/TOT	98	21	4	5	0	3	0	131	86	20	8	2	0	0	2	118
08:00	28	4	0	2	0	0	0	34	31	5	2	0	0	0	0	38
08:15	32	6	3	2	0	0	0	43	24	1	2	1	0	0	0	28
08:30	22	3	1	1	0	0	0	27	20	7	2	0	0	0	0	29
08:45	23	5	3	1	0	0	0	32	14	3	4	1	0	0	0	22
H/TOT	105	18	7	6	0	0	0	136	89	16	10	2	0	0	0	117
09:00	13	2	3	1	0	0	0	19	15	2	2	0	0	0	0	19
09:15	14	3	2	4	0	0	0	23	16	6	2	3	0	0	0	27
09:30	14	3	2	1	0	0	0	20	9	2	4	3	0	0	0	18
09:45	11	3	4	1	0	0	0	19	9	0	2	1	0	0	0	12
H/TOT	52	11	11	7	0	0	0	81	49	10	10	7	0	0	0	76
P/TOT	255	50	22	18	0	3	0	348	224	46	28	11	0	0	2	311

MANUAL CLASSIFIED COUNTS

JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 1

LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY



DATE: 30/01/2025

DAY: THURSDAY

TIME	TO ARM C CHALCROFT WAY								FROM ARM C CHALCROFT WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	21	12	0	1	0	0	0	34	45	9	0	2	0	0	0	56
16:15	26	4	2	1	0	1	0	34	29	7	1	1	0	1	0	39
16:30	32	9	0	0	0	1	0	42	21	7	1	0	0	2	0	31
16:45	19	6	1	0	0	1	0	27	24	4	1	0	0	1	0	30
H/TOT	98	31	3	2	0	3	0	137	119	27	3	3	0	4	0	156
17:00	40	8	0	0	0	0	0	48	39	3	0	0	0	3	0	45
17:15	24	5	0	0	0	1	0	30	16	5	0	0	0	0	0	21
17:30	22	1	0	0	0	0	0	23	17	1	0	0	0	0	0	18
17:45	33	1	0	0	0	1	0	35	14	1	0	0	0	0	0	15
H/TOT	119	15	0	0	0	2	0	136	86	10	0	0	0	3	0	99
18:00	27	3	0	0	0	0	0	30	14	2	0	0	0	0	0	16
18:15	17	1	0	0	0	0	0	18	11	3	0	0	0	0	0	14
18:30	15	2	0	0	0	0	0	17	12	3	0	0	0	0	0	15
18:45	20	0	1	0	0	0	0	21	13	1	0	0	0	0	0	14
H/TOT	79	6	1	0	0	0	0	86	50	9	0	0	0	0	0	59
P/TOT	296	52	4	2	0	5	0	359	255	46	3	3	0	7	0	314

QUEUE LENGTHS

JOB REF: 14074



JOB NAME: DENHAMS CORNER

SITE: 1

DATE: 30/01/2025

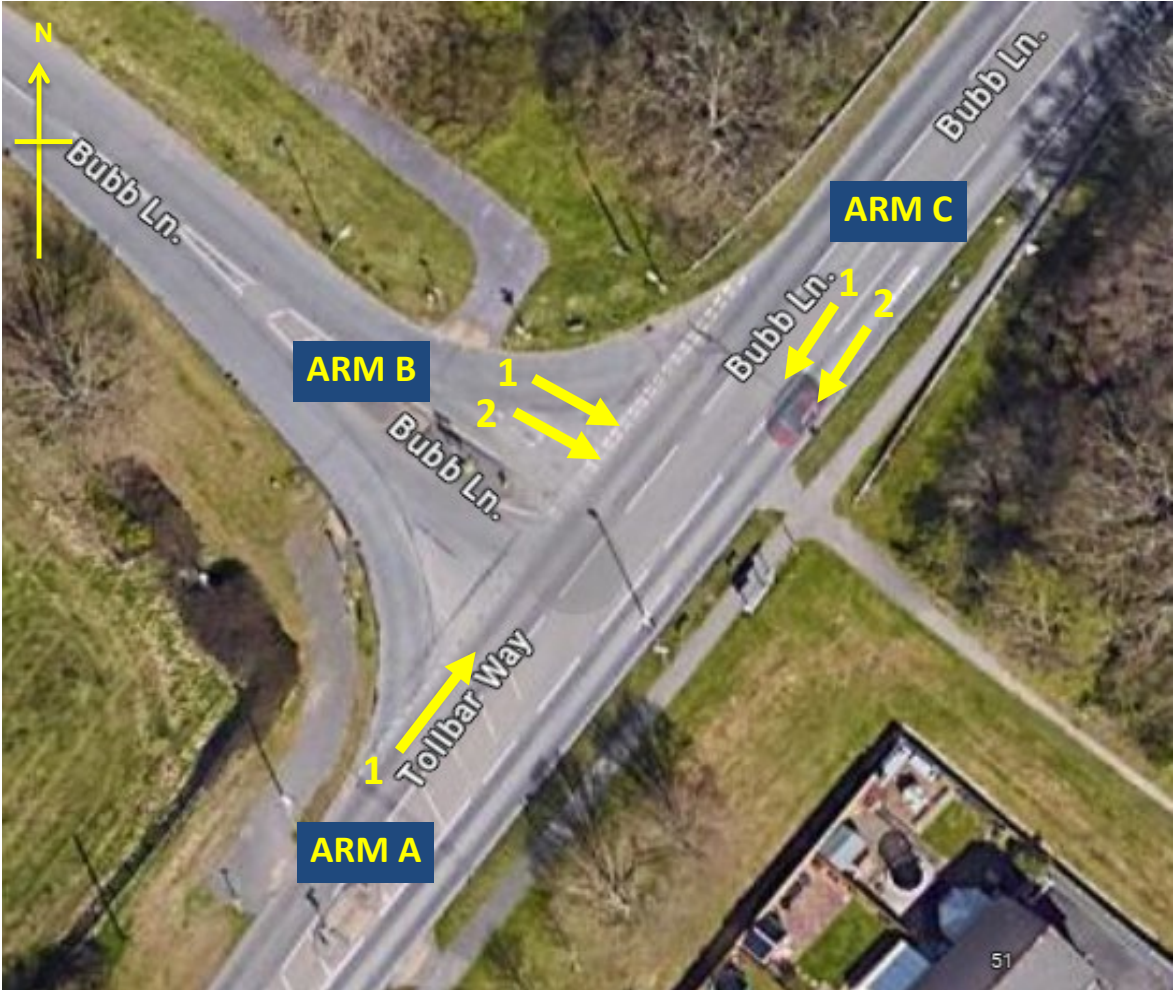
LOCATION: B3342 (NE) / B3342 (S) / CHALCROFT WAY

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A		ARM B		ARM C		TIME	ARM A		ARM B		ARM C	
	B3342 (NE)		B3342 (S)		CHALCROFT WAY			B3342 (NE)		B3342 (S)		CHALCROFT WAY	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0	16:00	5	0	0	0	1	1
07:05	0	0	0	1	0	3	16:05	6	1	0	0	1	4
07:10	2	0	0	4	0	1	16:10	3	0	0	0	0	1
07:15	0	0	0	0	0	2	16:15	4	0	0	0	1	2
07:20	4	0	0	0	0	5	16:20	3	0	0	1	0	2
07:25	3	0	0	1	0	2	16:25	1	0	0	0	0	4
07:30	1	0	0	0	0	3	16:30	3	0	0	0	0	3
07:35	2	0	0	0	0	1	16:35	4	0	0	0	0	2
07:40	1	0	0	0	0	1	16:40	3	0	0	0	0	0
07:45	4	0	0	0	0	3	16:45	0	0	0	2	0	2
07:50	3	1	0	0	1	3	16:50	0	0	0	0	0	2
07:55	2	0	0	2	0	1	16:55	2	0	0	0	0	1
08:00	0	0	0	0	0	2	17:00	4	0	0	0	1	2
08:05	4	0	0	0	0	1	17:05	3	0	0	0	0	2
08:10	4	0	0	0	0	3	17:10	2	0	0	0	0	2
08:15	3	0	0	0	0	1	17:15	4	0	0	0	0	0
08:20	2	0	0	1	1	2	17:20	3	0	0	0	0	2
08:25	2	0	0	0	0	3	17:25	5	0	0	0	0	2
08:30	1	0	0	0	0	2	17:30	4	0	0	0	0	2
08:35	3	0	0	0	0	1	17:35	0	0	0	0	0	2
08:40	1	0	0	0	0	2	17:40	1	0	0	0	0	1
08:45	1	0	0	0	0	1	17:45	4	0	0	0	2	2
08:50	4	0	0	0	0	2	17:50	0	0	0	0	0	1
08:55	2	0	0	0	0	1	17:55	3	0	0	0	0	2
09:00	2	0	0	0	0	1	18:00	3	0	0	0	0	2
09:05	0	0	0	0	0	1	18:05	0	0	0	0	0	1
09:10	0	0	0	0	0	1	18:10	2	0	0	0	0	1
09:15	3	0	0	0	1	2	18:15	0	0	0	0	0	1
09:20	2	0	0	0	0	1	18:20	2	0	0	0	0	1
09:25	0	0	0	0	0	1	18:25	3	0	0	2	0	1
09:30	0	0	0	0	0	1	18:30	2	0	0	0	0	1
09:35	2	0	0	0	1	1	18:35	1	0	0	0	0	0
09:40	0	0	1	0	0	1	18:40	2	0	0	0	0	2
09:45	0	0	0	0	0	1	18:45	4	0	0	0	0	1
09:50	0	0	0	0	0	1	18:50	0	0	0	0	0	1
09:55	4	0	0	0	0	1	18:55	1	0	0	0	0	1

SITE: 2		DATE: 30/01/2025
LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)		DAY: THURSDAY



JOB TITLE: DENHAM'S CORNER	JOB NUMBER: 14074
--	---------------------------------

MANUAL CLASSIFIED COUNTS



JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

TIME	A TO B							
	FROM TOLLBAR WAY TO BUBB LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	2	0	0	0	0	0	5
07:15	4	0	0	0	0	0	0	4
07:30	5	2	0	1	0	0	0	8
07:45	11	1	0	0	0	0	0	12
H/TOT	23	5	0	1	0	0	0	29
08:00	9	1	1	0	0	0	0	11
08:15	16	2	0	0	0	0	0	18
08:30	14	2	1	0	0	0	0	17
08:45	13	1	0	0	0	0	0	14
H/TOT	52	6	2	0	0	0	0	60
09:00	8	0	0	0	0	0	0	8
09:15	15	0	1	0	0	0	0	16
09:30	13	2	0	0	0	0	0	15
09:45	13	0	0	0	0	0	0	13
H/TOT	49	2	1	0	0	0	0	52
P/TOT	124	13	3	1	0	0	0	141

	A TO C							
	FROM TOLLBAR WAY TO BUBB LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
84	27	9	1	2	3	0		126
72	31	4	3	1	1	0		112
107	25	4	0	0	3	0		139
77	19	7	2	0	1	1		107
340	102	24	6	3	8	1		484
73	20	1	4	0	2	0		100
79	24	8	2	0	2	0		115
92	14	4	0	0	1	0		111
88	19	7	0	0	0	0		114
332	77	20	6	0	5	0		440
71	15	7	0	0	0	0		93
85	24	6	5	0	0	0		120
65	11	5	2	0	0	0		83
66	20	6	0	0	0	0		92
287	70	24	7	0	0	0		388
959	249	68	19	3	13	1		1312

MANUAL CLASSIFIED COUNTS



JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

TIME	A TO B							
	FROM TOLLBAR WAY TO BUBB LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	29	2	4	0	0	0	0	35
16:15	55	12	1	0	0	0	0	68
16:30	57	7	1	0	0	0	0	65
16:45	50	6	0	0	0	1	0	57
H/TOT	191	27	6	0	0	1	0	225
17:00	21	3	0	0	0	1	0	25
17:15	36	6	0	0	0	0	0	42
17:30	21	3	0	0	0	1	0	25
17:45	18	4	2	0	0	0	1	25
H/TOT	96	16	2	0	0	2	1	117
18:00	15	0	0	0	0	0	0	15
18:15	8	0	2	0	0	0	0	10
18:30	5	0	0	0	0	0	0	5
18:45	5	0	0	0	0	0	0	5
H/TOT	33	0	2	0	0	0	0	35
P/TOT	320	43	10	0	0	3	1	377

	A TO C							
	FROM TOLLBAR WAY TO BUBB LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
112	17	3	0	0	0	1	0	133
135	15	6	1	0	0	0	0	157
127	22	0	0	0	0	1	0	150
113	11	1	0	0	0	2	0	127
487	65	10	1	0	0	4	0	567
132	13	1	0	0	0	4	0	150
126	10	0	0	0	0	2	0	138
155	12	1	0	0	0	0	0	168
139	11	1	0	0	0	0	0	151
552	46	3	0	0	0	6	0	607
119	15	0	0	0	0	1	0	135
108	6	1	0	0	0	1	0	116
106	9	1	0	0	0	0	0	116
105	9	1	0	0	0	0	0	115
438	39	3	0	0	0	2	0	482
1477	150	16	1	0	0	12	0	1656

MANUAL CLASSIFIED COUNTS



JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

TIME	B TO A							
	FROM BUBB LANE (W) TO TOLLBAR WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2
07:15	3	0	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0
07:45	7	1	0	0	0	0	0	8
H/TOT	12	1	0	0	0	0	0	13
08:00	9	1	0	0	0	0	0	10
08:15	17	1	0	0	0	0	0	18
08:30	8	1	0	0	0	0	0	9
08:45	8	1	2	0	0	0	0	11
H/TOT	42	4	2	0	0	0	0	48
09:00	6	0	0	0	0	0	0	6
09:15	3	4	1	0	0	0	0	8
09:30	4	1	1	0	0	0	0	6
09:45	2	0	0	0	0	0	0	2
H/TOT	15	5	2	0	0	0	0	22
P/TOT	69	10	4	0	0	0	0	83

	B TO C							
	FROM BUBB LANE (W) TO BUBB LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
23	6	2	0	0	0	1	0	32
38	22	1	0	0	0	2	0	63
63	10	1	0	0	0	0	0	74
64	13	2	1	0	0	1	0	81
188	51	6	1	0	0	4	0	250
62	17	1	0	0	0	0	0	80
63	6	1	0	0	0	1	0	71
33	7	1	0	0	0	0	0	41
40	1	0	0	0	0	0	0	41
198	31	3	0	0	0	1	0	233
24	5	0	0	0	0	1	0	30
32	6	2	0	0	0	1	0	41
29	4	2	0	0	0	0	1	36
19	2	0	0	0	0	0	0	21
104	17	4	0	0	0	2	1	128
490	99	13	1	0	0	7	1	611

MANUAL CLASSIFIED COUNTS



JOB REF: 14074

JOB NAME: DENHAM'S CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

TIME	B TO A							
	FROM BUBB LANE (W) TO TOLLBAR WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	1	0	0	0	0	0	7
16:15	1	1	1	0	0	0	0	3
16:30	5	0	0	0	0	0	0	5
16:45	7	1	0	0	0	0	0	8
H/TOT	19	3	1	0	0	0	0	23
17:00	8	1	0	0	0	0	0	9
17:15	4	0	0	0	0	0	0	4
17:30	3	1	0	0	0	0	0	4
17:45	4	0	0	0	0	0	0	4
H/TOT	19	2	0	0	0	0	0	21
18:00	5	2	0	0	0	0	0	7
18:15	3	1	0	0	0	0	0	4
18:30	1	0	0	0	0	0	0	1
18:45	5	0	0	0	0	0	0	5
H/TOT	14	3	0	0	0	0	0	17
P/TOT	52	8	1	0	0	0	0	61

	B TO C							
	FROM BUBB LANE (W) TO BUBB LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
34	5	2	0	0	0	0	0	41
36	8	0	0	0	0	0	0	44
39	8	3	0	0	0	0	0	50
28	8	0	0	0	0	0	0	36
137	29	5	0	0	0	0	0	171
46	7	1	0	0	0	0	0	54
33	4	1	0	0	0	2	0	40
26	2	0	0	0	0	0	0	28
34	4	0	0	0	0	1	0	39
139	17	2	0	0	0	3	0	161
40	2	1	0	0	0	0	0	43
21	2	0	0	0	0	1	0	24
21	1	1	0	0	0	0	0	23
23	0	0	0	0	0	0	0	23
105	5	2	0	0	0	1	0	113
381	51	9	0	0	0	4	0	445

MANUAL CLASSIFIED COUNTS



JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

TIME	C TO A							
	FROM BUBB LANE (N) TO TOLLBAR WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	92	14	3	0	0	0	0	109
07:15	137	20	9	0	1	0	0	167
07:30	132	24	6	0	0	1	0	163
07:45	150	15	1	3	1	0	0	170
H/TOT	511	73	19	3	2	1	0	609
08:00	154	26	8	0	0	0	0	188
08:15	174	15	6	1	0	0	0	196
08:30	133	22	3	4	0	2	0	164
08:45	132	17	4	1	0	0	0	154
H/TOT	593	80	21	6	0	2	0	702
09:00	147	9	5	2	0	1	0	164
09:15	113	21	9	2	0	1	0	146
09:30	106	11	6	5	0	0	0	128
09:45	104	8	6	1	0	1	0	120
H/TOT	470	49	26	10	0	3	0	558
P/TOT	1574	202	66	19	2	6	0	1869

	C TO B							
	FROM BUBB LANE (N) TO BUBB LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15	1	1	0	0	0	0	0	17
33	2	0	0	0	0	0	0	35
36	4	2	0	0	0	0	0	42
34	2	2	0	0	0	0	2	40
118	9	5	0	0	0	0	2	134
45	4	1	0	0	0	0	0	50
53	5	0	0	0	0	0	1	59
25	5	0	0	0	0	0	0	30
26	1	0	0	0	0	0	0	27
149	15	1	0	0	0	0	1	166
31	4	0	0	0	0	0	0	35
33	3	1	0	0	0	0	0	37
27	5	0	0	0	0	0	0	32
18	3	1	0	0	0	0	0	22
109	15	2	0	0	0	0	0	126
376	39	8	0	0	0	0	3	426

MANUAL CLASSIFIED COUNTS



JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

TIME	C TO A							
	FROM BUBB LANE (N) TO TOLLBAR WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	133	27	1	2	1	1	0	165
16:15	107	17	2	1	1	1	0	129
16:30	85	16	1	1	0	2	1	106
16:45	115	12	3	0	0	3	0	133
H/TOT	440	72	7	4	2	7	1	533
17:00	127	11	1	0	0	5	0	144
17:15	108	14	3	0	1	1	0	127
17:30	102	6	3	1	1	1	0	114
17:45	121	11	1	0	0	0	0	133
H/TOT	458	42	8	1	2	7	0	518
18:00	117	11	0	0	0	0	0	128
18:15	132	10	0	0	0	0	0	142
18:30	117	14	0	0	0	0	0	131
18:45	109	13	0	0	0	0	0	122
H/TOT	475	48	0	0	0	0	0	523
P/TOT	1373	162	15	5	4	14	1	1574

	C TO B							
	FROM BUBB LANE (N) TO BUBB LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
72	18	0	0	0	0	0	0	90
51	12	1	0	0	0	1	0	65
65	16	2	0	0	0	0	1	84
62	12	0	0	0	0	0	1	75
250	58	3	0	0	0	1	2	314
80	15	2	0	0	0	1	0	98
56	10	1	0	0	0	1	0	68
46	5	0	0	0	0	1	0	52
44	11	1	0	0	0	0	0	56
226	41	4	0	0	0	3	0	274
42	3	0	0	0	0	0	0	45
30	2	0	0	0	0	1	0	33
21	3	0	0	0	0	0	0	24
20	3	0	0	0	0	1	0	24
113	11	0	0	0	0	2	0	126
589	110	7	0	0	0	6	2	714

MANUAL CLASSIFIED COUNTS



JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

TIME	TO ARM A TOLLBAR WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	94	14	3	0	0	0	0	111
07:15	140	20	9	0	1	0	0	170
07:30	132	24	6	0	0	1	0	163
07:45	157	16	1	3	1	0	0	178
H/TOT	523	74	19	3	2	1	0	622
08:00	163	27	8	0	0	0	0	198
08:15	191	16	6	1	0	0	0	214
08:30	141	23	3	4	0	2	0	173
08:45	140	18	6	1	0	0	0	165
H/TOT	635	84	23	6	0	2	0	750
09:00	153	9	5	2	0	1	0	170
09:15	116	25	10	2	0	1	0	154
09:30	110	12	7	5	0	0	0	134
09:45	106	8	6	1	0	1	0	122
H/TOT	485	54	28	10	0	3	0	580
P/TOT	1643	212	70	19	2	6	0	1952

FROM ARM A TOLLBAR WAY							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
87	29	9	1	2	3	0	131
76	31	4	3	1	1	0	116
112	27	4	1	0	3	0	147
88	20	7	2	0	1	1	119
363	107	24	7	3	8	1	513
82	21	2	4	0	2	0	111
95	26	8	2	0	2	0	133
106	16	5	0	0	1	0	128
101	20	7	0	0	0	0	128
384	83	22	6	0	5	0	500
79	15	7	0	0	0	0	101
100	24	7	5	0	0	0	136
78	13	5	2	0	0	0	98
79	20	6	0	0	0	0	105
336	72	25	7	0	0	0	440
1083	262	71	20	3	13	1	1453

MANUAL CLASSIFIED COUNTS



JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

TIME	TO ARM A TOLLBAR WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	139	28	1	2	1	1	0	172
16:15	108	18	3	1	1	1	0	132
16:30	90	16	1	1	0	2	1	111
16:45	122	13	3	0	0	3	0	141
H/TOT	459	75	8	4	2	7	1	556
17:00	135	12	1	0	0	5	0	153
17:15	112	14	3	0	1	1	0	131
17:30	105	7	3	1	1	1	0	118
17:45	125	11	1	0	0	0	0	137
H/TOT	477	44	8	1	2	7	0	539
18:00	122	13	0	0	0	0	0	135
18:15	135	11	0	0	0	0	0	146
18:30	118	14	0	0	0	0	0	132
18:45	114	13	0	0	0	0	0	127
H/TOT	489	51	0	0	0	0	0	540
P/TOT	1425	170	16	5	4	14	1	1635

FROM ARM A TOLLBAR WAY							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
141	19	7	0	0	1	0	168
190	27	7	1	0	0	0	225
184	29	1	0	0	1	0	215
163	17	1	0	0	3	0	184
678	92	16	1	0	5	0	792
153	16	1	0	0	5	0	175
162	16	0	0	0	2	0	180
176	15	1	0	0	1	0	193
157	15	3	0	0	0	1	176
648	62	5	0	0	8	1	724
134	15	0	0	0	1	0	150
116	6	3	0	0	1	0	126
111	9	1	0	0	0	0	121
110	9	1	0	0	0	0	120
471	39	5	0	0	2	0	517
1797	193	26	1	0	15	1	2033

MANUAL CLASSIFIED COUNTS



JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

TIME	TO ARM B BUBB LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	18	3	1	0	0	0	0	22
07:15	37	2	0	0	0	0	0	39
07:30	41	6	2	1	0	0	0	50
07:45	45	3	2	0	0	0	2	52
H/TOT	141	14	5	1	0	0	2	163
08:00	54	5	2	0	0	0	0	61
08:15	69	7	0	0	0	0	1	77
08:30	39	7	1	0	0	0	0	47
08:45	39	2	0	0	0	0	0	41
H/TOT	201	21	3	0	0	0	1	226
09:00	39	4	0	0	0	0	0	43
09:15	48	3	2	0	0	0	0	53
09:30	40	7	0	0	0	0	0	47
09:45	31	3	1	0	0	0	0	35
H/TOT	158	17	3	0	0	0	0	178
P/TOT	500	52	11	1	0	0	3	567

FROM ARM B BUBB LANE (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
25	6	2	0	0	1	0	34
41	22	1	0	0	2	0	66
63	10	1	0	0	0	0	74
71	14	2	1	0	1	0	89
200	52	6	1	0	4	0	263
71	18	1	0	0	0	0	90
80	7	1	0	0	1	0	89
41	8	1	0	0	0	0	50
48	2	2	0	0	0	0	52
240	35	5	0	0	1	0	281
30	5	0	0	0	1	0	36
35	10	3	0	0	1	0	49
33	5	3	0	0	0	1	42
21	2	0	0	0	0	0	23
119	22	6	0	0	2	1	150
559	109	17	1	0	7	1	694

MANUAL CLASSIFIED COUNTS



JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

TIME	TO ARM B BUBB LANE (W)								FROM ARM B BUBB LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	101	20	4	0	0	0	0	125	40	6	2	0	0	0	0	48
16:15	106	24	2	0	0	1	0	133	37	9	1	0	0	0	0	47
16:30	122	23	3	0	0	0	1	149	44	8	3	0	0	0	0	55
16:45	112	18	0	0	0	1	1	132	35	9	0	0	0	0	0	44
H/TOT	441	85	9	0	0	2	2	539	156	32	6	0	0	0	0	194
17:00	101	18	2	0	0	2	0	123	54	8	1	0	0	0	0	63
17:15	92	16	1	0	0	1	0	110	37	4	1	0	0	2	0	44
17:30	67	8	0	0	0	2	0	77	29	3	0	0	0	0	0	32
17:45	62	15	3	0	0	0	1	81	38	4	0	0	0	1	0	43
H/TOT	322	57	6	0	0	5	1	391	158	19	2	0	0	3	0	182
18:00	57	3	0	0	0	0	0	60	45	4	1	0	0	0	0	50
18:15	38	2	2	0	0	1	0	43	24	3	0	0	0	1	0	28
18:30	26	3	0	0	0	0	0	29	22	1	1	0	0	0	0	24
18:45	25	3	0	0	0	1	0	29	28	0	0	0	0	0	0	28
H/TOT	146	11	2	0	0	2	0	161	119	8	2	0	0	1	0	130
P/TOT	909	153	17	0	0	9	3	1091	433	59	10	0	0	4	0	506

MANUAL CLASSIFIED COUNTS



JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

TIME	TO ARM C BUBB LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	107	33	11	1	2	4	0	158
07:15	110	53	5	3	1	3	0	175
07:30	170	35	5	0	0	3	0	213
07:45	141	32	9	3	0	2	1	188
H/TOT	528	153	30	7	3	12	1	734
08:00	135	37	2	4	0	2	0	180
08:15	142	30	9	2	0	3	0	186
08:30	125	21	5	0	0	1	0	152
08:45	128	20	7	0	0	0	0	155
H/TOT	530	108	23	6	0	6	0	673
09:00	95	20	7	0	0	1	0	123
09:15	117	30	8	5	0	1	0	161
09:30	94	15	7	2	0	0	1	119
09:45	85	22	6	0	0	0	0	113
H/TOT	391	87	28	7	0	2	1	516
P/TOT	1449	348	81	20	3	20	2	1923

FROM ARM C BUBB LANE (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
107	15	4	0	0	0	0	126
170	22	9	0	1	0	0	202
168	28	8	0	0	1	0	205
184	17	3	3	1	0	2	210
629	82	24	3	2	1	2	743
199	30	9	0	0	0	0	238
227	20	6	1	0	0	1	255
158	27	3	4	0	2	0	194
158	18	4	1	0	0	0	181
742	95	22	6	0	2	1	868
178	13	5	2	0	1	0	199
146	24	10	2	0	1	0	183
133	16	6	5	0	0	0	160
122	11	7	1	0	1	0	142
579	64	28	10	0	3	0	684
1950	241	74	19	2	6	3	2295

MANUAL CLASSIFIED COUNTS



JOB REF: 14074

JOB NAME: DENHAMS CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

TIME	TO ARM C BUBB LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	146	22	5	0	0	1	0	174
16:15	171	23	6	1	0	0	0	201
16:30	166	30	3	0	0	1	0	200
16:45	141	19	1	0	0	2	0	163
H/TOT	624	94	15	1	0	4	0	738
17:00	178	20	2	0	0	4	0	204
17:15	159	14	1	0	0	4	0	178
17:30	181	14	1	0	0	0	0	196
17:45	173	15	1	0	0	1	0	190
H/TOT	691	63	5	0	0	9	0	768
18:00	159	17	1	0	0	1	0	178
18:15	129	8	1	0	0	2	0	140
18:30	127	10	2	0	0	0	0	139
18:45	128	9	1	0	0	0	0	138
H/TOT	543	44	5	0	0	3	0	595
P/TOT	1858	201	25	1	0	16	0	2101

FROM ARM C BUBB LANE (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
205	45	1	2	1	1	0	255
158	29	3	1	1	2	0	194
150	32	3	1	0	2	2	190
177	24	3	0	0	3	1	208
690	130	10	4	2	8	3	847
207	26	3	0	0	6	0	242
164	24	4	0	1	2	0	195
148	11	3	1	1	2	0	166
165	22	2	0	0	0	0	189
684	83	12	1	2	10	0	792
159	14	0	0	0	0	0	173
162	12	0	0	0	1	0	175
138	17	0	0	0	0	0	155
129	16	0	0	0	1	0	146
588	59	0	0	0	2	0	649
1962	272	22	5	4	20	3	2288

QUEUE LENGTHS

JOB REF: 14074



JOB NAME: DENHAM'S CORNER

SITE: 2

DATE: 30/01/2025

LOCATION: TOLLBAR WAY / BUBB LANE (W) / BUBB LANE (N)

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B		ARM C		TIME	ARM A	ARM B		ARM C	
	TOLLBAR WAY	BUBB LANE (W)		BUBB LANE (N)			TOLLBAR WAY	BUBB LANE (W)		BUBB LANE (N)	
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	3	1	0	1	16:00	0	1	1	0	4
07:05	0	5	0	0	2	16:05	0	4	1	0	4
07:10	0	4	1	0	1	16:10	0	5	1	0	3
07:15	0	5	0	0	2	16:15	0	3	0	0	4
07:20	0	6	1	0	2	16:20	0	5	1	0	6
07:25	0	3	1	0	2	16:25	0	2	1	0	3
07:30	0	5	0	0	3	16:30	0	3	3	0	3
07:35	0	4	1	0	2	16:35	0	3	3	0	3
07:40	0	3	0	0	3	16:40	0	2	0	0	5
07:45	0	5	1	0	2	16:45	0	3	1	0	5
07:50	0	3	1	0	1	16:50	0	3	2	0	2
07:55	0	7	2	0	1	16:55	0	5	1	0	2
08:00	0	5	1	0	1	17:00	0	2	1	0	5
08:05	0	5	2	0	2	17:05	0	9	1	0	6
08:10	0	5	3	0	2	17:10	0	4	1	0	5
08:15	0	9	1	0	3	17:15	0	3	1	0	4
08:20	0	6	4	0	2	17:20	0	4	1	0	5
08:25	0	4	1	0	1	17:25	0	3	1	0	4
08:30	0	6	1	0	1	17:30	0	2	1	0	3
08:35	0	3	1	0	3	17:35	0	7	3	0	5
08:40	0	4	2	0	2	17:40	0	3	1	0	5
08:45	0	3	2	0	1	17:45	0	4	1	0	3
08:50	0	2	1	0	1	17:50	0	3	2	0	7
08:55	0	1	1	0	2	17:55	0	3	1	0	2
09:00	0	1	0	0	1	18:00	0	2	1	0	4
09:05	0	2	0	0	1	18:05	0	3	0	0	2
09:10	0	5	3	0	2	18:10	0	8	2	0	2
09:15	0	2	1	0	3	18:15	0	3	1	0	1
09:20	0	3	2	0	2	18:20	0	1	1	0	0
09:25	0	4	2	0	0	18:25	0	2	1	0	0
09:30	0	2	1	0	1	18:30	0	1	1	0	2
09:35	0	1	1	0	0	18:35	0	3	1	0	0
09:40	0	2	2	0	1	18:40	0	1	1	0	0
09:45	0	2	1	0	2	18:45	0	1	1	0	0
09:50	0	1	1	0	0	18:50	0	1	1	0	0
09:55	0	2	0	0	0	18:55	0	2	1	0	0

Appendix F

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
Horton Heath")

Notes:

Selected Polygon:MC Horton Heath

44190322756 10/09/2019 Time 1411 Vehicles 2 Casualties 1 Serious
E:449651 N: 116382 First Road: B 3354 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG BLIND LANE TURNS RIGHT INTO BOTLEY ROAD FAILING TO GIVE
WAY TO VEH 2 (M/CYCLE) TRAVELLING NW ALONG BOTLEY ROAD, FILTERING PAST STATIONARY
TRAFFIC AND COLLIDES

Occurred on B3354 BOTLEY ROAD AT JUNCTION WITH BLIND LANE HORTON HEATH HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Overtaking stat vehicle O/S
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 53 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Horton Heath")

Notes:

44200016394 14/01/2020 Time 1100 Vehicles 2 Casualties 2 Slight
E:449642 N: 117427 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal B 3354
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG KNOWLE LANE WHEN DRIVER SUFFERS A MEDICAL EPISODE AND LOSES CONSCIOUSNESS. PASSENGER ATTEMPTS TO STEER VEH 1 OUT THE WAY OF ONCOMING VEHs HOWEVER VEH 1 HITS REAR OF VEH 2 (CAR) WAITING AT ATS IN FRONT.

Occurred on KNOWLE LANE AT JUNCTION WITH B3354 BOTLEY ROAD, HORTON HEATH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 47 Male Passenger Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 36 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
Horton Heath")

Notes:

44200429984 05/11/2020 Time 1859 Vehicles 2 Casualties 1 Slight
E:449752 N: 116157 First Road: B 3342 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 3354
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (BUS) TRAVELLING NE ALONG B3342 BUBB LANE APPROACHED ROUNDABOUT AND WAS
EXPECTING VEH2 (M/CYCLE) TRAVELLING NE IN FRONT, TO MOVE OFF AND ENTER THE ROUNDABOUT.
VEH2 DID NOT MOVE OFF AND VEH1 COLLIDED WITH THE REAR OF VEH2.

Occurred on B3342 BUBB LANE AT JUNCTION WITH B3354 WINCHESTER ROAD, HORTON HEATH,
HAMPSHIRE.

Vehicle Reference 1 Bus or coach Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead but held up
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
Horton Heath")

Notes:

44210034176 29/01/2021 Time 0800 Vehicles 2 Casualties 1 Slight
E:449000 N: 115538 First Road: B 3342 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH2 (VAN) TRAVELLING SE ALONG BUBB LANE TURNED RIGHT ONTO B3342 TOLLBAR WAY INTO THE
PATH OF VEH1 (CAR) TRAVELLING SW ALONG B3342 TOLLBAR WAY. VEH2 HAS COLLIDED WITH THE
OFFSIDE OF VEH1.

Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH BUBB LANE, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver 29 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from W to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
Horton Heath")

Notes:

44210190865 17/05/2021 Time 1910 Vehicles 2 Casualties 1 Slight
E:448987 N: 115530 First Road: B 3342 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
2nd: Inexperience of driving on the left	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SW ALONG B3343 BUBB LANE TURNED RIGHT INTO BUBB LANE WITHOUT
GIVING WAY O VEH2 (CAR) TRAVELLING NE ALONG B3343 BUBB LANE / TOLLBAR WAY.

Occurred on B3342 BUBB LANE AT JUNCTION WITH BUBB LANE, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 42 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Horton Heath")

Notes:

44210318297 10/08/2021 Time 2044 Vehicles 2 Casualties 1 Slight
E:448995 N: 115524 First Road: B 3342 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 001	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING ON TOLLBAR WAY NE TO NW TURNS RIGHT INTO PATH OF VEH 2 (M/CYCLE) TRAVELLING SW TO NE ON TOLLBAR WAY
Occurred on JUNCTION OF TOLLBAR WAY WITH BUBB LANE HEDGE END

Vehicle Reference 1 Car Turning right
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 74 Male
Hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Horton Heath")

44210402275 06/10/2021 Time 1726 Vehicles 1 Casualties 1 Slight
E:450203 N: 116319 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

	Causation		
	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ON SNAKEMOOR LANE, CLIPS CAS 1 (PEDESTRIAN)
Occurred on OUTSIDE THE COTTAGE, SNAKEMOOR LANE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 25 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr not crossing Direction Unknown

Movement U/K

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
Horton Heath")

44210497380 12/12/2021 Time 0544 Vehicles 1 Casualties 1 Slight
E:449919 N: 115952 First Road: B 3354 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ON WINCHESTER ROAD LOSES CONTROL AND ENTERS DITCH NEARSIDE
Occurred on WINCHESTER ROAD B3354 BOTLEY JUST NORTH OF JUNCTION WITH N SHAMBLEHURST
LANE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Entered ditch
Nearside Age of Driver 35 Male
Not hit and run Breath test Positive Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 35 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Horton Heath")

44220019181 15/01/2022 Time 1637 Vehicles 1 Casualties 1 Slight
E:449655 N: 116089 First Road: B 3342 Road Type Single carriageway
Speed limit: 50 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Exceeding speed limit	Vehicle 001	Very Likely	
2nd: Slippery road (due to weather)	Vehicle 001	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE TO SW ALONG BUBB LANE LOSES CONTROL, VEERS ONTO WRONG SIDE OF THE ROAD, CLIPS KERB AND SPINS BEFORE LANDING ON ROOF

Occurred on BUBB LANE B3342 APROX 23 METRES NE OF PRIVATE DRIVE TO MAYFAIR PARK

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Entered ditch
O/S Age of Driver 31 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
Horton Heath")

Notes:

44220241232 17/06/2022 Time 1645 Vehicles 2 Casualties 1 Slight
E:448988 N: 115529 First Road: B 3342 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:	Dazzling sun	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (PICK-UP TRUCK) TRAVELLING SW ALONG TOLLBAR WAY TRUNED RIGHT ONTO BUBB LANE INTO
THE PATH OF VEH2 (CAR) TRAVELLING NE ALONG TOLLBAR WAY CAUSING A COLLISION
Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH BUBB LANE, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Other Vehicle Turning right
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 25 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
Horton Heath")

Notes:

44220301085 26/07/2022 Time 1729 Vehicles 4 Casualties 3 Slight
E:449626 N: 117328 First Road: B 3354 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAV E ALONG SERVICE RD, TURNED RIGHT, IN BETWEEN GAP IN STATIONERY TRAFFIC,
COLLIDED WITH VEH2 (CAR) TRAV S ALONG BOTLEY RD, MADE CONTACT WITH VEH 3(VAN) &
COLLIDED WITH VEH4 (CAR), BOTH TRAV N ALONG BOTLEY RD AND STATIONERY. MINOR INJURIES S
Occurred on B3354 BOTLEY RD, AT JCT WITH SERVICE RD, OPP STONEHAM HOUSE, HORTON HEATH,
HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 42 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
Horton Heath")

Vehicle Reference	3	Van or Goods	3.5 tonnes mgw and under	Going ahead but held up
Vehicle movement from	S	to	N	No tow / articulation
				Leaving the main road
On main carriageway				No skidding, jack-knifing or overturning
Location at impact	Jct Approach			First impact Offside
Hit object in road	None			Off road: None
Did not leave carr				Age of Driver 51
				Female
Not hit and run		Breath test	Not requested	
				Left hand drive: No

Vehicle Reference	4	Car		Going ahead but held up
Vehicle movement from	S	to	N	No tow / articulation
				Leaving the main road
On main carriageway				No skidding, jack-knifing or overturning
Location at impact	Jct Approach			First impact Front
Hit object in road	None			Off road: None
Did not leave carr				Age of Driver 35
				Male
Not hit and run		Breath test	Not requested	
				Left hand drive: No

Casualty Reference:	3	Vehicle:	4	Age:	35	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Worn but not i		Cycle helmet: Not a cyclist						

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
Horton Heath")

44220499679 10/12/2022 Time 2220 Vehicles 1 Casualties 1 Slight
E:450251 N: 115548 First Road: B 3354 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Impaired by drugs (illicit or medicinal) Travelling too fast for conditions	Vehicle 001	Very Likely
2nd:		Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG WINCHESTER ROAD LOSES CONTROL AND COLLIDES WITH A FENCE

Occurred on WINCHESTER ROAD, 55 METRES NORTHWEST OF JUNCTION WITH CHANCELLORS LANE,
BOORLEY GREEN, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside & rebounded Age of Driver 20 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Horton Heath")

44230250526 23/06/2023 Time 1635 Vehicles 1 Casualties 1 Slight
E:449631 N: 117418 First Road: B 3354 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (E/SCOOTER) TRAVELLING SW ALONG KNOWLE LANE LOST CONTROL CAUSING THE RIDER TO FALL.
Occurred on B3354 BOTLEY ROAD AT JUNCTION WITH KNOWLE LANE, FAIR OAK, HAMPSHIRE

Vehicle Reference 1 Other Vehicle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Not applicable Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 25 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Horton Heath")

44230447440 01/11/2023 Time 1800 Vehicles 1 Casualties 1 Slight
E:449601 N: 117107 First Road: B 3354 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (GOODS VEH) TRAVELLING E OUT OF BOTLEY ROAD DID NOT SEE CAS1 (PEDESTRIAN) TRAVELLING S ALONG THE PAVEMENT OF BOTLEY ROAD, CAUSING A COLLISION
Occurred on B3354 BOTLEY ROAD AT JUNCTION WITH BOTLEY ROAD, 32 METERS S OF TEXACO GARAGE, HORTON HEATH, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning left
Vehicle movement from W to N No tow / articulation Leaving the main road
9 No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On footpath / verge S bound
Movement U/K

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
Horton Heath")

44240318912 27/07/2024 Time 0009 Vehicles 1 Casualties 1 Slight
E:449802 N: 116176 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N TO E FROM BOTLEY ROAD ONTO SNAKEMOOR LANE, TAKING A LEFT, LOSES CONTROL, CRASHES THROUGH SIGNAGE, CROSSES THE OPPOSING LANE AND CRASHES INTO DENSE HEDGES ON SNAKEMOOR LANE.

Occurred on BOTLEY ROAD, AT ROUNDABOUT WITH SNAKEMOOR LANE, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to E No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road Cent island of Rdbt Off road: Road sign / ATS
O/S Age of Driver 25 Male
Not hit and run Breath test Positive Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 25 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/09/2019 and 31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Horton Heath")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	12	12
2-wheeled motor vehicles	0	1	2	3
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	14	15

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	12	12
Passenger	0	0	1	1
Motorcycle rider	0	1	2	3
Cyclist	0	0	0	0
Pedestrian	0	0	2	2
Other	0	0	0	0
Total	0	1	17	18

Appendix G

Calculation Reference: AUDIT-623801-241217-1216

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	6 days
	HC HAMPSHIRE	9 days
	HF HERTFORDSHIRE	1 days
	KC KENT	5 days
	MW MEDWAY	1 days
	SC SURREY	2 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	11 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

DTA Transportation Ltd Doctors Lane Henley in Arden

Licence No: 623801

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 19 to 799 (units:)
Range Selected by User: 6 to 900 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 14/05/24

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

Selected survey days:

Monday	6 days
Tuesday	19 days
Wednesday	11 days
Thursday	13 days
Friday	3 days

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

Selected survey types:

Manual count	52 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	44

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

Selected Location Sub Categories:

Residential Zone	47
Out of Town	3
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	25 days - Selected
Servicing vehicles Excluded	64 days - Selected

Secondary Filtering selection:**Use Class:**

C3	52 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	17 days
10,001 to 15,000	15 days
15,001 to 20,000	7 days
20,001 to 25,000	7 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	8 days
50,001 to 75,000	9 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	22 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	47 days
1.6 to 2.0	5 days

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

Travel Plan:

Yes	43 days
No	9 days

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

PTAL Rating:

No PTAL Present	52 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER
2	CT-03-A-03 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 27/06/23	MIXED HOUSES	CENTRAL BEDFORDSHIRE
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22	MIXED HOUSES	DORSET
4	DC-03-A-11 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: 141 Survey date: TUESDAY 31/10/23	MIXED HOUSES	DORSET
5	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18	SEMI-DETACHED & TERRACED	DURHAM
6	ES-03-A-03 SHEPHAM LANE POLEGATE Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16	MIXED HOUSES & FLATS	EAST SUSSEX
7	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19	MIXED HOUSES & FLATS	EAST SUSSEX

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: WEDNESDAY 12/10/22		Survey Type: MANUAL
9	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23		Survey Type: MANUAL
10	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 139 Survey date: THURSDAY 28/09/23		Survey Type: MANUAL
11	ES-03-A-14 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 120 Survey date: TUESDAY 30/04/24		Survey Type: MANUAL
12	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL
13	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18		Survey Type: MANUAL
14	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	HC-03-A-26 BOTLEY ROAD WHITELEY	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings:	270	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
16	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
17	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL
18	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
19	HC-03-A-35 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	289	
	Survey date: TUESDAY	31/10/23	Survey Type: MANUAL
20	HC-03-A-36 HAVANT ROAD EMSWORTH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	145	
	Survey date: TUESDAY	12/09/23	Survey Type: MANUAL
21	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
23	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD		
	HERNE BAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
24	KC-03-A-07	MIXED HOUSES	KENT
	RECULVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
25	KC-03-A-10	MIXED HOUSES	KENT
	HEADCORN ROAD		
	STAPLEHURST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL
26	KC-03-A-12	MIXED HOUSES & FLATS	KENT
	WESTERN LINK		
	FAVERSHAM		
	DAVINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	186	
	Survey date: TUESDAY	19/09/23	Survey Type: MANUAL
27	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
28	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		514	
	Survey date: WEDNESDAY		22/09/21	Survey Type: MANUAL
30	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		266	
	Survey date: THURSDAY		23/09/21	Survey Type: MANUAL
31	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
32	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
33	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		116	
	Survey date: WEDNESDAY		28/09/22	Survey Type: MANUAL
34	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
35	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	212		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
37	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	300		
	Survey date: TUESDAY	14/09/21	Survey Type: MANUAL	
38	NF-03-A-52 LYNNSPORT WAY KING'S LYNN	MIXED HOUSES		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	130		
	Survey date: TUESDAY	07/11/23	Survey Type: MANUAL	
39	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
40	SC-03-A-08 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	790		
	Survey date: WEDNESDAY	04/05/22	Survey Type: MANUAL	
41	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	96		
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL	
42	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27		
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

43	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 179 Survey date: THURSDAY 24/06/21		Survey Type: MANUAL
44	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE Edge of Town Residential Zone Total No of Dwellings: 149 Survey date: TUESDAY 22/06/21	TERRACED & SEMI-DETACHED	SUFFOLK
			Survey Type: MANUAL
45	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
			Survey Type: MANUAL
46	WB-03-A-03 DORKING WAY READING CALCOT Edge of Town Residential Zone Total No of Dwellings: 108 Survey date: FRIDAY 09/09/22	MIXED HOUSES	WEST BERKSHIRE
			Survey Type: MANUAL
47	WS-03-A-06 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 799 Survey date: THURSDAY 02/03/17	MIXED HOUSES	WEST SUSSEX
			Survey Type: MANUAL
48	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total No of Dwellings: 180 Survey date: THURSDAY 19/04/18	MIXED HOUSES	WEST SUSSEX
			Survey Type: MANUAL
49	WS-03-A-13 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total No of Dwellings: 197 Survey date: WEDNESDAY 23/06/21	MIXED HOUSES & FLATS	WEST SUSSEX
			Survey Type: MANUAL
50	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: 117 Survey date: WEDNESDAY 20/10/21	MIXED HOUSES	WEST SUSSEX
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

51	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	129	
	Survey date: TUESDAY	19/03/24	Survey Type: MANUAL
52	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.70

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	163	0.090	52	163	0.329	52	163	0.419
08:00 - 09:00	52	163	0.156	52	163	0.382	52	163	0.538
09:00 - 10:00	52	163	0.141	52	163	0.163	52	163	0.304
10:00 - 11:00	52	163	0.120	52	163	0.146	52	163	0.266
11:00 - 12:00	52	163	0.135	52	163	0.146	52	163	0.281
12:00 - 13:00	52	163	0.150	52	163	0.145	52	163	0.295
13:00 - 14:00	52	163	0.156	52	163	0.149	52	163	0.305
14:00 - 15:00	52	163	0.156	52	163	0.187	52	163	0.343
15:00 - 16:00	52	163	0.263	52	163	0.168	52	163	0.431
16:00 - 17:00	52	163	0.275	52	163	0.163	52	163	0.438
17:00 - 18:00	52	163	0.354	52	163	0.166	52	163	0.520
18:00 - 19:00	52	163	0.298	52	163	0.160	52	163	0.458
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.294			2.304			4.598

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

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

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Parameter summary

Trip rate parameter range selected:	19 - 799 (units:)
Survey date date range:	01/01/16 - 14/05/24
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	163	0.002	52	163	0.009	52	163	0.011
08:00 - 09:00	52	163	0.003	52	163	0.015	52	163	0.018
09:00 - 10:00	52	163	0.002	52	163	0.002	52	163	0.004
10:00 - 11:00	52	163	0.002	52	163	0.003	52	163	0.005
11:00 - 12:00	52	163	0.002	52	163	0.002	52	163	0.004
12:00 - 13:00	52	163	0.002	52	163	0.003	52	163	0.005
13:00 - 14:00	52	163	0.002	52	163	0.002	52	163	0.004
14:00 - 15:00	52	163	0.003	52	163	0.004	52	163	0.007
15:00 - 16:00	52	163	0.013	52	163	0.006	52	163	0.019
16:00 - 17:00	52	163	0.012	52	163	0.007	52	163	0.019
17:00 - 18:00	52	163	0.010	52	163	0.007	52	163	0.017
18:00 - 19:00	52	163	0.008	52	163	0.005	52	163	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.061			0.065			0.126

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	163	0.107	52	163	0.455	52	163	0.562
08:00 - 09:00	52	163	0.187	52	163	0.636	52	163	0.823
09:00 - 10:00	52	163	0.176	52	163	0.219	52	163	0.395
10:00 - 11:00	52	163	0.154	52	163	0.195	52	163	0.349
11:00 - 12:00	52	163	0.174	52	163	0.196	52	163	0.370
12:00 - 13:00	52	163	0.196	52	163	0.194	52	163	0.390
13:00 - 14:00	52	163	0.209	52	163	0.195	52	163	0.404
14:00 - 15:00	52	163	0.210	52	163	0.246	52	163	0.456
15:00 - 16:00	52	163	0.446	52	163	0.234	52	163	0.680
16:00 - 17:00	52	163	0.427	52	163	0.228	52	163	0.655
17:00 - 18:00	52	163	0.502	52	163	0.239	52	163	0.741
18:00 - 19:00	52	163	0.412	52	163	0.232	52	163	0.644
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.200			3.269			6.469		

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	163	0.018	52	163	0.043	52	163	0.061
08:00 - 09:00	52	163	0.039	52	163	0.113	52	163	0.152
09:00 - 10:00	52	163	0.036	52	163	0.031	52	163	0.067
10:00 - 11:00	52	163	0.021	52	163	0.024	52	163	0.045
11:00 - 12:00	52	163	0.028	52	163	0.030	52	163	0.058
12:00 - 13:00	52	163	0.029	52	163	0.031	52	163	0.060
13:00 - 14:00	52	163	0.030	52	163	0.026	52	163	0.056
14:00 - 15:00	52	163	0.032	52	163	0.039	52	163	0.071
15:00 - 16:00	52	163	0.106	52	163	0.048	52	163	0.154
16:00 - 17:00	52	163	0.067	52	163	0.039	52	163	0.106
17:00 - 18:00	52	163	0.053	52	163	0.042	52	163	0.095
18:00 - 19:00	52	163	0.043	52	163	0.037	52	163	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.502			0.503			1.005

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	163	0.001	52	163	0.025	52	163	0.026
08:00 - 09:00	52	163	0.003	52	163	0.028	52	163	0.031
09:00 - 10:00	52	163	0.002	52	163	0.010	52	163	0.012
10:00 - 11:00	52	163	0.003	52	163	0.006	52	163	0.009
11:00 - 12:00	52	163	0.004	52	163	0.006	52	163	0.010
12:00 - 13:00	52	163	0.004	52	163	0.005	52	163	0.009
13:00 - 14:00	52	163	0.005	52	163	0.005	52	163	0.010
14:00 - 15:00	52	163	0.006	52	163	0.006	52	163	0.012
15:00 - 16:00	52	163	0.020	52	163	0.005	52	163	0.025
16:00 - 17:00	52	163	0.018	52	163	0.003	52	163	0.021
17:00 - 18:00	52	163	0.020	52	163	0.002	52	163	0.022
18:00 - 19:00	52	163	0.014	52	163	0.002	52	163	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.103			0.203

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.70

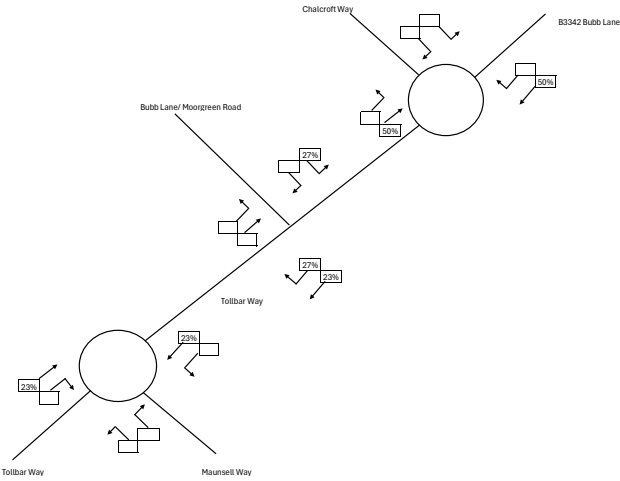
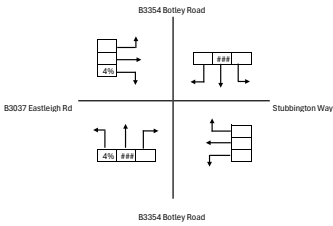
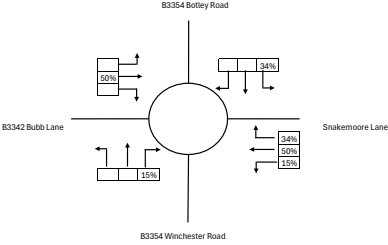
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	163	0.129	52	163	0.533	52	163	0.662
08:00 - 09:00	52	163	0.232	52	163	0.793	52	163	1.025
09:00 - 10:00	52	163	0.216	52	163	0.263	52	163	0.479
10:00 - 11:00	52	163	0.181	52	163	0.227	52	163	0.408
11:00 - 12:00	52	163	0.208	52	163	0.234	52	163	0.442
12:00 - 13:00	52	163	0.232	52	163	0.233	52	163	0.465
13:00 - 14:00	52	163	0.246	52	163	0.229	52	163	0.475
14:00 - 15:00	52	163	0.252	52	163	0.295	52	163	0.547
15:00 - 16:00	52	163	0.585	52	163	0.293	52	163	0.878
16:00 - 17:00	52	163	0.524	52	163	0.278	52	163	0.802
17:00 - 18:00	52	163	0.585	52	163	0.290	52	163	0.875
18:00 - 19:00	52	163	0.477	52	163	0.276	52	163	0.753
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.867			3.944			7.811

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

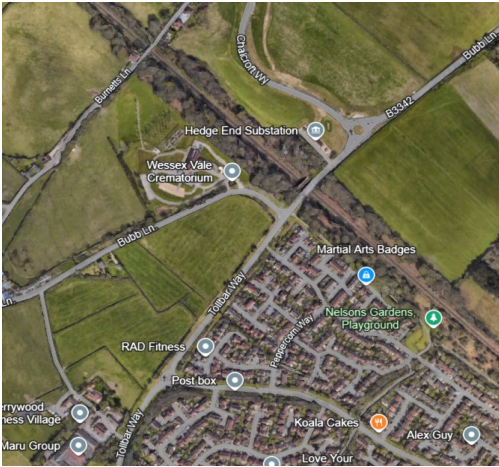
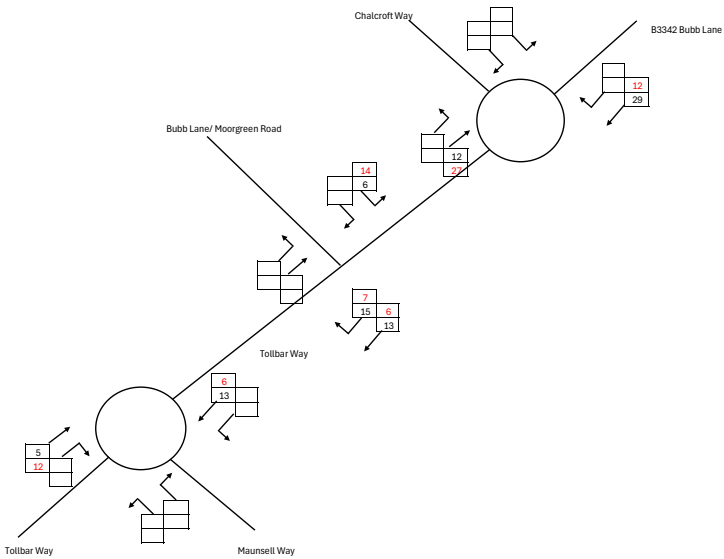
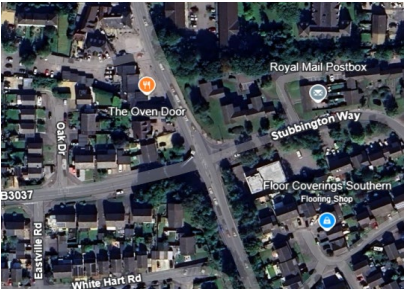
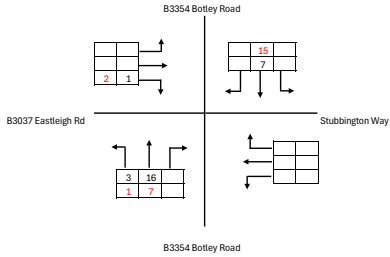
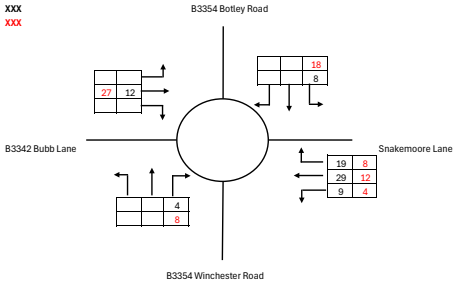
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Appendix H

Distribution



Traffic Generation
AM XXX
PM XXX



Committed Development

Land at Horton Heath

AM					
	A	B	C	D	Total
A			1		1
B			16	14	30
C	0	10		21	31
D		27	54		81
Total	0	37	71	35	143

- A SNAKEMOOR LANE
B WINCHESTER ROAD
C BUBB LANE
D B3354

PM					
	A	B	C	D	Total
A		0	0		0
B			9	26	35
C	1	17	0	51	69
D	0	19	31		50
Total	1	36	40	77	154

Boorley Gardens

AM					
	A	B	C	D	Total
A					0
B			82	30	112
C		20			20
D		7			7
Total	0	27	82	30	139

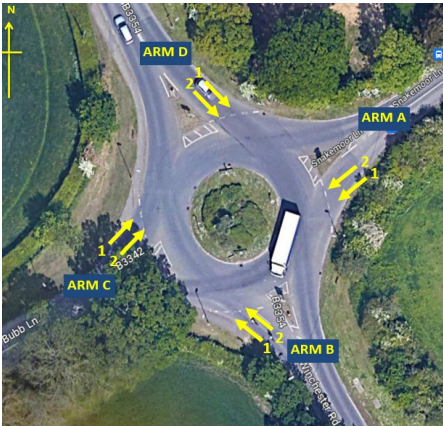
Taken from TA update March 2016 Appendix H
Traffic Modelling Results Report

PM					
	A	B	C	D	Total
A					0
B			27	10	37
C		61			61
D		22			22
Total	0	83	27	10	120

Woodhouse Lane

AM					
	A	B	C	D	Total
A					0
B				52	52
C					0
D		13			13
Total	0	13	0	52	65

PM					
	A	B	C	D	Total
A					0
B				19	19
C					0
D		32			32
Total	0	32	0	19	51



Committed Development
Land at Horton Heath

AM				
	A	B	C	Total
A		54	17	71
B	21		311	332
C	10	337		347
Total	31	391	328	750

PM				
	A	B	C	Total
A		31	9	40
B	51		322	373
C	18	363		381
Total	69	394	331	794

Boorley Gardens

AM				
	A	B	C	Total
A		82		82
B	20			20
C				0
Total	20	82	0	102

PM				
	A	B	C	Total
A		27		27
B	61			61
C				0
Total	61	27	0	88

2030 Base + Committed Development

AM				
	A	B	C	Total
A	0	956	32	988
B	698	19	470	1187
C	14	474	0	488
Total	712	1449	501	2662

PM				
	A	B	C	Total
A	1	770	18	789
B	748	20	471	1239
C	27	502	0	529
Total	776	1291	490	2557

Taken from TA update March 2016 Appendix H
Traffic Modelling Results Report



Committed Development
Land at Horton Heath

AM

	A	B	C	Total
A			243	243
B			90	90
C	299	90		389
Total	299	90	333	722

PM

	A	B	C	Total
A			289	289
B			86	86
C	291	103		394
Total	291	103	375	769

Boorley Gardens

AM

	A	B	C	Total
A			17	17
B			3	3
C	70	12		82
Total	70	12	20	102

PM

	A	B	C	Total
A			52	52
B			9	9
C	22	3		25
Total	22	3	61	86

2030 Base + Development

AM

	A	B	C	Total
A	0	53	501	555
B	38	0	330	368
C	788	217	0	1005
Total	826	270	831	1928

PM

	A	B	C	Total
A	0	240	599	839
B	25	0	198	223
C	567	334	0	902
Total	592	574	797	1964

Taken from TA update March 2016 Appendix H
Traffic Modelling Results Report



Appendix I

Junctions 10			
ARCADY 10 - Roundabout Module			
Version: 10.1.0.1820			
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Snakemoor Ln_Winchester Rd_Bubb Ln AM Peak.j10

Path: P:\24000's\24478\Junction Assessments

Report generation date: 27/03/2025 17:02:59

»2025 Base, AM

»2030 Base, AM

»2030 Base + Development, AM

Summary of junction performance

	AM		
	Queue (PCU)	Delay (s)	RFC
2025 Base			
1 - Snakemoor Lane	2.5	34.15	0.72
2 - Winchester Road	4.1	25.57	0.81
3 - Bubb Lane	4.0	19.54	0.80
4 - B3354	3.0	16.88	0.75
2030 Base			
1 - Snakemoor Lane	3.5	46.10	0.79
2 - Winchester Road	5.8	34.62	0.86
3 - Bubb Lane	5.1	24.48	0.84
4 - B3354	3.7	20.61	0.79
2030 Base + Development			
1 - Snakemoor Lane	9.8	105.49	0.96
2 - Winchester Road	7.5	45.26	0.90
3 - Bubb Lane	6.1	28.93	0.86
4 - B3354	4.2	22.82	0.81

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

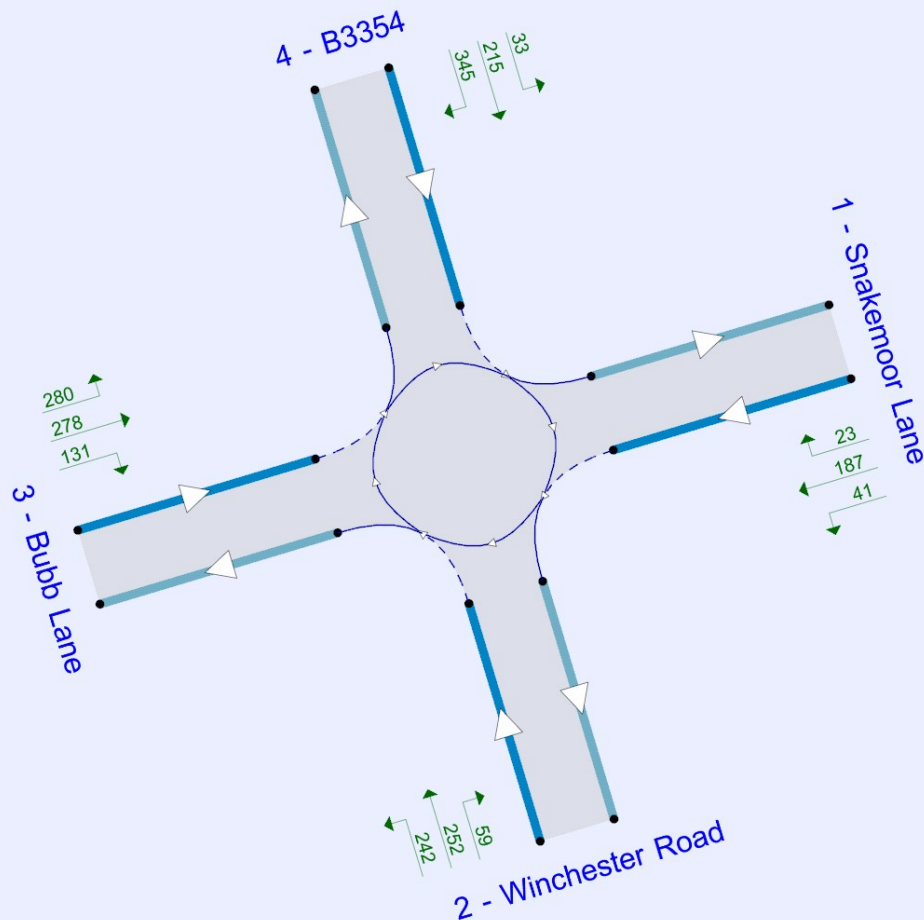
File summary

File Description

Title	Snakemoor Lane/ Winchester Road/ Bubb Lane/ B3354
Location	Denhams Corner
Site number	
Date	27/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	24478
Enumerator	DTA\NicholaSanderson
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	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	2025 Base	AM	ONE HOUR	07:15	08:45	15	✓
D3	2030 Base	AM	ONE HOUR	07:15	08:45	15	✓
D5	2030 Base + Development	AM	ONE HOUR	07:15	08:45	15	✓

Analysis Set Details

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

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	22.14	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.14	C

Arms

Arms

Arm	Name	Description	No give-way line
1	Snakemoor Lane		
2	Winchester Road		
3	Bubb Lane		
4	B3354		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Snakemoor Lane	2.60	5.80	10.4	32.0	30.0	51.0		
2 - Winchester Road	3.30	6.30	7.2	27.0	30.0	40.0		
3 - Bubb Lane	3.55	5.70	6.2	24.7	30.0	48.0		
4 - B3354	3.80	5.60	7.9	30.0	30.0	54.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Snakemoor Lane	Direct		-410
2 - Winchester Road	Direct		-250
3 - Bubb Lane	Direct		-150
4 - B3354	Direct		-200

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Snakemoor Lane	0.540	797
2 - Winchester Road	0.581	1109
3 - Bubb Lane	0.562	1161
4 - B3354	0.569	1169

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Snakemoor Lane		ONE HOUR	✓	251	100.000
2 - Winchester Road		ONE HOUR	✓	556	100.000
3 - Bubb Lane		ONE HOUR	✓	689	100.000
4 - B3354		ONE HOUR	✓	593	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	41	187	23
	2 - Winchester Road	59	3	242	252
	3 - Bubb Lane	278	131	0	280
	4 - B3354	33	215	345	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	10	3	9
	2 - Winchester Road	3	33	4	3
	3 - Bubb Lane	4	11	0	8
	4 - B3354	9	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Snakemoor Lane	0.72	34.15	2.5	D	230	345
2 - Winchester Road	0.81	25.57	4.1	D	510	765
3 - Bubb Lane	0.80	19.54	4.0	C	632	948
4 - B3354	0.75	16.88	3.0	C	544	816

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	189	47	518	517	0.366	187	276	0.0	0.6	11.326	B
2 - Winchester Road	419	105	414	868	0.482	415	291	0.0	0.9	8.154	A
3 - Bubb Lane	519	130	251	1020	0.509	514	577	0.0	1.1	7.551	A
4 - B3354	446	112	352	968	0.461	443	414	0.0	0.9	7.097	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	226	56	622	461	0.489	224	331	0.6	1.0	15.788	C
2 - Winchester Road	500	125	497	820	0.609	497	349	0.9	1.6	11.456	B
3 - Bubb Lane	619	155	301	992	0.625	617	692	1.1	1.7	10.199	B
4 - B3354	533	133	422	929	0.574	531	497	0.9	1.4	9.397	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	276	69	757	388	0.712	271	403	1.0	2.3	30.851	D
2 - Winchester Road	612	153	603	758	0.807	603	425	1.6	3.8	22.774	C
3 - Bubb Lane	759	190	365	956	0.794	750	841	1.7	3.8	18.070	C
4 - B3354	653	163	513	877	0.745	647	603	1.4	2.9	15.940	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	276	69	764	384	0.719	276	407	2.3	2.5	34.149	D
2 - Winchester Road	612	153	610	754	0.812	611	429	3.8	4.1	25.566	D
3 - Bubb Lane	759	190	370	953	0.796	758	851	3.8	4.0	19.540	C
4 - B3354	653	163	518	874	0.747	652	610	2.9	3.0	16.878	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	226	56	631	456	0.495	231	337	2.5	1.1	17.176	C
2 - Winchester Road	500	125	507	814	0.614	510	355	4.1	1.7	12.610	B
3 - Bubb Lane	619	155	309	987	0.627	628	708	4.0	1.9	10.944	B
4 - B3354	533	133	430	924	0.577	539	507	3.0	1.5	9.900	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	189	47	525	513	0.368	191	280	1.1	0.6	11.741	B
2 - Winchester Road	419	105	421	864	0.484	421	295	1.7	1.0	8.469	A
3 - Bubb Lane	519	130	255	1017	0.510	522	587	1.9	1.1	7.807	A
4 - B3354	446	112	357	966	0.462	449	420	1.5	0.9	7.293	A

2030 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	28.68	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.68	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Base	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Snakemoor Lane		ONE HOUR	✓	263	100.000
2 - Winchester Road		ONE HOUR	✓	580	100.000
3 - Bubb Lane		ONE HOUR	✓	719	100.000
4 - B3354		ONE HOUR	✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	43	196	24
	2 - Winchester Road	62	3	252	263
	3 - Bubb Lane	290	137	0	292
	4 - B3354	35	224	360	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	10	3	9
	2 - Winchester Road	3	33	4	3
	3 - Bubb Lane	4	11	0	8
	4 - B3354	9	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Snakemoor Lane	0.79	46.10	3.5	E	241	362
2 - Winchester Road	0.86	34.62	5.8	D	532	798
3 - Bubb Lane	0.84	24.48	5.1	C	660	990
4 - B3354	0.79	20.61	3.7	C	568	852

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	198	50	540	505	0.392	195	289	0.0	0.7	12.070	B
2 - Winchester Road	437	109	432	858	0.509	432	304	0.0	1.1	8.685	A
3 - Bubb Lane	541	135	262	1013	0.534	536	602	0.0	1.2	7.990	A
4 - B3354	466	117	367	960	0.486	462	432	0.0	1.0	7.491	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	236	59	648	447	0.529	235	346	0.7	1.1	17.584	C
2 - Winchester Road	521	130	518	808	0.646	518	364	1.1	1.8	12.754	B
3 - Bubb Lane	646	162	315	984	0.657	643	722	1.2	2.0	11.184	B
4 - B3354	556	139	440	918	0.606	554	518	1.0	1.6	10.246	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	290	72	788	371	0.780	282	420	1.1	3.1	38.970	E
2 - Winchester Road	639	160	627	744	0.858	625	442	1.8	5.1	28.644	D
3 - Bubb Lane	792	198	379	948	0.835	781	873	2.0	4.7	21.691	C
4 - B3354	682	170	534	865	0.788	674	626	1.6	3.5	18.891	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	290	72	796	367	0.789	288	425	3.1	3.5	46.104	E
2 - Winchester Road	639	160	637	739	0.864	636	447	5.1	5.8	34.617	D
3 - Bubb Lane	792	198	386	944	0.839	790	887	4.7	5.1	24.475	C
4 - B3354	682	170	541	861	0.792	681	636	3.5	3.7	20.614	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	236	59	661	440	0.538	245	355	3.5	1.3	20.152	C
2 - Winchester Road	521	130	534	799	0.653	536	373	5.8	2.0	14.945	B
3 - Bubb Lane	646	162	326	978	0.661	658	744	5.1	2.2	12.451	B
4 - B3354	556	139	451	912	0.610	565	533	3.7	1.7	11.057	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	198	50	548	501	0.396	200	293	1.3	0.7	12.632	B
2 - Winchester Road	437	109	440	853	0.512	440	308	2.0	1.1	9.111	A
3 - Bubb Lane	541	135	267	1011	0.536	545	613	2.2	1.3	8.324	A
4 - B3354	466	117	373	956	0.487	469	439	1.7	1.0	7.742	A

2030 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	42.29	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	42.29	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Base + Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Snakemoor Lane		ONE HOUR	✓	320	100.000
2 - Winchester Road		ONE HOUR	✓	584	100.000
3 - Bubb Lane		ONE HOUR	✓	731	100.000
4 - B3354		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	52	224	44
	2 - Winchester Road	66	3	252	263
	3 - Bubb Lane	302	137	0	292
	4 - B3354	43	224	360	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
	1 - Snakemoor Lane	0	10	3	9
	2 - Winchester Road	3	33	4	3
	3 - Bubb Lane	4	11	0	8
	4 - B3354	9	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Snakemoor Lane	0.96	105.49	9.8	F	294	440
2 - Winchester Road	0.90	45.26	7.5	E	536	804
3 - Bubb Lane	0.86	28.93	6.1	D	671	1006
4 - B3354	0.81	22.82	4.2	C	575	863

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	241	60	540	505	0.477	237	307	0.0	0.9	13.919	B
2 - Winchester Road	440	110	467	837	0.525	435	310	0.0	1.1	9.175	A
3 - Bubb Lane	550	138	280	1004	0.548	545	623	0.0	1.3	8.304	A
4 - B3354	472	118	379	953	0.495	468	446	0.0	1.0	7.684	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	288	72	648	447	0.644	284	367	0.9	1.8	22.745	C
2 - Winchester Road	525	131	560	783	0.670	521	372	1.1	2.0	14.046	B
3 - Bubb Lane	657	164	336	972	0.676	654	746	1.3	2.1	11.935	B
4 - B3354	564	141	454	910	0.619	561	535	1.0	1.6	10.684	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	352	88	786	372	0.947	331	444	1.8	7.2	69.223	F
2 - Winchester Road	643	161	668	721	0.892	626	449	2.0	6.3	34.417	D
3 - Bubb Lane	805	201	401	935	0.860	791	893	2.1	5.5	24.638	C
4 - B3354	690	173	549	856	0.807	681	643	1.6	3.9	20.515	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	352	88	796	367	0.960	342	451	7.2	9.8	105.490	F
2 - Winchester Road	643	161	682	712	0.903	638	455	6.3	7.5	45.261	E
3 - Bubb Lane	805	201	410	931	0.865	803	910	5.5	6.1	28.934	D
4 - B3354	690	173	557	851	0.811	689	655	3.9	4.2	22.825	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	288	72	663	439	0.655	318	379	9.8	2.2	37.507	E
2 - Winchester Road	525	131	596	763	0.688	545	385	7.5	2.4	18.591	C
3 - Bubb Lane	657	164	354	962	0.683	672	787	6.1	2.4	13.875	B
4 - B3354	564	141	468	902	0.625	573	558	4.2	1.8	11.728	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	241	60	549	500	0.481	246	312	2.2	1.0	15.069	C
2 - Winchester Road	440	110	478	831	0.529	445	316	2.4	1.2	9.769	A
3 - Bubb Lane	550	138	287	1000	0.550	555	636	2.4	1.3	8.719	A
4 - B3354	472	118	386	949	0.497	475	456	1.8	1.0	7.973	A

Junctions 10			
ARCADY 10 - Roundabout Module			
Version: 10.1.0.1820			
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Filename: Snakemoor Ln_Winchester Rd_Bubb Ln PM Peak.j10

Path: P:\24000's\24478\Junction Assessments

Report generation date: 27/03/2025 17:05:21

»2025 Base, PM

»2030 Base, PM

»2030 Base + Development, PM

Summary of junction performance

	PM		
	Queue (PCU)	Delay (s)	RFC
2025 Base			
1 - Snakemoor Lane	4.0	45.77	0.82
2 - Winchester Road	2.7	25.29	0.74
3 - Bubb Lane	3.9	20.66	0.80
4 - B3354	3.5	18.61	0.78
2030 Base			
1 - Snakemoor Lane	6.5	70.89	0.90
2 - Winchester Road	3.4	31.91	0.79
3 - Bubb Lane	5.0	25.78	0.84
4 - B3354	4.4	23.03	0.82
2030 Base + Development			
1 - Snakemoor Lane	10.0	98.99	0.96
2 - Winchester Road	4.1	37.39	0.82
3 - Bubb Lane	6.8	34.18	0.89
4 - B3354	5.9	30.24	0.87

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	Snakemoore Lane/ Winchester Road/ Bubb Lane/ B3354
Location	Denhams Corner
Site number	
Date	27/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	24478
Enumerator	DTA\NicholaSanderson
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use 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
D2	2025 Base	PM	ONE HOUR	16:00	17:30	15	✓
D4	2030 Base	PM	ONE HOUR	16:00	17:30	15	✓
D6	2030 Base + Development	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	24.83	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.83	C

Arms

Arms

Arm	Name	Description	No give-way line
1	Snakemoor Lane		
2	Winchester Road		
3	Bubb Lane		
4	B3354		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Snakemoor Lane	2.60	5.80	10.4	32.0	30.0	51.0		
2 - Winchester Road	3.30	6.30	7.2	27.0	30.0	40.0		
3 - Bubb Lane	3.55	5.70	6.2	24.7	30.0	48.0		
4 - B3354	3.80	5.60	7.9	30.0	30.0	54.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Snakemoor Lane	Direct		-350
2 - Winchester Road	Direct		-450
3 - Bubb Lane	Direct		-280
4 - B3354	Direct		-250

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Snakemoor Lane	0.540	857
2 - Winchester Road	0.581	909
3 - Bubb Lane	0.562	1031
4 - B3354	0.569	1119

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Snakemoor Lane		ONE HOUR	✓	307	100.000
2 - Winchester Road		ONE HOUR	✓	358	100.000
3 - Bubb Lane		ONE HOUR	✓	638	100.000
4 - B3354		ONE HOUR	✓	632	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	55	215	37
	2 - Winchester Road	44	2	145	167
	3 - Bubb Lane	163	153	1	321
	4 - B3354	41	259	332	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	0	3	0
	2 - Winchester Road	0	0	1	1
	3 - Bubb Lane	1	1	0	2
	4 - B3354	5	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Snakemoor Lane	0.82	45.77	4.0	E	282	423
2 - Winchester Road	0.74	25.29	2.7	D	329	493
3 - Bubb Lane	0.80	20.66	3.9	C	585	878
4 - B3354	0.78	18.61	3.5	C	580	870

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	231	58	558	556	0.416	228	185	0.0	0.7	11.135	B
2 - Winchester Road	270	67	436	655	0.411	267	350	0.0	0.7	9.278	A
3 - Bubb Lane	480	120	186	926	0.519	476	517	0.0	1.1	8.042	A
4 - B3354	476	119	271	964	0.493	472	391	0.0	1.0	7.413	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	276	69	669	496	0.557	274	222	0.7	1.2	16.420	C
2 - Winchester Road	322	80	523	605	0.532	320	420	0.7	1.1	12.675	B
3 - Bubb Lane	574	143	223	905	0.634	571	620	1.1	1.7	10.848	B
4 - B3354	568	142	325	934	0.609	566	470	1.0	1.5	9.941	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	338	85	814	417	0.810	329	270	1.2	3.6	38.100	E
2 - Winchester Road	394	99	633	541	0.728	389	510	1.1	2.5	23.035	C
3 - Bubb Lane	702	176	271	879	0.799	695	751	1.7	3.7	19.060	C
4 - B3354	696	174	395	894	0.779	689	570	1.5	3.3	17.372	C

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	338	85	822	413	0.818	336	273	3.6	4.0	45.771	E
2 - Winchester Road	394	99	642	536	0.736	393	516	2.5	2.7	25.295	D
3 - Bubb Lane	702	176	275	877	0.801	702	761	3.7	3.9	20.659	C
4 - B3354	696	174	399	891	0.781	695	577	3.3	3.5	18.614	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	276	69	680	489	0.564	287	226	4.0	1.4	18.974	C
2 - Winchester Road	322	80	538	596	0.540	328	428	2.7	1.2	13.805	B
3 - Bubb Lane	574	143	229	902	0.636	582	637	3.9	1.8	11.682	B
4 - B3354	568	142	331	930	0.611	575	480	3.5	1.6	10.576	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	231	58	565	551	0.419	234	188	1.4	0.8	11.653	B
2 - Winchester Road	270	67	444	651	0.414	272	355	1.2	0.7	9.621	A
3 - Bubb Lane	480	120	190	924	0.520	483	526	1.8	1.1	8.337	A
4 - B3354	476	119	275	962	0.495	478	398	1.6	1.0	7.646	A

2030 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	33.21	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	33.21	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Snakemoor Lane		ONE HOUR	✓	322	100.000
2 - Winchester Road		ONE HOUR	✓	373	100.000
3 - Bubb Lane		ONE HOUR	✓	666	100.000
4 - B3354		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	58	225	39
	2 - Winchester Road	46	2	151	174
	3 - Bubb Lane	170	160	1	335
	4 - B3354	43	270	346	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	0	3	0
	2 - Winchester Road	0	0	1	1
	3 - Bubb Lane	1	1	0	2
	4 - B3354	5	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Snakemoor Lane	0.90	70.89	6.5	F	295	443
2 - Winchester Road	0.79	31.91	3.4	D	342	513
3 - Bubb Lane	0.84	25.78	5.0	D	611	917
4 - B3354	0.82	23.03	4.4	C	605	907

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	242	61	581	543	0.447	239	193	0.0	0.8	11.983	B
2 - Winchester Road	281	70	455	644	0.436	278	365	0.0	0.8	9.826	A
3 - Bubb Lane	501	125	194	922	0.544	497	539	0.0	1.2	8.506	A
4 - B3354	496	124	283	958	0.518	492	408	0.0	1.1	7.826	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	289	72	697	480	0.603	287	232	0.8	1.5	18.725	C
2 - Winchester Road	335	84	546	592	0.567	333	438	0.8	1.3	13.938	B
3 - Bubb Lane	599	150	233	900	0.665	596	646	1.2	1.9	11.889	B
4 - B3354	592	148	339	926	0.640	590	490	1.1	1.8	10.861	B

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	355	89	846	400	0.887	339	281	1.5	5.2	51.635	F
2 - Winchester Road	411	103	655	528	0.778	403	530	1.3	3.1	27.635	D
3 - Bubb Lane	733	183	281	873	0.840	723	778	1.9	4.6	22.810	C
4 - B3354	726	181	411	885	0.820	716	593	1.8	4.1	20.727	C

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	355	89	856	394	0.899	350	285	5.2	6.5	70.890	F
2 - Winchester Road	411	103	668	521	0.789	409	538	3.1	3.4	31.911	D
3 - Bubb Lane	733	183	286	870	0.843	732	791	4.6	5.0	25.784	D
4 - B3354	726	181	416	882	0.823	724	601	4.1	4.4	23.032	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	289	72	713	472	0.613	308	237	6.5	1.7	24.747	C
2 - Winchester Road	335	84	570	577	0.581	343	451	3.4	1.5	15.996	C
3 - Bubb Lane	599	150	242	895	0.669	610	672	5.0	2.1	13.295	B
4 - B3354	592	148	347	921	0.643	603	504	4.4	1.9	11.903	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	242	61	590	538	0.451	246	196	1.7	0.9	12.722	B
2 - Winchester Road	281	70	464	639	0.440	283	372	1.5	0.8	10.285	B
3 - Bubb Lane	501	125	198	919	0.545	505	549	2.1	1.2	8.892	A
4 - B3354	496	124	287	955	0.520	499	416	1.9	1.1	8.127	A

2030 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	44.16	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	44.16	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Base + Development	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Snakemoor Lane		ONE HOUR	✓	345	100.000
2 - Winchester Road		ONE HOUR	✓	381	100.000
3 - Bubb Lane		ONE HOUR	✓	693	100.000
4 - B3354		ONE HOUR	✓	677	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	61	237	47
	2 - Winchester Road	54	2	151	174
	3 - Bubb Lane	197	160	1	335
	4 - B3354	61	270	346	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
	1 - Snakemoor Lane	0	0	3	0
	2 - Winchester Road	0	0	1	1
	3 - Bubb Lane	1	1	0	2
	4 - B3354	5	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Snakemoor Lane	0.96	98.99	10.0	F	317	475
2 - Winchester Road	0.82	37.39	4.1	E	350	524
3 - Bubb Lane	0.89	34.18	6.8	D	636	954
4 - B3354	0.87	30.24	5.9	D	621	932

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	260	65	581	543	0.478	256	233	0.0	0.9	12.650	B
2 - Winchester Road	287	72	470	636	0.451	284	367	0.0	0.8	10.215	B
3 - Bubb Lane	522	130	206	915	0.570	516	547	0.0	1.3	9.051	A
4 - B3354	510	127	308	943	0.541	505	414	0.0	1.2	8.319	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	310	78	696	481	0.645	307	279	0.9	1.7	20.733	C
2 - Winchester Road	343	86	563	582	0.589	340	440	0.8	1.4	14.885	B
3 - Bubb Lane	623	156	247	892	0.698	619	656	1.3	2.2	13.211	B
4 - B3354	609	152	370	908	0.670	605	497	1.2	2.0	12.030	B

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	380	95	842	402	0.945	358	337	1.7	7.2	64.115	F
2 - Winchester Road	419	105	670	520	0.807	411	530	1.4	3.6	31.097	D
3 - Bubb Lane	763	191	297	864	0.883	748	784	2.2	6.0	28.245	D
4 - B3354	745	186	447	864	0.862	732	598	2.0	5.3	25.592	D

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	380	95	855	395	0.962	369	342	7.2	10.0	98.993	F
2 - Winchester Road	419	105	685	511	0.821	418	539	3.6	4.1	37.391	E
3 - Bubb Lane	763	191	302	861	0.886	760	800	6.0	6.8	34.176	D
4 - B3354	745	186	454	860	0.867	743	608	5.3	5.9	30.242	D

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	310	78	718	469	0.661	341	288	10.0	2.2	34.390	D
2 - Winchester Road	343	86	601	560	0.612	352	459	4.1	1.7	18.229	C
3 - Bubb Lane	623	156	259	885	0.704	640	694	6.8	2.5	15.816	C
4 - B3354	609	152	382	901	0.676	623	517	5.9	2.2	13.906	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	260	65	591	538	0.483	264	237	2.2	1.0	13.673	B
2 - Winchester Road	287	72	481	629	0.456	290	375	1.7	0.9	10.797	B
3 - Bubb Lane	522	130	211	912	0.572	526	560	2.5	1.4	9.574	A
4 - B3354	510	127	315	940	0.542	514	423	2.2	1.2	8.721	A

Junctions 10					
ARCADY 10 - Roundabout Module					
Version: 10.1.0.1820					
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Filename: Snakemoor Ln_Winchester Rd_Bubb Ln - Mitigation.j10

Path: P:\24000's\24478\Junction Assessments

Report generation date: 01/04/2025 11:01:40

- »2030 Base + Development, AM
- »2030 Base + Development, PM
- »2030 Base + Committed Development + Development, AM
- »2030 Base + Committed Development + Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2030 Base + Development						
1 - Snakemoor Lane	0.6	6.52	0.38	0.7	7.15	0.42
2 - Winchester Road	1.0	5.91	0.50	0.5	4.26	0.33
3 - Bubb Lane	1.1	4.77	0.50	0.8	3.94	0.45
4 - B3354	0.9	4.92	0.47	1.0	4.71	0.49
2030 Base + Committed Development + Development						
1 - Snakemoor Lane	0.8	7.72	0.42	1.0	9.42	0.49
2 - Winchester Road	2.3	9.91	0.70	0.7	4.98	0.42
3 - Bubb Lane	1.4	5.71	0.56	1.2	4.93	0.55
4 - B3354	1.3	5.96	0.56	1.4	6.07	0.59

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.

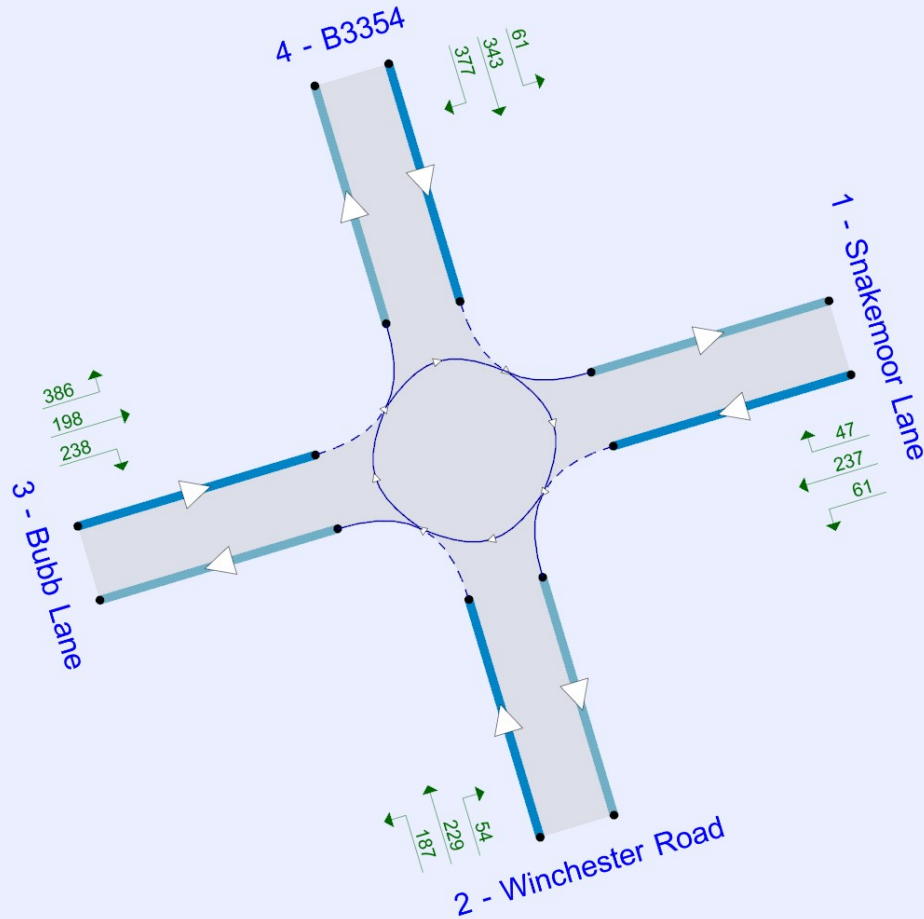
File summary

File Description

Title	Snakemoor Lane/ Winchester Road/ Bubb Lane/ B3354
Location	Denhams Corner
Site number	
Date	27/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	24478
Enumerator	DTA\NicholaSanderson
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 Base + Development	AM	ONE HOUR	07:15	08:45	15
D6	2030 Base + Development	PM	ONE HOUR	16:00	17:30	15
D7	2030 Base + Committed Development + Development	AM	ONE HOUR	07:15	08:45	15
D8	2030 Base + Committed Development + Development	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Bubb Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - B3354 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.35	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Snakemoor Lane		
2	Winchester Road		
3	Bubb Lane		
4	B3354		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Snakemoor Lane	3.00	6.13	7.9	35.7	34.5	15.0		
2 - Winchester Road	3.28	7.00	15.0	45.0	34.5	15.5		
3 - Bubb Lane	3.59	6.50	34.0	45.0	34.5	17.0		
4 - B3354	3.00	6.50	37.0	50.0	34.5	17.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Snakemoor Lane	0.619	1425
2 - Winchester Road	0.686	1748
3 - Bubb Lane	0.717	1909
4 - B3354	0.705	1848

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 Base + Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Snakemoor Lane		✓	320	100.000
2 - Winchester Road		✓	584	100.000
3 - Bubb Lane		✓	731	100.000
4 - B3354		✓	627	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	52	224	44
	2 - Winchester Road	66	3	252	263
	3 - Bubb Lane	302	137	0	292
	4 - B3354	43	224	360	0

Vehicle Mix

Heavy Vehicle %

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	10	3	9
	2 - Winchester Road	3	33	4	3
	3 - Bubb Lane	4	11	0	8
	4 - B3354	9	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Snakemoor Lane	0.38	6.52	0.6	A
2 - Winchester Road	0.50	5.91	1.0	A
3 - Bubb Lane	0.50	4.77	1.1	A
4 - B3354	0.47	4.92	0.9	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	241	543	1089	0.221	240	0.3	4.441	A
2 - Winchester Road	440	471	1425	0.309	438	0.5	3.770	A
3 - Bubb Lane	550	282	1707	0.322	548	0.5	3.315	A
4 - B3354	472	381	1580	0.299	470	0.4	3.378	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	288	650	1022	0.281	287	0.4	5.132	A
2 - Winchester Road	525	564	1361	0.386	524	0.6	4.450	A
3 - Bubb Lane	657	338	1667	0.394	656	0.7	3.806	A
4 - B3354	564	456	1527	0.369	563	0.6	3.894	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	352	796	932	0.378	351	0.6	6.492	A
2 - Winchester Road	643	690	1275	0.504	641	1.0	5.872	A
3 - Bubb Lane	805	413	1613	0.499	803	1.1	4.745	A
4 - B3354	690	558	1455	0.474	689	0.9	4.896	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	352	797	931	0.378	352	0.6	6.520	A
2 - Winchester Road	643	691	1274	0.505	643	1.0	5.909	A
3 - Bubb Lane	805	414	1612	0.499	805	1.1	4.765	A
4 - B3354	690	559	1454	0.475	690	0.9	4.916	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	288	652	1021	0.282	289	0.4	5.160	A
2 - Winchester Road	525	566	1360	0.386	527	0.7	4.482	A
3 - Bubb Lane	657	339	1666	0.395	659	0.7	3.827	A
4 - B3354	564	458	1526	0.369	565	0.6	3.913	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	241	546	1087	0.222	241	0.3	4.469	A
2 - Winchester Road	440	474	1423	0.309	440	0.5	3.798	A
3 - Bubb Lane	550	284	1705	0.323	551	0.5	3.333	A
4 - B3354	472	383	1578	0.299	473	0.4	3.397	A

2030 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Bubb Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - B3354 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.77	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)
D6	2030 Base + Development	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Snakemoor Lane		✓	345	100.000
2 - Winchester Road		✓	381	100.000
3 - Bubb Lane		✓	693	100.000
4 - B3354		✓	677	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	61	237	47
	2 - Winchester Road	54	2	151	174
	3 - Bubb Lane	197	160	1	335
	4 - B3354	61	270	346	0

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
	1 - Snakemoor Lane	0	0	3	0
	2 - Winchester Road	0	0	1	1
	3 - Bubb Lane	1	1	0	2
	4 - B3354	5	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Snakemoor Lane	0.42	7.15	0.7	A
2 - Winchester Road	0.33	4.26	0.5	A
3 - Bubb Lane	0.45	3.94	0.8	A
4 - B3354	0.49	4.71	1.0	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	260	584	1063	0.244	258	0.3	4.558	A
2 - Winchester Road	287	473	1424	0.202	286	0.3	3.188	A
3 - Bubb Lane	522	208	1760	0.297	520	0.4	2.943	A
4 - B3354	510	311	1629	0.313	508	0.5	3.276	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	310	700	992	0.313	310	0.5	5.377	A
2 - Winchester Road	343	566	1359	0.252	342	0.3	3.569	A
3 - Bubb Lane	623	249	1730	0.360	622	0.6	3.295	A
4 - B3354	609	372	1586	0.384	608	0.6	3.761	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	380	856	895	0.425	379	0.7	7.103	A
2 - Winchester Road	419	693	1273	0.330	419	0.5	4.250	A
3 - Bubb Lane	763	304	1690	0.451	762	0.8	3.931	A
4 - B3354	745	455	1528	0.488	744	1.0	4.691	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	380	858	894	0.425	380	0.7	7.146	A
2 - Winchester Road	419	695	1271	0.330	419	0.5	4.261	A
3 - Bubb Lane	763	305	1690	0.452	763	0.8	3.940	A
4 - B3354	745	456	1527	0.488	745	1.0	4.708	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	310	702	990	0.313	311	0.5	5.419	A
2 - Winchester Road	343	569	1358	0.252	343	0.3	3.579	A
3 - Bubb Lane	623	250	1730	0.360	624	0.6	3.309	A
4 - B3354	609	373	1586	0.384	610	0.6	3.777	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	260	587	1061	0.245	260	0.3	4.589	A
2 - Winchester Road	287	476	1422	0.202	287	0.3	3.200	A
3 - Bubb Lane	522	209	1759	0.297	522	0.4	2.955	A
4 - B3354	510	312	1628	0.313	510	0.5	3.296	A

2030 Base + Committed Development + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Bubb Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - B3354 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.28	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)
D7	2030 Base + Committed Development + Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Snakemoor Lane		✓	321	100.000
2 - Winchester Road		✓	778	100.000
3 - Bubb Lane		✓	782	100.000
4 - B3354		✓	728	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	52	225	44
	2 - Winchester Road	66	3	350	359
	3 - Bubb Lane	302	167	0	313
	4 - B3354	43	271	414	0

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
	1 - Snakemoor Lane	0	10	3	9
	2 - Winchester Road	3	33	4	3
	3 - Bubb Lane	4	11	0	8
	4 - B3354	9	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Snakemoor Lane	0.42	7.72	0.8	A
2 - Winchester Road	0.70	9.91	2.3	A
3 - Bubb Lane	0.56	5.71	1.4	A
4 - B3354	0.56	5.96	1.3	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	242	641	1028	0.235	240	0.3	4.786	A
2 - Winchester Road	586	512	1397	0.419	583	0.7	4.562	A
3 - Bubb Lane	589	354	1655	0.356	586	0.6	3.598	A
4 - B3354	548	403	1564	0.350	546	0.6	3.679	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	289	768	950	0.304	288	0.5	5.701	A
2 - Winchester Road	699	613	1328	0.527	698	1.1	5.905	A
3 - Bubb Lane	703	423	1605	0.438	702	0.8	4.262	A
4 - B3354	654	483	1508	0.434	654	0.8	4.389	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	353	939	843	0.419	352	0.7	7.667	A
2 - Winchester Road	857	750	1234	0.694	852	2.3	9.652	A
3 - Bubb Lane	861	517	1538	0.560	859	1.3	5.657	A
4 - B3354	802	591	1432	0.560	799	1.3	5.916	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	353	941	842	0.420	353	0.8	7.725	A
2 - Winchester Road	857	752	1232	0.695	856	2.3	9.906	A
3 - Bubb Lane	861	520	1536	0.561	861	1.4	5.706	A
4 - B3354	802	592	1431	0.560	801	1.3	5.964	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	289	771	947	0.305	290	0.5	5.749	A
2 - Winchester Road	699	616	1325	0.528	704	1.2	6.043	A
3 - Bubb Lane	703	427	1602	0.439	705	0.8	4.304	A
4 - B3354	654	485	1506	0.434	656	0.8	4.427	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	242	645	1026	0.236	242	0.3	4.824	A
2 - Winchester Road	586	515	1395	0.420	587	0.8	4.628	A
3 - Bubb Lane	589	356	1653	0.356	590	0.6	3.628	A
4 - B3354	548	406	1562	0.351	549	0.6	3.710	A

2030 Base + Committed Development + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Bubb Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - B3354 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.95	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)
D8	2030 Base + Committed Development + Development	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Snakemoor Lane		✓	345	100.000
2 - Winchester Road		✓	472	100.000
3 - Bubb Lane		✓	823	100.000
4 - B3354		✓	781	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
From	1 - Snakemoor Lane	0	61	237	47
	2 - Winchester Road	54	2	187	229
	3 - Bubb Lane	198	238	1	386
	4 - B3354	61	343	377	0

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - Snakemoor Lane	2 - Winchester Road	3 - Bubb Lane	4 - B3354
	1 - Snakemoor Lane	0	0	3	0
	2 - Winchester Road	0	0	1	1
	3 - Bubb Lane	1	1	0	2
	4 - B3354	5	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Snakemoor Lane	0.49	9.42	1.0	A
2 - Winchester Road	0.42	4.98	0.7	A
3 - Bubb Lane	0.55	4.93	1.2	A
4 - B3354	0.59	6.07	1.4	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	260	721	979	0.265	258	0.4	5.089	A
2 - Winchester Road	355	496	1408	0.252	354	0.3	3.441	A
3 - Bubb Lane	620	249	1730	0.358	617	0.6	3.275	A
4 - B3354	588	370	1588	0.370	586	0.6	3.662	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	310	863	891	0.348	309	0.5	6.312	A
2 - Winchester Road	424	594	1341	0.317	424	0.5	3.960	A
3 - Bubb Lane	740	298	1695	0.437	739	0.8	3.817	A
4 - B3354	702	443	1536	0.457	701	0.9	4.400	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	380	1055	771	0.492	378	1.0	9.301	A
2 - Winchester Road	520	726	1250	0.416	519	0.7	4.962	A
3 - Bubb Lane	906	365	1647	0.550	904	1.2	4.905	A
4 - B3354	860	542	1467	0.586	858	1.4	6.020	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	380	1058	770	0.493	380	1.0	9.416	A
2 - Winchester Road	520	729	1248	0.416	520	0.7	4.985	A
3 - Bubb Lane	906	366	1647	0.550	906	1.2	4.932	A
4 - B3354	860	543	1466	0.587	860	1.4	6.072	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	310	867	888	0.349	312	0.6	6.392	A
2 - Winchester Road	424	598	1338	0.317	425	0.5	3.984	A
3 - Bubb Lane	740	299	1694	0.437	742	0.8	3.843	A
4 - B3354	702	444	1535	0.457	704	0.9	4.442	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Snakemoor Lane	260	725	976	0.266	260	0.4	5.139	A
2 - Winchester Road	355	499	1405	0.253	356	0.3	3.461	A
3 - Bubb Lane	620	250	1729	0.358	620	0.6	3.299	A
4 - B3354	588	372	1586	0.371	589	0.6	3.695	A

Junctions 10						
ARCADY 10 - Roundabout Module						
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023						
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Filename: Bubb Lane_Chalcroft Way.j10
Path: P:\24000's\24478\Junction Assessments
Report generation date: 01/04/2025 11:11:24

- »2025 Base, AM
- »2025 Base, PM
- »2030 Base, AM
- »2030 Base, PM
- »2030 Base + Development, AM
- »2030 Base + Development, PM
- »2030 Base + Committed Development, AM
- »2030 Base + Committed Development, PM
- »2030 Base + Committed Development + Development, AM
- »2030 Base + Committed Development + Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Base						
1 - Bubb Lane (N)	1.7	6.94	0.62	1.2	5.59	0.54
2 - Bubb Lane (S)	1.1	4.65	0.52	1.0	4.36	0.50
3 - Chalcroft Way	0.2	3.83	0.13	0.2	3.68	0.13
2030 Base						
1 - Bubb Lane (N)	1.9	7.56	0.65	1.3	5.94	0.56
2 - Bubb Lane (S)	1.2	4.90	0.55	1.1	4.57	0.53
3 - Chalcroft Way	0.2	3.93	0.14	0.2	3.78	0.14
2030 Base + Development						
1 - Bubb Lane (N)	2.1	8.09	0.68	1.4	6.07	0.57
2 - Bubb Lane (S)	1.3	4.98	0.55	1.2	4.74	0.54
3 - Chalcroft Way	0.2	3.97	0.14	0.2	3.85	0.14
2030 Base + Committed Development						
1 - Bubb Lane (N)	9.3	33.04	0.92	2.9	12.11	0.74
2 - Bubb Lane (S)	3.7	10.33	0.78	4.3	11.56	0.81
3 - Chalcroft Way	1.0	6.79	0.49	1.2	7.66	0.55
2030 Base + Committed Development + Development						
1 - Bubb Lane (N)	12.3	42.20	0.94	3.0	12.66	0.76
2 - Bubb Lane (S)	3.8	10.71	0.79	4.8	12.68	0.83
3 - Chalcroft Way	1.0	6.89	0.49	1.3	7.95	0.56

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

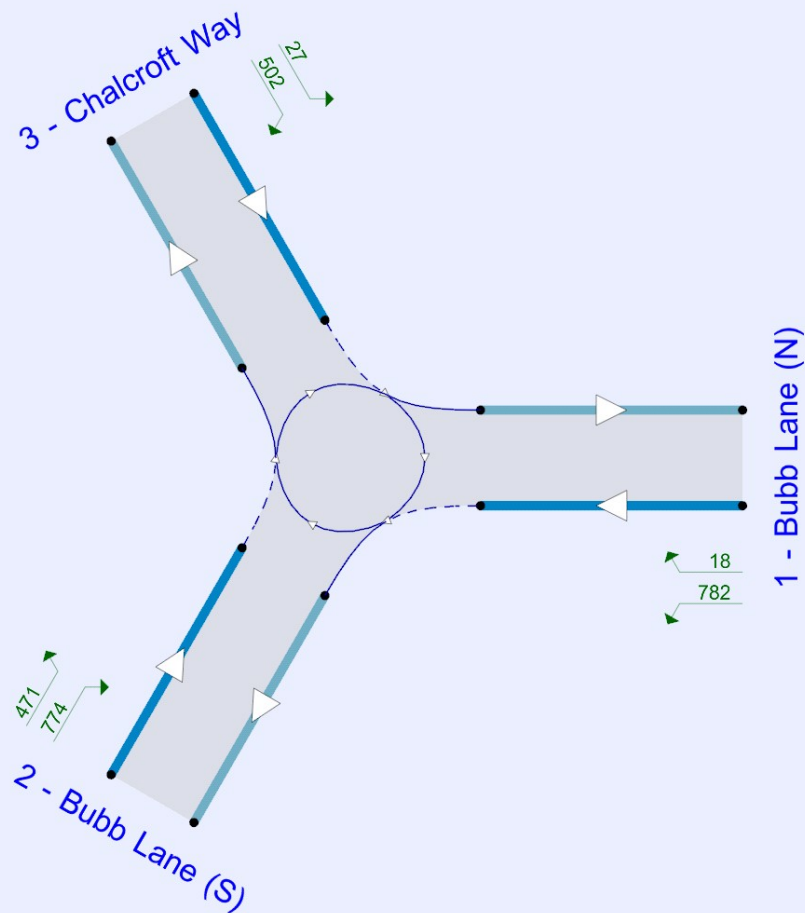
File summary

File Description

Title	Bubb Lane/ Chalcroft Way
Location	
Site number	
Date	28/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	24478
Enumerator	DTA\NicholaSanderson
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Base	AM	ONE HOUR	07:15	08:45	15
D2	2025 Base	PM	ONE HOUR	16:00	17:30	15
D3	2030 Base	AM	ONE HOUR	07:15	08:45	15
D4	2030 Base	PM	ONE HOUR	16:00	17:30	15
D5	2030 Base + Development	AM	ONE HOUR	07:15	08:45	15
D6	2030 Base + Development	PM	ONE HOUR	16:00	17:30	15
D7	2030 Base + Committed Development	AM	ONE HOUR	07:15	08:45	15
D8	2030 Base + Committed Development	PM	ONE HOUR	16:00	17:30	15
D9	2030 Base + Committed Development + Development	AM	ONE HOUR	07:15	08:45	15
D10	2030 Base + Committed Development + Development	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.64	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Bubb Lane (N)		
2	Bubb Lane (S)		
3	Chalcroft Way		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Bubb Lane (N)	3.65	7.00	8.0	25.0	40.0	38.0		
2 - Bubb Lane (S)	3.65	7.00	11.0	20.0	40.0	17.0		
3 - Chalcroft Way	3.65	7.00	9.0	25.0	40.0	28.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Bubb Lane (N)	0.599	1512
2 - Bubb Lane (S)	0.654	1693
3 - Chalcroft Way	0.626	1595

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	799	100.000
2 - Bubb Lane (S)		✓	799	100.000
3 - Chalcroft Way		✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
1 - Bubb Lane (N)		0	785	14
2 - Bubb Lane (S)		629	18	152
3 - Chalcroft Way		4	131	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
1 - Bubb Lane (N)		0	3	0
2 - Bubb Lane (S)		3	6	7
3 - Chalcroft Way		25	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.62	6.94	1.7	A
2 - Bubb Lane (S)	0.52	4.65	1.1	A
3 - Chalcroft Way	0.13	3.83	0.2	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	602	112	1445	0.416	599	0.7	4.363	A
2 - Bubb Lane (S)	602	10	1686	0.357	599	0.6	3.430	A
3 - Chalcroft Way	102	485	1292	0.079	101	0.1	3.220	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	718	134	1432	0.502	717	1.0	5.176	A
2 - Bubb Lane (S)	718	13	1685	0.426	718	0.8	3.859	A
3 - Chalcroft Way	121	581	1232	0.099	121	0.1	3.451	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	880	164	1414	0.622	877	1.7	6.871	A
2 - Bubb Lane (S)	880	15	1683	0.523	878	1.1	4.635	A
3 - Chalcroft Way	149	711	1150	0.129	148	0.2	3.826	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	880	164	1414	0.622	880	1.7	6.935	A
2 - Bubb Lane (S)	880	15	1683	0.523	880	1.1	4.651	A
3 - Chalcroft Way	149	712	1149	0.129	149	0.2	3.829	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	718	134	1432	0.502	721	1.0	5.233	A
2 - Bubb Lane (S)	718	13	1685	0.426	720	0.8	3.877	A
3 - Chalcroft Way	121	583	1231	0.099	122	0.1	3.458	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	602	112	1445	0.416	603	0.7	4.409	A
2 - Bubb Lane (S)	602	11	1686	0.357	602	0.6	3.449	A
3 - Chalcroft Way	102	488	1290	0.079	102	0.1	3.227	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.83	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)
D2	2025 Base	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	692	100.000
2 - Bubb Lane (S)		✓	771	100.000
3 - Chalcroft Way		✓	142	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	1	682	9
	2 - Bubb Lane (S)	609	19	143
	3 - Chalcroft Way	9	133	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	1	0
	2 - Bubb Lane (S)	1	5	3
	3 - Chalcroft Way	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.54	5.59	1.2	A
2 - Bubb Lane (S)	0.50	4.36	1.0	A
3 - Chalcroft Way	0.13	3.68	0.2	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	521	114	1444	0.361	519	0.6	3.920	A
2 - Bubb Lane (S)	580	7	1688	0.344	578	0.5	3.286	A
3 - Chalcroft Way	107	472	1300	0.082	107	0.1	3.101	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	622	137	1430	0.435	621	0.8	4.489	A
2 - Bubb Lane (S)	693	9	1687	0.411	692	0.7	3.670	A
3 - Chalcroft Way	128	565	1242	0.103	128	0.1	3.321	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	762	167	1412	0.540	760	1.2	5.566	A
2 - Bubb Lane (S)	849	11	1686	0.504	848	1.0	4.351	A
3 - Chalcroft Way	156	692	1162	0.134	156	0.2	3.677	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	762	167	1412	0.540	762	1.2	5.593	A
2 - Bubb Lane (S)	849	11	1686	0.504	849	1.0	4.363	A
3 - Chalcroft Way	156	693	1162	0.135	156	0.2	3.679	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	622	137	1430	0.435	624	0.8	4.518	A
2 - Bubb Lane (S)	693	9	1687	0.411	694	0.7	3.682	A
3 - Chalcroft Way	128	566	1241	0.103	128	0.1	3.325	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	521	115	1443	0.361	522	0.6	3.949	A
2 - Bubb Lane (S)	580	8	1688	0.344	581	0.5	3.303	A
3 - Chalcroft Way	107	474	1299	0.082	107	0.1	3.107	A

2030 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.05	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)
D3	2030 Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	835	100.000
2 - Bubb Lane (S)		✓	835	100.000
3 - Chalcroft Way		✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	820	15
	2 - Bubb Lane (S)	657	19	159
	3 - Chalcroft Way	4	137	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	3	0
	2 - Bubb Lane (S)	3	6	7
	3 - Chalcroft Way	25	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.65	7.56	1.9	A
2 - Bubb Lane (S)	0.55	4.90	1.2	A
3 - Chalcroft Way	0.14	3.93	0.2	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	629	117	1442	0.436	625	0.8	4.522	A
2 - Bubb Lane (S)	629	11	1686	0.373	626	0.6	3.520	A
3 - Chalcroft Way	106	507	1278	0.083	106	0.1	3.269	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	751	140	1428	0.526	749	1.1	5.448	A
2 - Bubb Lane (S)	751	13	1684	0.446	750	0.8	3.996	A
3 - Chalcroft Way	127	607	1215	0.104	127	0.1	3.519	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	919	172	1409	0.652	916	1.9	7.471	A
2 - Bubb Lane (S)	919	16	1682	0.546	918	1.2	4.876	A
3 - Chalcroft Way	155	743	1130	0.137	155	0.2	3.930	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	919	172	1409	0.652	919	1.9	7.562	A
2 - Bubb Lane (S)	919	17	1682	0.546	919	1.2	4.897	A
3 - Chalcroft Way	155	744	1129	0.137	155	0.2	3.933	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	751	140	1428	0.526	754	1.2	5.520	A
2 - Bubb Lane (S)	751	14	1684	0.446	752	0.8	4.017	A
3 - Chalcroft Way	127	609	1214	0.104	127	0.1	3.527	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	629	118	1442	0.436	630	0.8	4.575	A
2 - Bubb Lane (S)	629	11	1686	0.373	630	0.6	3.540	A
3 - Chalcroft Way	106	510	1276	0.083	106	0.1	3.274	A

2030 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.09	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)
D4	2030 Base	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	722	100.000
2 - Bubb Lane (S)		✓	805	100.000
3 - Chalcroft Way		✓	148	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	1	712	9
	2 - Bubb Lane (S)	636	20	149
	3 - Chalcroft Way	9	139	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	1	0
	2 - Bubb Lane (S)	1	5	3
	3 - Chalcroft Way	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.56	5.94	1.3	A
2 - Bubb Lane (S)	0.53	4.57	1.1	A
3 - Chalcroft Way	0.14	3.78	0.2	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	544	119	1441	0.377	541	0.6	4.031	A
2 - Bubb Lane (S)	606	7	1688	0.359	604	0.6	3.361	A
3 - Chalcroft Way	111	493	1287	0.087	111	0.1	3.147	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	649	143	1427	0.455	648	0.8	4.664	A
2 - Bubb Lane (S)	724	9	1687	0.429	723	0.8	3.783	A
3 - Chalcroft Way	133	590	1226	0.109	133	0.1	3.385	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	795	175	1407	0.565	793	1.3	5.901	A
2 - Bubb Lane (S)	886	11	1686	0.526	885	1.1	4.551	A
3 - Chalcroft Way	163	722	1143	0.143	163	0.2	3.774	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	795	175	1407	0.565	795	1.3	5.937	A
2 - Bubb Lane (S)	886	11	1686	0.526	886	1.1	4.567	A
3 - Chalcroft Way	163	723	1143	0.143	163	0.2	3.777	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	649	143	1426	0.455	651	0.9	4.698	A
2 - Bubb Lane (S)	724	9	1687	0.429	725	0.8	3.803	A
3 - Chalcroft Way	133	592	1225	0.109	133	0.1	3.390	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	544	120	1440	0.377	544	0.6	4.064	A
2 - Bubb Lane (S)	606	8	1688	0.359	607	0.6	3.382	A
3 - Chalcroft Way	111	495	1285	0.087	112	0.1	3.152	A

2030 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.35	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)
D5	2030 Base + Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	864	100.000
2 - Bubb Lane (S)		✓	847	100.000
3 - Chalcroft Way		✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	849	15
	2 - Bubb Lane (S)	669	19	159
	3 - Chalcroft Way	4	137	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	3	0
	2 - Bubb Lane (S)	3	6	7
	3 - Chalcroft Way	25	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.68	8.09	2.1	A
2 - Bubb Lane (S)	0.55	4.98	1.3	A
3 - Chalcroft Way	0.14	3.97	0.2	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	650	117	1442	0.451	647	0.8	4.643	A
2 - Bubb Lane (S)	638	11	1686	0.378	635	0.6	3.547	A
3 - Chalcroft Way	106	516	1272	0.083	106	0.1	3.285	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	777	140	1428	0.544	775	1.2	5.664	A
2 - Bubb Lane (S)	761	13	1684	0.452	761	0.8	4.042	A
3 - Chalcroft Way	127	618	1209	0.105	127	0.1	3.541	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	951	172	1409	0.675	948	2.1	7.969	A
2 - Bubb Lane (S)	933	16	1682	0.554	931	1.3	4.961	A
3 - Chalcroft Way	155	756	1122	0.138	155	0.2	3.963	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	951	172	1409	0.675	951	2.1	8.087	A
2 - Bubb Lane (S)	933	17	1682	0.554	933	1.3	4.983	A
3 - Chalcroft Way	155	757	1121	0.138	155	0.2	3.967	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	777	140	1428	0.544	780	1.2	5.751	A
2 - Bubb Lane (S)	761	14	1684	0.452	763	0.9	4.065	A
3 - Chalcroft Way	127	620	1207	0.105	127	0.1	3.546	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	650	118	1442	0.451	652	0.9	4.704	A
2 - Bubb Lane (S)	638	11	1686	0.378	639	0.6	3.570	A
3 - Chalcroft Way	106	519	1271	0.084	106	0.1	3.290	A

2030 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.23	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)
D6	2030 Base + Development	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	734	100.000
2 - Bubb Lane (S)		✓	831	100.000
3 - Chalcroft Way		✓	148	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	1	724	9
	2 - Bubb Lane (S)	662	20	149
	3 - Chalcroft Way	9	139	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	1	0
	2 - Bubb Lane (S)	1	5	3
	3 - Chalcroft Way	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.57	6.07	1.4	A
2 - Bubb Lane (S)	0.54	4.74	1.2	A
3 - Chalcroft Way	0.14	3.85	0.2	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	553	119	1441	0.384	550	0.6	4.071	A
2 - Bubb Lane (S)	626	7	1688	0.371	623	0.6	3.422	A
3 - Chalcroft Way	111	512	1275	0.087	111	0.1	3.180	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	660	143	1427	0.463	659	0.9	4.730	A
2 - Bubb Lane (S)	747	9	1687	0.443	746	0.8	3.878	A
3 - Chalcroft Way	133	613	1211	0.110	133	0.1	3.431	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	808	175	1407	0.574	806	1.3	6.028	A
2 - Bubb Lane (S)	915	11	1686	0.543	913	1.2	4.718	A
3 - Chalcroft Way	163	751	1125	0.145	163	0.2	3.843	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	808	175	1407	0.574	808	1.4	6.068	A
2 - Bubb Lane (S)	915	11	1686	0.543	915	1.2	4.736	A
3 - Chalcroft Way	163	752	1125	0.145	163	0.2	3.848	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	660	143	1426	0.463	662	0.9	4.768	A
2 - Bubb Lane (S)	747	9	1687	0.443	749	0.8	3.897	A
3 - Chalcroft Way	133	615	1210	0.110	133	0.1	3.439	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	553	120	1440	0.384	554	0.6	4.104	A
2 - Bubb Lane (S)	626	8	1688	0.371	626	0.6	3.441	A
3 - Chalcroft Way	111	515	1273	0.088	112	0.1	3.188	A

2030 Base + Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	18.11	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.11	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)
D7	2030 Base + Committed Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	988	100.000
2 - Bubb Lane (S)		✓	1187	100.000
3 - Chalcroft Way		✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	956	32
	2 - Bubb Lane (S)	698	19	470
	3 - Chalcroft Way	14	474	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	3	0
	2 - Bubb Lane (S)	3	6	7
	3 - Chalcroft Way	25	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.92	33.04	9.3	D
2 - Bubb Lane (S)	0.78	10.33	3.7	B
3 - Chalcroft Way	0.49	6.79	1.0	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	744	369	1291	0.576	738	1.4	6.641	A
2 - Bubb Lane (S)	894	24	1677	0.533	889	1.2	4.747	A
3 - Chalcroft Way	367	537	1259	0.292	366	0.4	4.281	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	888	442	1247	0.712	884	2.5	10.078	B
2 - Bubb Lane (S)	1067	29	1674	0.637	1065	1.8	6.148	A
3 - Chalcroft Way	439	643	1193	0.368	438	0.6	5.073	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	1088	541	1188	0.916	1065	8.2	26.202	D
2 - Bubb Lane (S)	1307	34	1671	0.782	1300	3.6	9.966	A
3 - Chalcroft Way	537	785	1104	0.487	536	1.0	6.729	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	1088	543	1187	0.916	1083	9.3	33.039	D
2 - Bubb Lane (S)	1307	35	1670	0.783	1307	3.7	10.329	B
3 - Chalcroft Way	537	789	1101	0.488	537	1.0	6.794	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	888	445	1246	0.713	915	2.7	12.037	B
2 - Bubb Lane (S)	1067	30	1674	0.638	1074	1.9	6.353	A
3 - Chalcroft Way	439	649	1189	0.369	440	0.6	5.127	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	744	372	1289	0.577	749	1.4	6.915	A
2 - Bubb Lane (S)	894	24	1677	0.533	896	1.2	4.837	A
3 - Chalcroft Way	367	541	1256	0.292	368	0.4	4.319	A

2030 Base + Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	10.92	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.92	B

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)
D8	2030 Base + Committed Development	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	789	100.000
2 - Bubb Lane (S)		✓	1239	100.000
3 - Chalcroft Way		✓	529	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	1	770	18
	2 - Bubb Lane (S)	748	20	471
	3 - Chalcroft Way	27	502	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	1	0
	2 - Bubb Lane (S)	1	5	3
	3 - Chalcroft Way	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.74	12.11	2.9	B
2 - Bubb Lane (S)	0.81	11.56	4.3	B
3 - Chalcroft Way	0.55	7.66	1.2	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	594	391	1278	0.465	591	0.9	5.263	A
2 - Bubb Lane (S)	933	14	1684	0.554	928	1.2	4.817	A
3 - Chalcroft Way	398	576	1235	0.323	396	0.5	4.405	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	709	468	1232	0.576	707	1.3	6.911	A
2 - Bubb Lane (S)	1114	17	1682	0.662	1111	2.0	6.387	A
3 - Chalcroft Way	476	690	1164	0.409	475	0.7	5.366	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	869	573	1169	0.743	863	2.8	11.660	B
2 - Bubb Lane (S)	1364	21	1680	0.812	1355	4.1	11.018	B
3 - Chalcroft Way	582	841	1069	0.545	580	1.2	7.549	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	869	575	1168	0.744	868	2.9	12.107	B
2 - Bubb Lane (S)	1364	21	1679	0.812	1364	4.3	11.557	B
3 - Chalcroft Way	582	846	1066	0.547	582	1.2	7.659	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	709	471	1230	0.577	715	1.4	7.142	A
2 - Bubb Lane (S)	1114	17	1682	0.662	1123	2.0	6.655	A
3 - Chalcroft Way	476	697	1159	0.410	478	0.7	5.449	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	594	394	1276	0.465	596	0.9	5.360	A
2 - Bubb Lane (S)	933	14	1684	0.554	936	1.3	4.922	A
3 - Chalcroft Way	398	581	1232	0.323	399	0.5	4.452	A

2030 Base + Committed Development + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	21.86	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.86	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)
D9	2030 Base + Committed Development + Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	1017	100.000
2 - Bubb Lane (S)		✓	1199	100.000
3 - Chalcroft Way		✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	985	32
	2 - Bubb Lane (S)	710	19	470
	3 - Chalcroft Way	14	474	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	3	0
	2 - Bubb Lane (S)	3	6	7
	3 - Chalcroft Way	25	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.94	42.20	12.3	E
2 - Bubb Lane (S)	0.79	10.71	3.8	B
3 - Chalcroft Way	0.49	6.89	1.0	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	766	369	1291	0.593	760	1.5	6.901	A
2 - Bubb Lane (S)	903	24	1677	0.538	898	1.2	4.799	A
3 - Chalcroft Way	367	546	1254	0.293	366	0.4	4.306	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	914	442	1247	0.733	909	2.7	10.809	B
2 - Bubb Lane (S)	1078	29	1674	0.644	1075	1.9	6.256	A
3 - Chalcroft Way	439	654	1186	0.370	438	0.6	5.117	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	1120	541	1188	0.943	1089	10.3	30.905	D
2 - Bubb Lane (S)	1320	34	1671	0.790	1313	3.7	10.298	B
3 - Chalcroft Way	537	798	1096	0.490	536	1.0	6.824	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	1120	543	1187	0.943	1112	12.3	42.196	E
2 - Bubb Lane (S)	1320	35	1670	0.790	1320	3.8	10.709	B
3 - Chalcroft Way	537	802	1093	0.492	537	1.0	6.895	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	914	445	1246	0.734	952	3.0	14.055	B
2 - Bubb Lane (S)	1078	30	1674	0.644	1086	1.9	6.482	A
3 - Chalcroft Way	439	660	1182	0.371	440	0.6	5.177	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	766	372	1289	0.594	771	1.5	7.230	A
2 - Bubb Lane (S)	903	24	1677	0.538	905	1.2	4.897	A
3 - Chalcroft Way	367	551	1251	0.294	368	0.4	4.347	A

2030 Base + Committed Development + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	11.71	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.71	B

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)
D10	2030 Base + Committed Development + Development	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	801	100.000
2 - Bubb Lane (S)		✓	1265	100.000
3 - Chalcroft Way		✓	529	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	1	782	18
	2 - Bubb Lane (S)	774	20	471
	3 - Chalcroft Way	27	502	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	1	0
	2 - Bubb Lane (S)	1	5	3
	3 - Chalcroft Way	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.76	12.66	3.0	B
2 - Bubb Lane (S)	0.83	12.68	4.8	B
3 - Chalcroft Way	0.56	7.95	1.3	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	603	391	1278	0.472	599	0.9	5.331	A
2 - Bubb Lane (S)	952	14	1684	0.566	947	1.3	4.941	A
3 - Chalcroft Way	398	595	1223	0.326	396	0.5	4.468	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	720	468	1232	0.585	718	1.4	7.051	A
2 - Bubb Lane (S)	1137	17	1682	0.676	1134	2.1	6.650	A
3 - Chalcroft Way	476	713	1149	0.414	475	0.7	5.482	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	882	573	1169	0.754	876	2.9	12.136	B
2 - Bubb Lane (S)	1393	21	1680	0.829	1383	4.6	11.954	B
3 - Chalcroft Way	582	869	1051	0.554	580	1.3	7.823	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	882	575	1168	0.755	882	3.0	12.659	B
2 - Bubb Lane (S)	1393	21	1679	0.829	1392	4.8	12.680	B
3 - Chalcroft Way	582	875	1048	0.556	582	1.3	7.954	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	720	471	1230	0.586	726	1.5	7.312	A
2 - Bubb Lane (S)	1137	17	1682	0.676	1148	2.2	6.988	A
3 - Chalcroft Way	476	721	1144	0.416	478	0.7	5.576	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	603	394	1276	0.473	605	0.9	5.437	A
2 - Bubb Lane (S)	952	14	1684	0.566	956	1.3	5.058	A
3 - Chalcroft Way	398	601	1219	0.327	399	0.5	4.518	A

Junctions 10						
ARCADY 10 - Roundabout Module						
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023						
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Filename: Bubb Lane_Chalcroft Way - Mitigation.j10

Path: P:\24000's\24478\Junction Assessments

Report generation date: 01/04/2025 11:40:28

- »2030 Base + Committed Development, AM
- »2030 Base + Committed Development, PM
- »2030 Base + Committed Development + Development, AM
- »2030 Base + Committed Development + Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2030 Base + Committed Development						
1 - Bubb Lane (N)	3.2	10.97	0.76	1.6	6.79	0.62
2 - Bubb Lane (S)	2.4	6.71	0.70	2.7	7.13	0.73
3 - Chalcroft Way	1.0	6.80	0.49	1.2	7.66	0.55
2030 Base + Committed Development + Development						
1 - Bubb Lane (N)	3.7	12.10	0.79	1.7	6.97	0.63
2 - Bubb Lane (S)	2.5	6.86	0.71	2.9	7.54	0.74
3 - Chalcroft Way	1.0	6.90	0.49	1.3	7.96	0.56

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

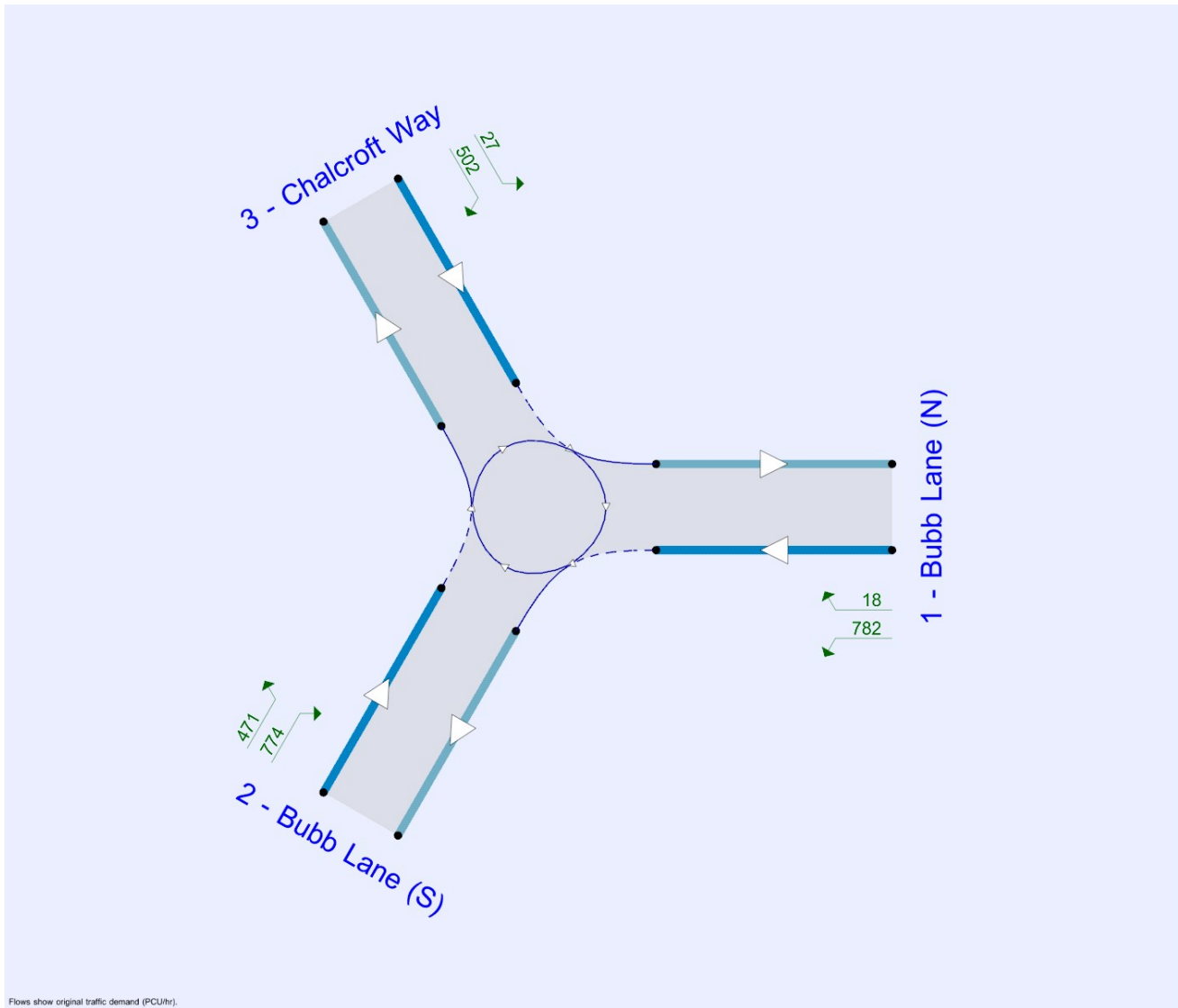
File summary

File Description

Title	Bubb Lane/ Chalcroft Way
Location	
Site number	
Date	28/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	24478
Enumerator	DTA\NicholaSanderson
Description	

Units

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



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 Base + Committed Development	AM	ONE HOUR	07:15	08:45	15
D6	2030 Base + Committed Development	PM	ONE HOUR	16:00	17:30	15
D7	2030 Base + Committed Development + Development	AM	ONE HOUR	07:15	08:45	15
D8	2030 Base + Committed Development + Development	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Base + Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.31	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Bubb Lane (N)		
2	Bubb Lane (S)		
3	Chalcroft Way		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Bubb Lane (N)	3.65	8.00	16.0	25.0	40.0	38.0		
2 - Bubb Lane (S)	3.65	8.00	16.0	20.0	40.0	17.0		
3 - Chalcroft Way	3.65	7.00	9.0	25.0	40.0	28.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Bubb Lane (N)	0.652	1778
2 - Bubb Lane (S)	0.694	1892
3 - Chalcroft Way	0.626	1595

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 Base + Committed Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	988	100.000
2 - Bubb Lane (S)		✓	1187	100.000
3 - Chalcroft Way		✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
1 - Bubb Lane (N)		0	956	32
2 - Bubb Lane (S)		698	19	470
3 - Chalcroft Way		14	474	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
1 - Bubb Lane (N)		0	3	0
2 - Bubb Lane (S)		3	6	7
3 - Chalcroft Way		25	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.76	10.97	3.2	B
2 - Bubb Lane (S)	0.70	6.71	2.4	A
3 - Chalcroft Way	0.49	6.80	1.0	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	744	369	1537	0.484	740	1.0	4.624	A
2 - Bubb Lane (S)	894	24	1876	0.476	890	0.9	3.805	A
3 - Chalcroft Way	367	538	1259	0.292	366	0.4	4.283	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	888	442	1490	0.596	886	1.5	6.114	A
2 - Bubb Lane (S)	1067	29	1873	0.570	1065	1.4	4.656	A
3 - Chalcroft Way	439	644	1193	0.368	438	0.6	5.075	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	1088	541	1425	0.763	1081	3.2	10.562	B
2 - Bubb Lane (S)	1307	35	1868	0.700	1303	2.4	6.613	A
3 - Chalcroft Way	537	787	1103	0.487	536	1.0	6.743	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	1088	543	1424	0.764	1087	3.2	10.971	B
2 - Bubb Lane (S)	1307	35	1868	0.700	1307	2.4	6.708	A
3 - Chalcroft Way	537	789	1101	0.488	537	1.0	6.795	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	888	445	1488	0.597	895	1.5	6.312	A
2 - Bubb Lane (S)	1067	29	1872	0.570	1071	1.4	4.722	A
3 - Chalcroft Way	439	647	1190	0.369	440	0.6	5.121	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	744	372	1536	0.484	746	1.0	4.704	A
2 - Bubb Lane (S)	894	24	1876	0.476	895	1.0	3.849	A
3 - Chalcroft Way	367	541	1257	0.292	368	0.4	4.317	A

2030 Base + Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.13	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)
D6	2030 Base + Committed Development	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	789	100.000
2 - Bubb Lane (S)		✓	1239	100.000
3 - Chalcroft Way		✓	529	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
	1 - Bubb Lane (N)	1	770	18
	2 - Bubb Lane (S)	748	20	471
	3 - Chalcroft Way	27	502	0

Vehicle Mix

Heavy Vehicle %

	To			
From		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
	1 - Bubb Lane (N)	0	1	0
	2 - Bubb Lane (S)	1	5	3
	3 - Chalcroft Way	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.62	6.79	1.6	A
2 - Bubb Lane (S)	0.73	7.13	2.7	A
3 - Chalcroft Way	0.55	7.66	1.2	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	594	391	1523	0.390	591	0.6	3.891	A
2 - Bubb Lane (S)	933	14	1883	0.495	929	1.0	3.827	A
3 - Chalcroft Way	398	576	1235	0.323	396	0.5	4.407	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	709	468	1473	0.482	708	0.9	4.747	A
2 - Bubb Lane (S)	1114	17	1881	0.592	1112	1.5	4.757	A
3 - Chalcroft Way	476	690	1163	0.409	475	0.7	5.369	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	869	573	1405	0.618	866	1.6	6.714	A
2 - Bubb Lane (S)	1364	21	1878	0.726	1359	2.6	7.004	A
3 - Chalcroft Way	582	844	1067	0.546	580	1.2	7.574	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	869	575	1403	0.619	869	1.6	6.793	A
2 - Bubb Lane (S)	1364	21	1878	0.726	1364	2.7	7.127	A
3 - Chalcroft Way	582	847	1065	0.547	582	1.2	7.661	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	709	471	1471	0.482	712	0.9	4.806	A
2 - Bubb Lane (S)	1114	17	1881	0.592	1119	1.5	4.838	A
3 - Chalcroft Way	476	694	1161	0.410	478	0.7	5.436	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	594	394	1521	0.390	595	0.7	3.931	A
2 - Bubb Lane (S)	933	14	1883	0.496	935	1.0	3.874	A
3 - Chalcroft Way	398	580	1232	0.323	399	0.5	4.448	A

2030 Base + Committed Development + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.84	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)
D7	2030 Base + Committed Development + Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	1017	100.000
2 - Bubb Lane (S)		✓	1199	100.000
3 - Chalcroft Way		✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	985	32
	2 - Bubb Lane (S)	710	19	470
	3 - Chalcroft Way	14	474	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	3	0
	2 - Bubb Lane (S)	3	6	7
	3 - Chalcroft Way	25	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.79	12.10	3.7	B
2 - Bubb Lane (S)	0.71	6.86	2.5	A
3 - Chalcroft Way	0.49	6.90	1.0	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	766	369	1537	0.498	762	1.0	4.751	A
2 - Bubb Lane (S)	903	24	1876	0.481	899	1.0	3.839	A
3 - Chalcroft Way	367	546	1253	0.293	366	0.4	4.308	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	914	442	1490	0.614	912	1.6	6.384	A
2 - Bubb Lane (S)	1078	29	1873	0.576	1076	1.4	4.716	A
3 - Chalcroft Way	439	654	1186	0.370	438	0.6	5.119	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	1120	541	1425	0.786	1112	3.6	11.539	B
2 - Bubb Lane (S)	1320	35	1868	0.707	1316	2.5	6.763	A
3 - Chalcroft Way	537	800	1095	0.491	536	1.0	6.839	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	1120	543	1424	0.786	1119	3.7	12.100	B
2 - Bubb Lane (S)	1320	35	1868	0.707	1320	2.5	6.865	A
3 - Chalcroft Way	537	803	1093	0.492	537	1.0	6.896	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	914	445	1488	0.614	922	1.7	6.637	A
2 - Bubb Lane (S)	1078	29	1872	0.576	1082	1.4	4.790	A
3 - Chalcroft Way	439	658	1184	0.371	440	0.6	5.166	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	766	372	1536	0.499	768	1.0	4.842	A
2 - Bubb Lane (S)	903	24	1876	0.481	905	1.0	3.883	A
3 - Chalcroft Way	367	550	1251	0.294	368	0.4	4.345	A

2030 Base + Committed Development + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.45	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)
D8	2030 Base + Committed Development + Development	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bubb Lane (N)		✓	801	100.000
2 - Bubb Lane (S)		✓	1265	100.000
3 - Chalcroft Way		✓	529	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	1	782	18
	2 - Bubb Lane (S)	774	20	471
	3 - Chalcroft Way	27	502	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Bubb Lane (N)	2 - Bubb Lane (S)	3 - Chalcroft Way
From	1 - Bubb Lane (N)	0	1	0
	2 - Bubb Lane (S)	1	5	3
	3 - Chalcroft Way	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bubb Lane (N)	0.63	6.97	1.7	A
2 - Bubb Lane (S)	0.74	7.54	2.9	A
3 - Chalcroft Way	0.56	7.96	1.3	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	603	391	1523	0.396	600	0.7	3.928	A
2 - Bubb Lane (S)	952	14	1883	0.506	948	1.0	3.905	A
3 - Chalcroft Way	398	596	1222	0.326	396	0.5	4.471	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	720	468	1473	0.489	719	1.0	4.813	A
2 - Bubb Lane (S)	1137	17	1881	0.605	1135	1.5	4.903	A
3 - Chalcroft Way	476	713	1149	0.414	475	0.7	5.485	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	882	573	1405	0.628	879	1.7	6.877	A
2 - Bubb Lane (S)	1393	21	1878	0.742	1388	2.8	7.395	A
3 - Chalcroft Way	582	872	1049	0.555	580	1.3	7.854	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	882	575	1403	0.628	882	1.7	6.965	A
2 - Bubb Lane (S)	1393	21	1878	0.742	1393	2.9	7.543	A
3 - Chalcroft Way	582	875	1047	0.556	582	1.3	7.957	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	720	471	1471	0.490	723	1.0	4.878	A
2 - Bubb Lane (S)	1137	17	1881	0.605	1142	1.6	4.998	A
3 - Chalcroft Way	476	718	1146	0.415	478	0.7	5.559	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bubb Lane (N)	603	394	1521	0.396	604	0.7	3.968	A
2 - Bubb Lane (S)	952	14	1883	0.506	954	1.1	3.957	A
3 - Chalcroft Way	398	600	1220	0.326	399	0.5	4.517	A

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.1.0.1820						
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Filename: Bubbl Lane_Tollbar Way.j10
Path: P:\24000's\24478\Junction Assessments
Report generation date: 01/04/2025 11:55:14

- »2025 Base, AM
- »2025 Base, PM
- »2030 Base, AM
- »2030 Base, PM
- »2030 Base + Development, AM
- »2030 Base + Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Base						
Stream B-AC	3.5	34.81	0.79	1.2	20.82	0.55
Stream C-AB	0.5	8.83	0.34	1.9	18.52	0.65
2030 Base						
Stream B-AC	5.0	48.12	0.85	1.6	25.40	0.61
Stream C-AB	0.6	9.24	0.36	2.3	21.10	0.69
2030 Base + Development						
Stream B-AC	5.4	51.80	0.86	1.8	26.95	0.64
Stream C-AB	0.6	9.56	0.38	2.4	21.35	0.70

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

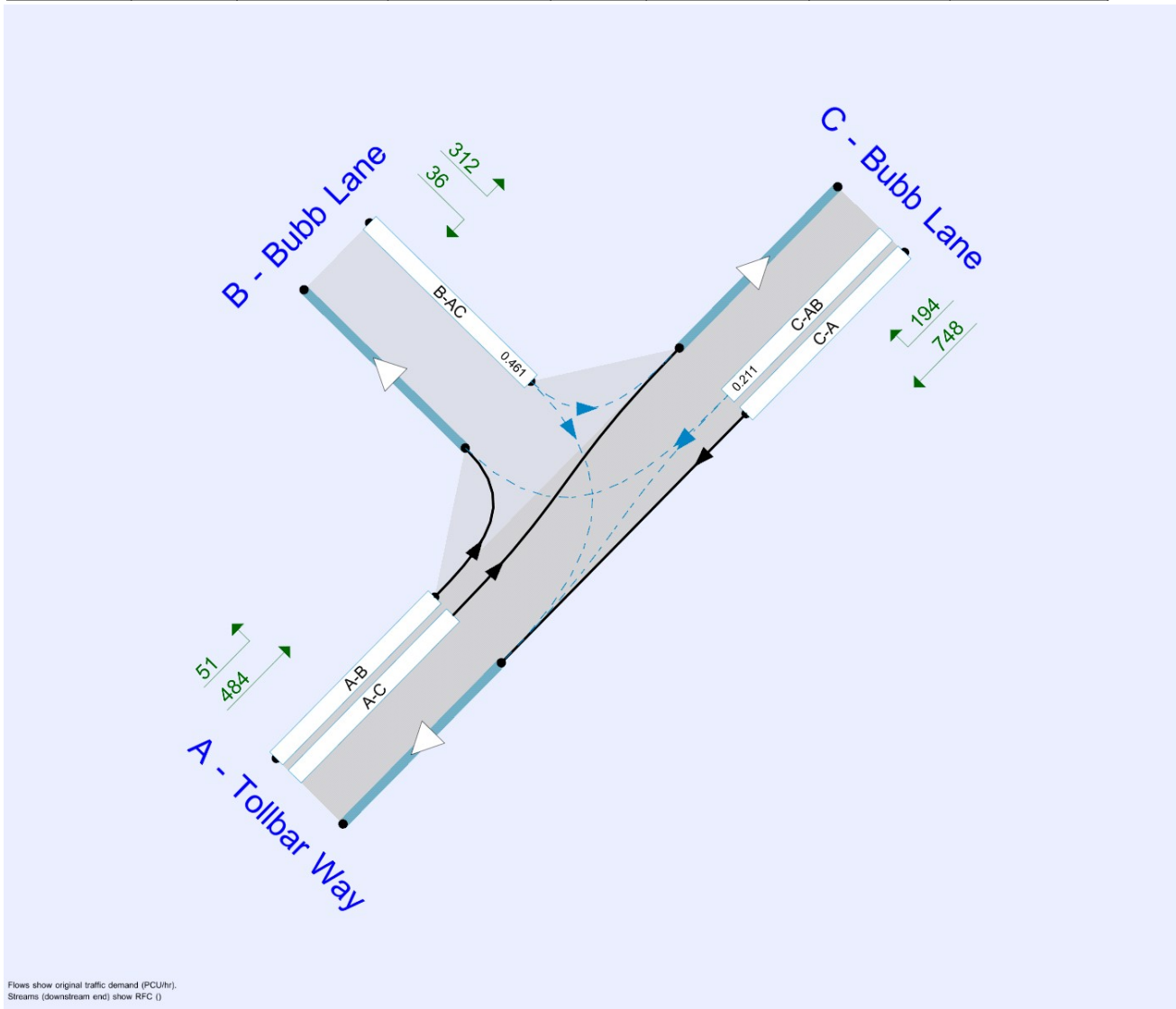
File summary

File Description

Title	Bubbl Lane/ Tollbar Way
Location	
Site number	
Date	28/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	24478
Enumerator	DTA\NicholaSanderson
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Base	AM	ONE HOUR	07:15	08:45	15
D2	2025 Base	PM	ONE HOUR	15:45	17:15	15
D3	2030 Base	AM	ONE HOUR	07:15	08:45	15
D4	2030 Base	PM	ONE HOUR	15:45	17:15	15
D5	2030 Base + Development	AM	ONE HOUR	07:15	08:45	15
D6	2030 Base + Development	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Base, 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		7.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.58	A

Arms

Arms

Arm	Name	Description	Arm type
A	Tollbar Way		Major
B	Bubb Lane		Minor
C	Bubb Lane		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 - Bubb Lane	6.00		✓	3.50	250.0	✓	8.00

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 - Bubb Lane	One lane	3.84	47	77

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	576	0.105	0.265	0.167	0.379
B-C	729	0.112	0.282	-	-
C-B	820	0.318	0.318	-	-

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)
D1	2025 Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Tollbar Way		✓	535	100.000
B - Bubbb Lane		✓	348	100.000
C - Bubbb Lane		✓	942	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Tollbar Way	B - Bubbb Lane	C - Bubbb Lane
From	A - Tollbar Way	0	51	484
	B - Bubbb Lane	36	0	312
	C - Bubbb Lane	748	194	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Tollbar Way	B - Bubbb Lane	C - Bubbb Lane
From	A - Tollbar Way	0	4	6
	B - Bubbb Lane	0	0	2
	C - Bubbb Lane	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.79	34.81	3.5	D
C-AB	0.34	8.83	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	262	568	0.461	259	0.8	11.707	B
C-AB	146	692	0.211	145	0.3	6.759	A
C-A	563			563			
A-B	38			38			
A-C	364			364			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	313	536	0.584	311	1.4	16.109	C
C-AB	174	668	0.261	174	0.4	7.509	A
C-A	672			672			
A-B	46			46			
A-C	435			435			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	383	485	0.789	375	3.3	31.329	D
C-AB	214	633	0.337	213	0.5	8.808	A
C-A	824			824			
A-B	56			56			
A-C	533			533			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	383	485	0.790	382	3.5	34.814	D
C-AB	214	633	0.337	214	0.5	8.834	A
C-A	824			824			
A-B	56			56			
A-C	533			533			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	313	536	0.584	321	1.5	17.632	C
C-AB	174	668	0.261	175	0.4	7.536	A
C-A	672			672			
A-B	46			46			
A-C	435			435			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	262	568	0.461	264	0.9	12.155	B
C-AB	146	692	0.211	146	0.3	6.795	A
C-A	563			563			
A-B	38			38			
A-C	364			364			

2025 Base, 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		5.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.42	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)
D2	2025 Base	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Tollbar Way		✓	809	100.000
B - Bubb Lane		✓	201	100.000
C - Bubb Lane		✓	857	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Tollbar Way	B - Bubb Lane	C - Bubb Lane
From	A - Tollbar Way	0	231	578
	B - Bubb Lane	24	0	177
	C - Bubb Lane	541	316	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Tollbar Way	B - Bubb Lane	C - Bubb Lane
From	A - Tollbar Way	0	3	2
	B - Bubb Lane	4	0	3
	C - Bubb Lane	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.55	20.82	1.2	C
C-AB	0.65	18.52	1.9	C
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	520	0.291	150	0.4	9.968	A
C-AB	238	627	0.380	236	0.6	9.232	A
C-A	407			407			
A-B	174			174			
A-C	435			435			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	181	476	0.380	180	0.6	12.515	B
C-AB	285	591	0.482	284	0.9	11.785	B
C-A	486			486			
A-B	208			208			
A-C	520			520			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	400	0.553	219	1.2	20.200	C
C-AB	360	556	0.648	357	1.8	17.934	C
C-A	583			583			
A-B	254			254			
A-C	636			636			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	399	0.554	221	1.2	20.820	C
C-AB	360	556	0.648	360	1.9	18.516	C
C-A	583			583			
A-B	254			254			
A-C	636			636			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	181	475	0.381	183	0.6	12.833	B
C-AB	285	591	0.482	288	1.0	12.161	B
C-A	486			486			
A-B	208			208			
A-C	520			520			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	520	0.291	152	0.4	10.120	B
C-AB	238	627	0.380	239	0.6	9.412	A
C-A	407			407			
A-B	174			174			
A-C	435			435			

2030 Base, 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		10.17	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.17	B

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)
D3	2030 Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Tollbar Way		✓	559	100.000
B - Bubb Lane		✓	364	100.000
C - Bubb Lane		✓	984	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Tollbar Way	B - Bubb Lane	C - Bubb Lane
From	A - Tollbar Way	0	54	505
	B - Bubb Lane	38	0	326
	C - Bubb Lane	781	203	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Tollbar Way	B - Bubb Lane	C - Bubb Lane
From	A - Tollbar Way	0	4	6
	B - Bubb Lane	0	0	2
	C - Bubb Lane	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.85	48.12	5.0	E
C-AB	0.36	9.24	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	274	561	0.489	270	0.9	12.458	B
C-AB	153	687	0.223	152	0.3	6.915	A
C-A	588			588			
A-B	41			41			
A-C	380			380			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	327	526	0.622	325	1.6	17.943	C
C-AB	183	661	0.276	182	0.4	7.741	A
C-A	702			702			
A-B	49			49			
A-C	454			454			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	401	471	0.851	389	4.5	40.182	E
C-AB	224	625	0.358	223	0.6	9.203	A
C-A	860			860			
A-B	59			59			
A-C	556			556			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	401	471	0.852	399	5.0	48.124	E
C-AB	224	625	0.358	224	0.6	9.235	A
C-A	860			860			
A-B	59			59			
A-C	556			556			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	327	526	0.622	340	1.8	20.922	C
C-AB	183	661	0.276	183	0.4	7.775	A
C-A	702			702			
A-B	49			49			
A-C	454			454			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	274	561	0.489	277	1.0	13.059	B
C-AB	153	687	0.223	153	0.3	6.958	A
C-A	588			588			
A-B	41			41			
A-C	380			380			

2030 Base, 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		6.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.41	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)
D4	2030 Base	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Tollbar Way		✓	844	100.000
B - Bubb Lane		✓	210	100.000
C - Bubb Lane		✓	895	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Tollbar Way	B - Bubb Lane	C - Bubb Lane
From	A - Tollbar Way	0	241	603
	B - Bubb Lane	25	0	185
	C - Bubb Lane	565	330	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Tollbar Way	B - Bubb Lane	C - Bubb Lane
From	A - Tollbar Way	0	3	2
	B - Bubb Lane	4	0	3
	C - Bubb Lane	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.61	25.40	1.6	D
C-AB	0.69	21.10	2.3	C
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	158	511	0.309	156	0.5	10.410	B
C-AB	249	619	0.402	246	0.7	9.685	A
C-A	425			425			
A-B	181			181			
A-C	454			454			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	189	463	0.408	188	0.7	13.448	B
C-AB	298	582	0.512	296	1.0	12.678	B
C-A	507			507			
A-B	217			217			
A-C	542			542			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	231	378	0.611	228	1.5	24.177	C
C-AB	387	559	0.692	382	2.2	20.134	C
C-A	599			599			
A-B	265			265			
A-C	664			664			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	231	377	0.614	231	1.6	25.403	D
C-AB	387	559	0.692	386	2.3	21.096	C
C-A	599			599			
A-B	265			265			
A-C	664			664			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	189	461	0.409	192	0.7	13.948	B
C-AB	298	582	0.512	303	1.1	13.248	B
C-A	507			507			
A-B	217			217			
A-C	542			542			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	158	510	0.310	159	0.5	10.600	B
C-AB	249	619	0.402	250	0.7	9.909	A
C-A	425			425			
A-B	181			181			
A-C	454			454			

2030 Base + Development, 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		10.97	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.97	B

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)
D5	2030 Base + Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Tollbar Way		✓	554	100.000
B - Bubb Lane		✓	368	100.000
C - Bubb Lane		✓	1005	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Tollbar Way	B - Bubb Lane	C - Bubb Lane
From	A - Tollbar Way	0	53	501
	B - Bubb Lane	38	0	330
	C - Bubb Lane	788	217	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Tollbar Way	B - Bubb Lane	C - Bubb Lane
From	A - Tollbar Way	0	4	6
	B - Bubb Lane	0	0	2
	C - Bubb Lane	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.86	51.80	5.4	F
C-AB	0.38	9.56	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	277	561	0.494	273	1.0	12.584	B
C-AB	163	688	0.238	162	0.3	7.035	A
C-A	593			593			
A-B	40			40			
A-C	377			377			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	331	526	0.629	328	1.6	18.295	C
C-AB	195	662	0.295	195	0.4	7.924	A
C-A	708			708			
A-B	48			48			
A-C	450			450			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	405	469	0.864	392	4.8	42.369	E
C-AB	239	627	0.381	238	0.6	9.519	A
C-A	867			867			
A-B	58			58			
A-C	552			552			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	405	469	0.865	403	5.4	51.797	F
C-AB	239	627	0.381	239	0.6	9.556	A
C-A	867			867			
A-B	58			58			
A-C	552			552			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	331	525	0.630	345	1.8	21.751	C
C-AB	195	662	0.295	196	0.4	7.966	A
C-A	708			708			
A-B	48			48			
A-C	450			450			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	277	560	0.494	280	1.0	13.223	B
C-AB	163	688	0.238	164	0.3	7.081	A
C-A	593			593			
A-B	40			40			
A-C	377			377			

2030 Base + Development, 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		6.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.80	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)
D6	2030 Base + Development	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Tollbar Way		✓	839	100.000
B - Bubb Lane		✓	223	100.000
C - Bubb Lane		✓	901	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Tollbar Way	B - Bubb Lane	C - Bubb Lane
From	A - Tollbar Way	0	240	599
	B - Bubb Lane	25	0	198
	C - Bubb Lane	567	334	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Tollbar Way	B - Bubb Lane	C - Bubb Lane
From	A - Tollbar Way	0	3	2
	B - Bubb Lane	4	0	3
	C - Bubb Lane	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.64	26.95	1.8	D
C-AB	0.70	21.35	2.4	C
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	168	515	0.326	166	0.5	10.571	B
C-AB	252	620	0.406	249	0.7	9.730	A
C-A	427			427			
A-B	181			181			
A-C	451			451			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	468	0.429	199	0.8	13.786	B
C-AB	302	583	0.517	300	1.1	12.769	B
C-A	508			508			
A-B	216			216			
A-C	538			538			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	246	384	0.639	242	1.7	25.446	D
C-AB	393	563	0.698	388	2.3	20.339	C
C-A	599			599			
A-B	264			264			
A-C	660			660			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	246	382	0.642	245	1.8	26.951	D
C-AB	393	563	0.698	393	2.4	21.354	C
C-A	599			599			
A-B	264			264			
A-C	660			660			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	466	0.430	204	0.8	14.374	B
C-AB	302	584	0.517	307	1.1	13.370	B
C-A	508			508			
A-B	216			216			
A-C	538			538			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	168	514	0.326	169	0.5	10.781	B
C-AB	252	620	0.406	253	0.7	9.958	A
C-A	427			427			
A-B	181			181			
A-C	451			451			

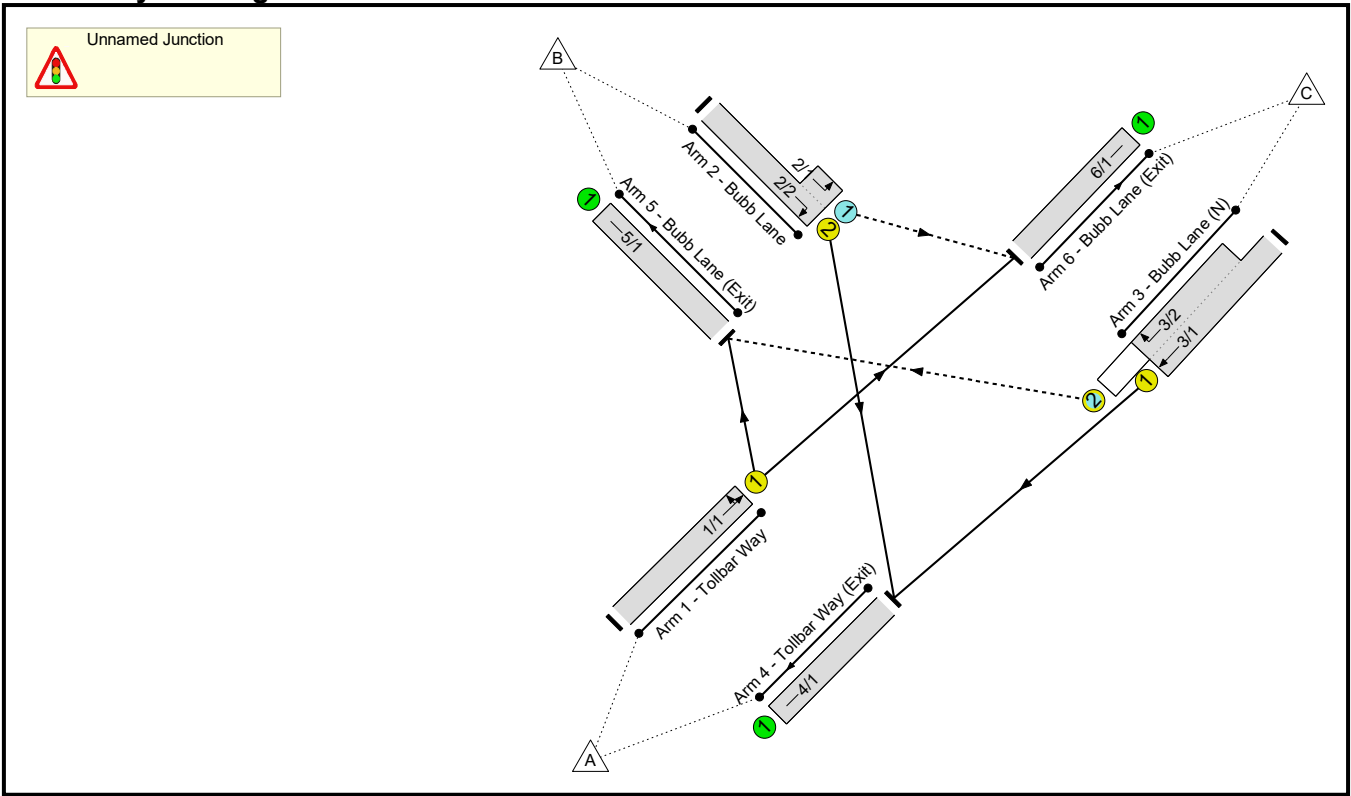
Full Input Data And Results

Full Input Data And Results

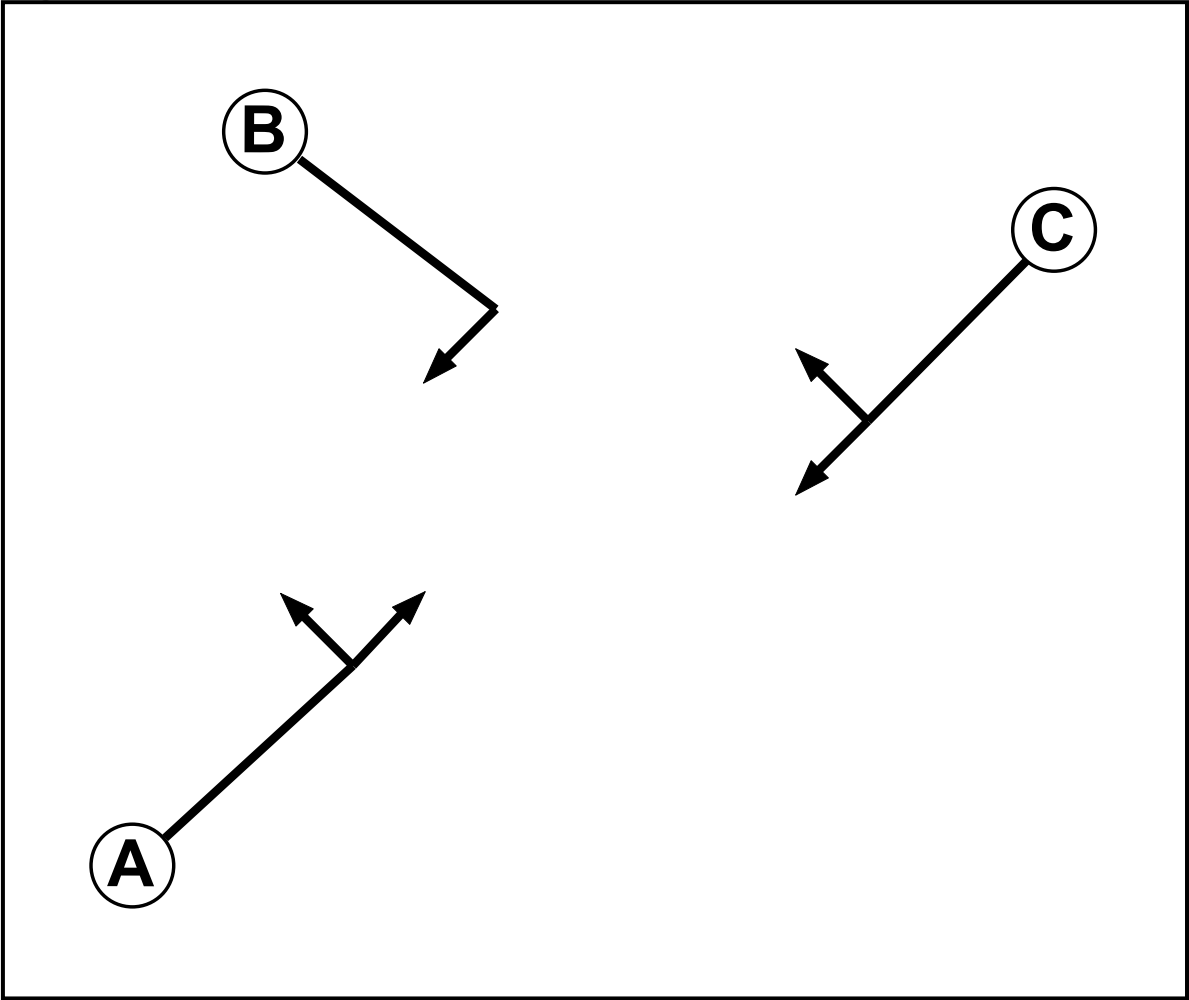
User and Project Details

Project:	Land at Denham’s Corner, Horton Heath
Title:	
Location:	Horton Heath
Additional detail:	
File name:	Tollbar Way_Bubb Lane - Mitigation.lsg3x
Author:	
Company:	DTA Transportation
Address:	Henley in Arden

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7

Phase Intergreens Matrix

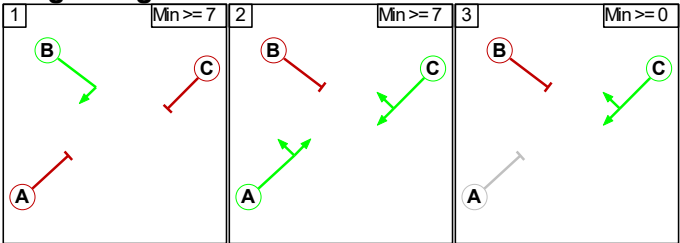
Terminating Phase	Starting Phase			
		A	B	C
	A		5	-
	B	5		5
	C	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	B
2	A C
3	C

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage			
		1	2	3
	1		5	5
	2	5		0
	3	5	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Bubb Lane)	6/1 (Left)	1439	0	1/1	1.09	To 6/1 (Ahead)	-	-	-	-	-
3/2 (Bubb Lane (N))	5/1 (Right)	1439	0	1/1	1.09	To 6/1 (Ahead)	3.00	-	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Tollbar Way)	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Left	21.29
											Arm 6 Ahead	Inf
2/1 (Bubb Lane)	O		2	3	2.1	Geom	-	3.50	0.00	Y	Arm 6 Left	14.71
2/2 (Bubb Lane)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	14.71
3/1 (Bubb Lane (N))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
3/2 (Bubb Lane (N))	O	C	2	3	9.9	Geom	-	3.40	0.00	N	Arm 5 Right	18.65
4/1 (Tollbar Way (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Bubb Lane (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Bubb Lane (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2030 Base + Committed Development AM'	07:30	08:30	01:00	
2: '2030 Base + Committed Development PM'	16:00	17:00	01:00	
3: '2030 Base + Committed Development + Development AM'	07:30	08:30	01:00	
4: '2030 Base + Committed Development + Development PM'	16:00	17:00	01:00	

Scenario 1: '2030 Base + Committed Development AM' (FG1: '2030 Base + Committed Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	53	761	814
	B	38	0	417	455
	C	1144	304	0	1448
	Tot.	1182	357	1178	2717

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2030 Base + Committed Development AM
Junction: Unnamed Junction	
1/1	814
2/1 (short)	417
2/2 (with short)	455(In) 38(Out)
3/1 (with short)	1448(In) 1144(Out)
3/2 (short)	304
4/1	1182
5/1	357
6/1	1178

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Tollbar Way)	3.10	0.00	Y	Arm 5 Left Arm 6 Ahead	21.29 Inf	6.5 % 93.5 %	1916	1916
2/1 (Bubb Lane)	3.50	0.00	Y	Arm 6 Left	14.71	100.0 %	1783	1783
2/2 (Bubb Lane)	3.50	0.00	Y	Arm 4 Right	14.71	100.0 %	1783	1783
3/1 (Bubb Lane (N))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Bubb Lane (N))	3.40	0.00	N	Arm 5 Right	18.65	100.0 %	1939	1939
4/1 (Tollbar Way (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bubb Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bubb Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2030 Base + Committed Development PM' (FG2: '2030 Base + Committed Development PM', Plan 1:

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	240	940	1180
	B	25	0	279	304
	C	874	434	0	1308
	Tot.	899	674	1219	2792

Lane	Scenario 2: 2030 Base + Committed Development PM
Junction: Unnamed Junction	
1/1	1180
2/1 (short)	279
2/2 (with short)	304(In) 25(Out)
3/1 (with short)	1308(In) 874(Out)
3/2 (short)	434
4/1	899
5/1	674
6/1	1219

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Tollbar Way)	3.10	0.00	Y	Arm 5 Left Arm 6 Ahead	21.29 Inf	20.3 % 79.7 %	1898	1898
2/1 (Bubb Lane)	3.50	0.00	Y	Arm 6 Left	14.71	100.0 %	1783	1783
2/2 (Bubb Lane)	3.50	0.00	Y	Arm 4 Right	14.71	100.0 %	1783	1783
3/1 (Bubb Lane (N))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Bubb Lane (N))	3.40	0.00	N	Arm 5 Right	18.65	100.0 %	1939	1939
4/1 (Tollbar Way (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bubb Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bubb Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2030 Base + Committed Development + Development AM' (FG3: '2030 Base + Committed Development + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	53	761	814
	B	38	0	423	461
	C	1157	319	0	1476
	Tot.	1195	372	1184	2751

Traffic Lane Flows

Lane	Scenario 3: 2030 Base + Committed Development + Development AM
Junction: Unnamed Junction	
1/1	814
2/1 (short)	423
2/2 (with short)	461(In) 38(Out)
3/1 (with short)	1476(In) 1157(Out)
3/2 (short)	319
4/1	1195
5/1	372
6/1	1184

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Tollbar Way)	3.10	0.00	Y	Arm 5 Left	21.29	6.5 %	1916	1916
				Arm 6 Ahead	Inf	93.5 %		
2/1 (Bubb Lane)	3.50	0.00	Y	Arm 6 Left	14.71	100.0 %	1783	1783
2/2 (Bubb Lane)	3.50	0.00	Y	Arm 4 Right	14.71	100.0 %	1783	1783
3/1 (Bubb Lane (N))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Bubb Lane (N))	3.40	0.00	N	Arm 5 Right	18.65	100.0 %	1939	1939
4/1 (Tollbar Way (Exit) Lane 1)				Infinite Saturation Flow			Inf	Inf
5/1 (Bubb Lane (Exit) Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Bubb Lane (Exit) Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 4: '2030 Base + Committed Development + Development PM' (FG4: '2030 Base + Committed Development + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	240	940	1180
	B	25	0	293	318
	C	880	440	0	1320
	Tot.	905	680	1233	2818

Full Input Data And Results

Traffic Lane Flows

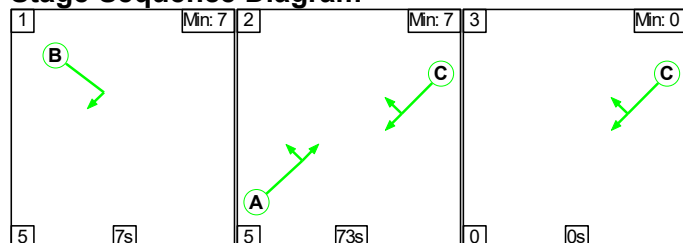
Lane	Scenario 4: 2030 Base + Committed Development + Development PM
Junction: Unnamed Junction	
1/1	1180
2/1 (short)	293
2/2 (with short)	318(In) 25(Out)
3/1 (with short)	1320(In) 880(Out)
3/2 (short)	440
4/1	905
5/1	680
6/1	1233

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Tollbar Way)	3.10	0.00	Y	Arm 5 Left	21.29	20.3 %	1898	1898
2/1 (Bubb Lane)	3.50	0.00	Y	Arm 6 Ahead	Inf	79.7 %		
2/2 (Bubb Lane)	3.50	0.00	Y	Arm 6 Left	14.71	100.0 %	1783	1783
2/2 (Bubb Lane)	3.50	0.00	Y	Arm 4 Right	14.71	100.0 %	1783	1783
3/1 (Bubb Lane (N))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Bubb Lane (N))	3.40	0.00	N	Arm 5 Right	18.65	100.0 %	1939	1939
4/1 (Tollbar Way (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bubb Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bubb Lane (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2030 Base + Committed Development AM' (FG1: '2030 Base + Committed Development AM', Plan 1: 'Network Control Plan 1')

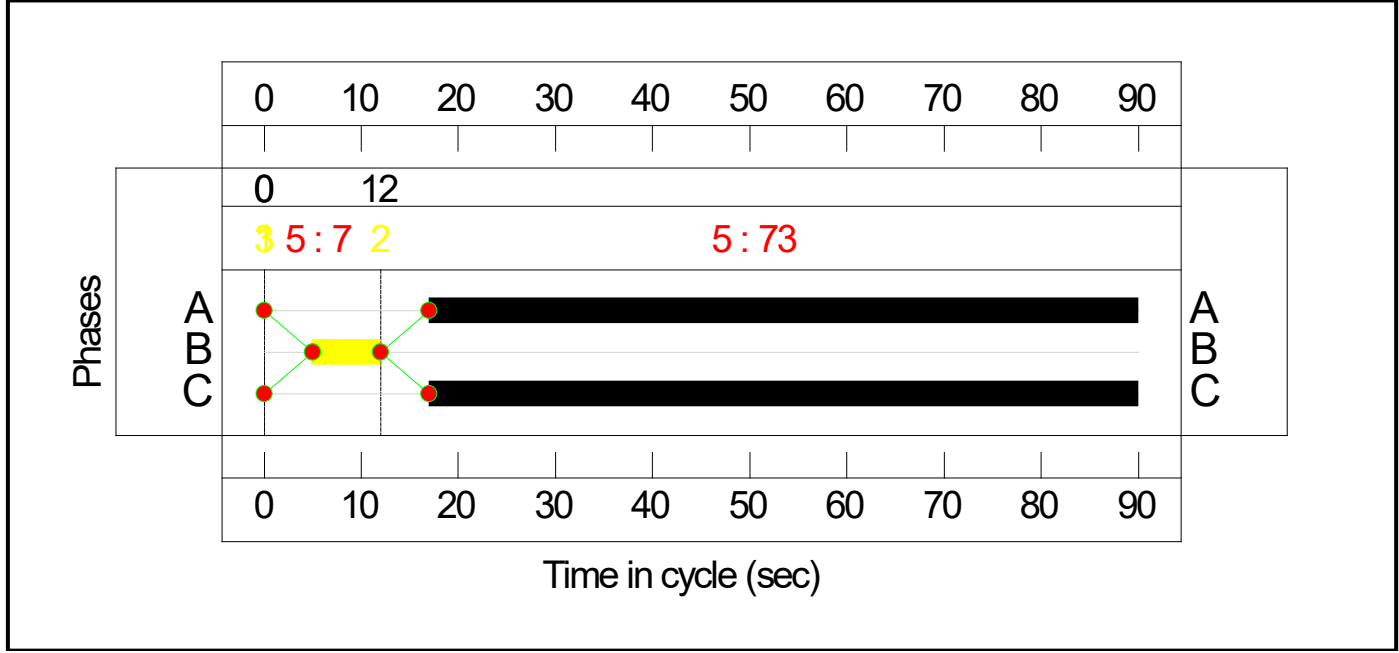
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	7	73	0
Change Point	0	12	0

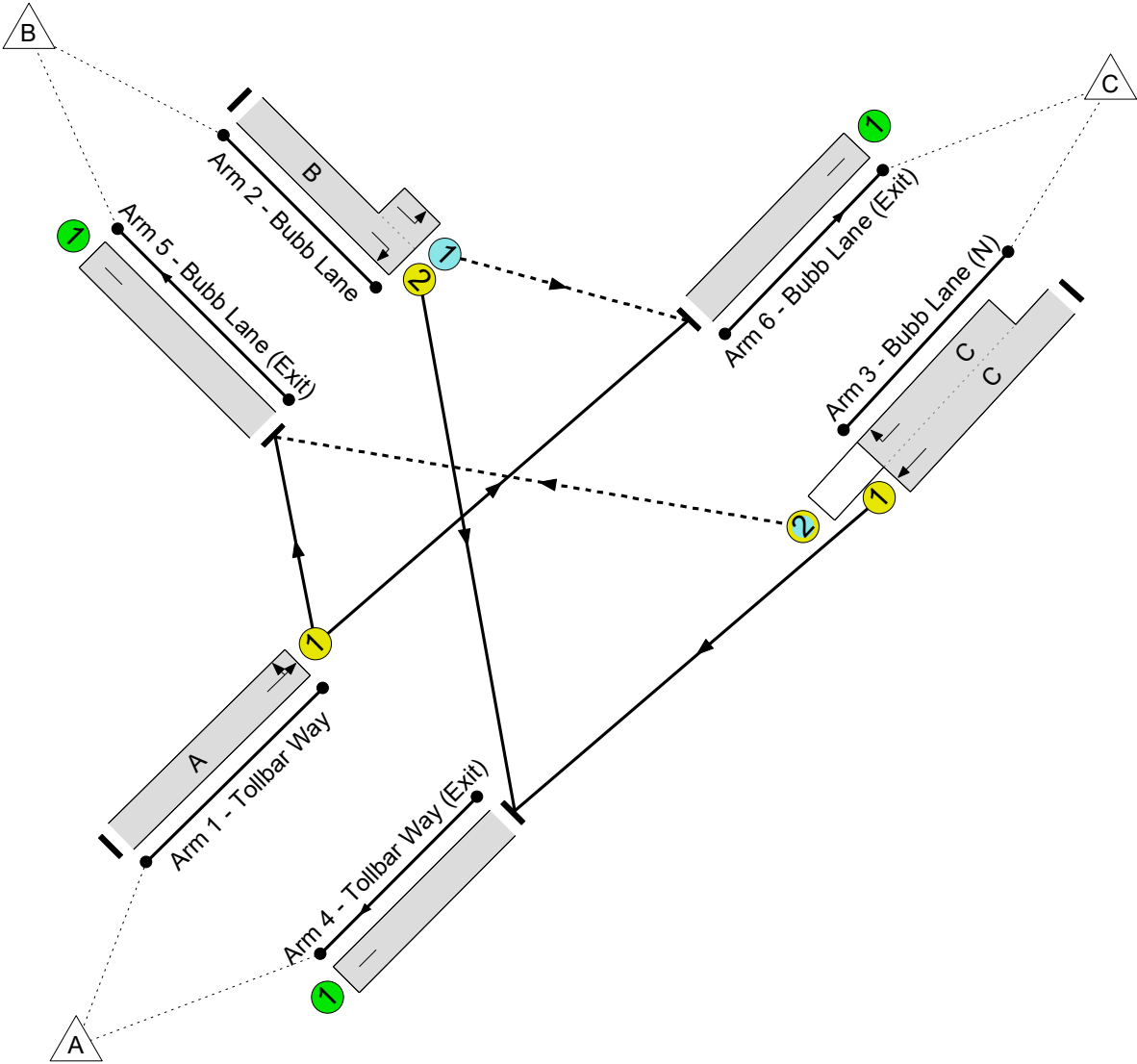
Signal Timings Diagram



Network Layout Diagram



Unnamed Junction
PRC: 5.6 %
Total Traffic Delay: 7.2 pcuHr

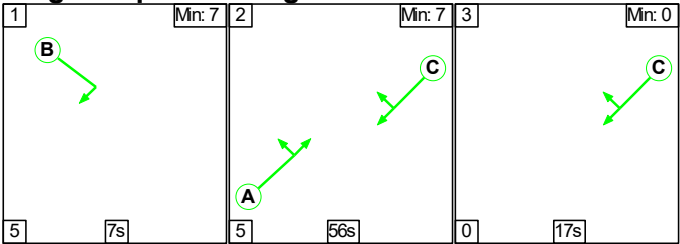


Network Results

Network Results

Full Input Data And Results
Scenario 2: '2030 Base + Committed Development PM' (FG2: '2030 Base + Committed Development PM', Plan 1: 'Network Control Plan 1')

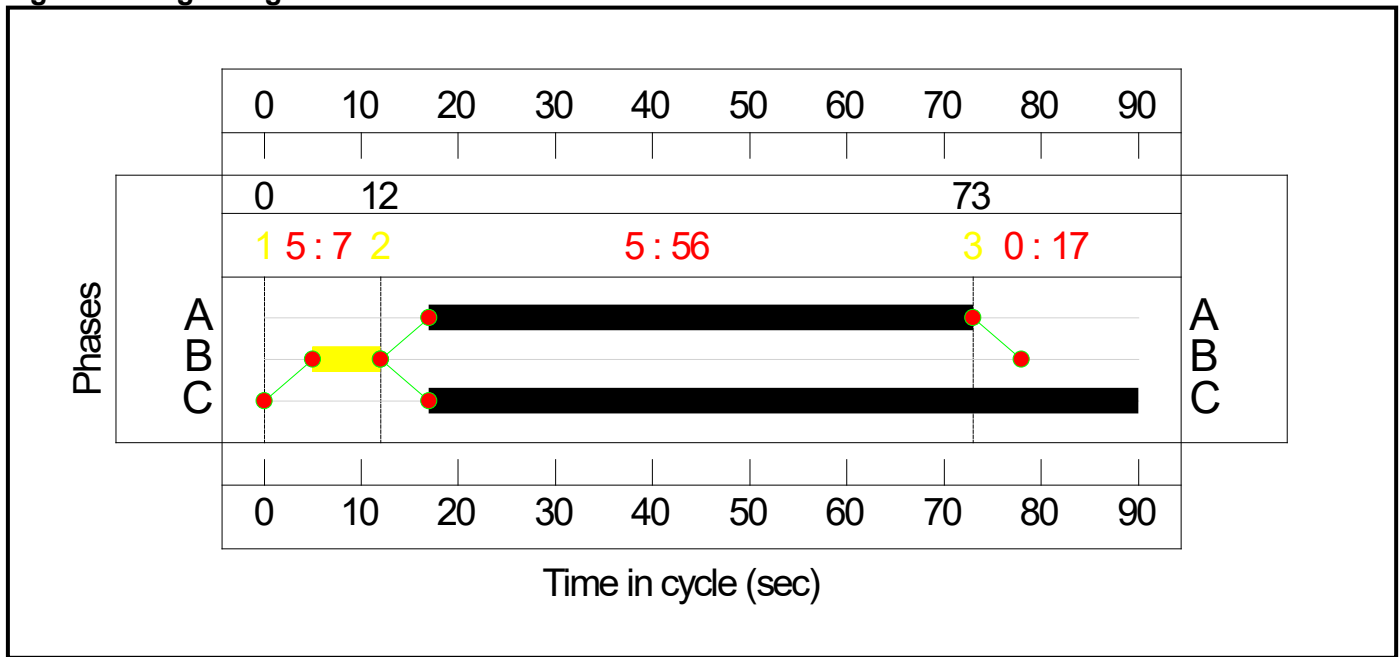
Stage Sequence Diagram



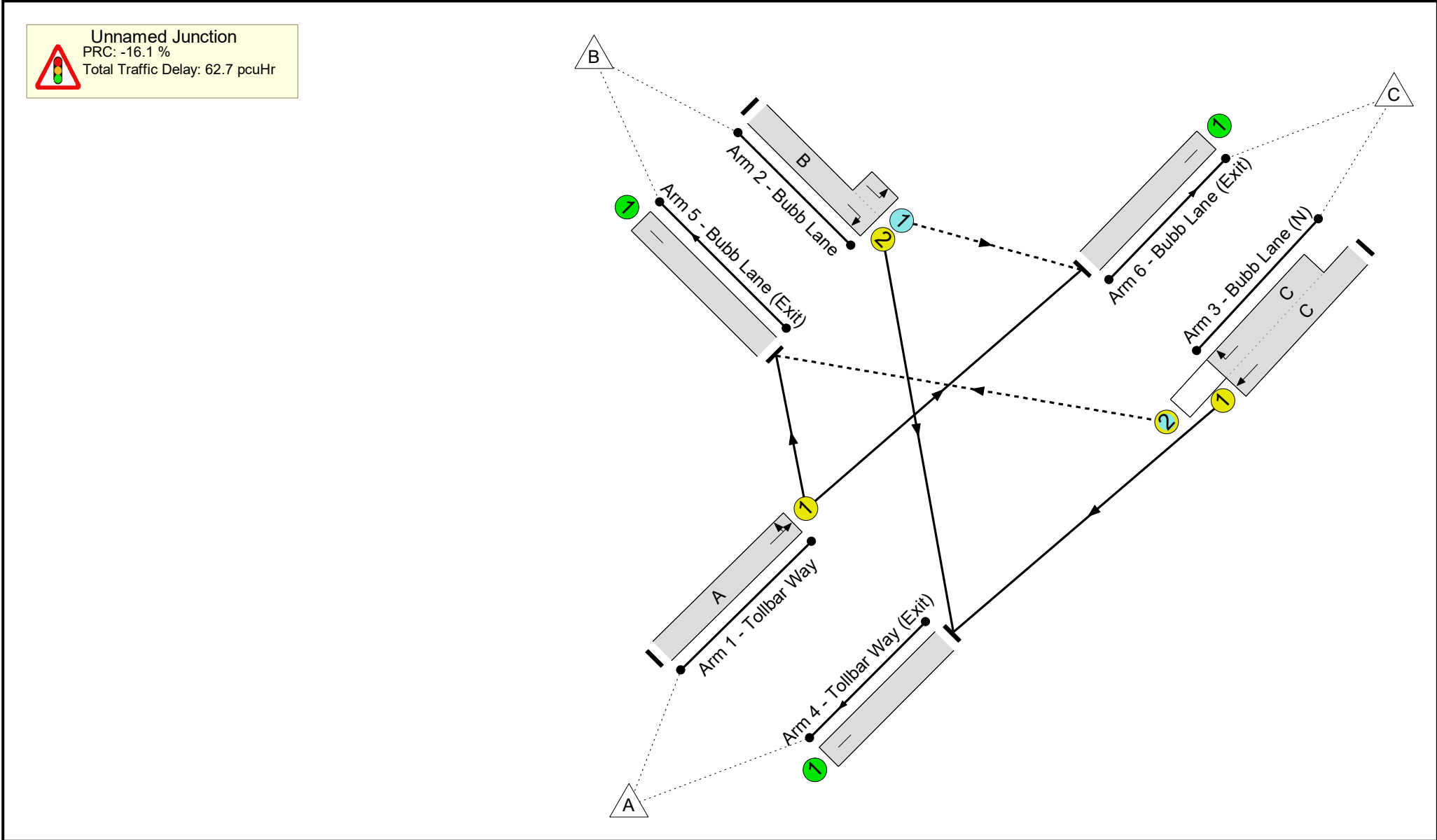
Stage Timings

Stage	1	2	3
Duration	7	56	17
Change Point	0	12	73

Signal Timings Diagram



Network Layout Diagram



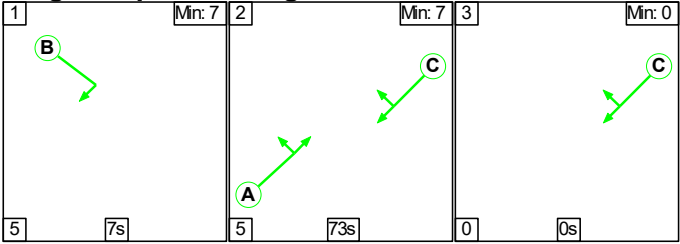
Network Results

Work Record													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	104.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	104.5%
1/1	Tollbar Way Left Ahead	U	N/A	N/A	A		1	56	-	1180	1898	1202	98.2%
2/2+2/1	Bubb Lane Right Left	U+O	N/A	N/A	B -		1	7	-	304	1783:1783	48+540	51.7 : 51.7%
3/1+3/2	Bubb Lane (N) Ahead Right	U+O	N/A	N/A	C		1	73	-	1308	1915:1939	836+415	104.5 : 104.5%
4/1	Tollbar Way (Exit)	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
5/1	Bubb Lane (Exit)	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
6/1	Bubb Lane (Exit)	U	N/A	N/A	-		-	-	-	1219	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	24	590	80	10.6	50.0	2.1	62.7	-	-	-	-
Unnamed Junction	-	-	24	590	80	10.6	50.0	2.1	62.7	-	-	-	-
1/1	1180	1180	-	-	-	5.2	12.5	-	17.8	54.2	28.5	12.5	41.0
2/2+2/1	304	304	12	267	0	1.9	0.5	-	2.5	29.4	5.3	0.5	5.9
3/1+3/2	1308	1289	12	323	80	3.4	36.9	2.1	42.4	116.8	8.0	36.9	44.9
4/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1219	1219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -16.1 Total Delay for Signalled Lanes (pcuHr): 62.67 Cycle Time (s): 90 PRC Over All Lanes (%): -16.1 Total Delay Over All Lanes(pcuHr): 62.67													

Full Input Data And Results

Scenario 3: '2030 Base + Committed Development + Development AM' (FG3: '2030 Base + Committed Development + Development AM', Plan 1: 'Network Control Plan 1')

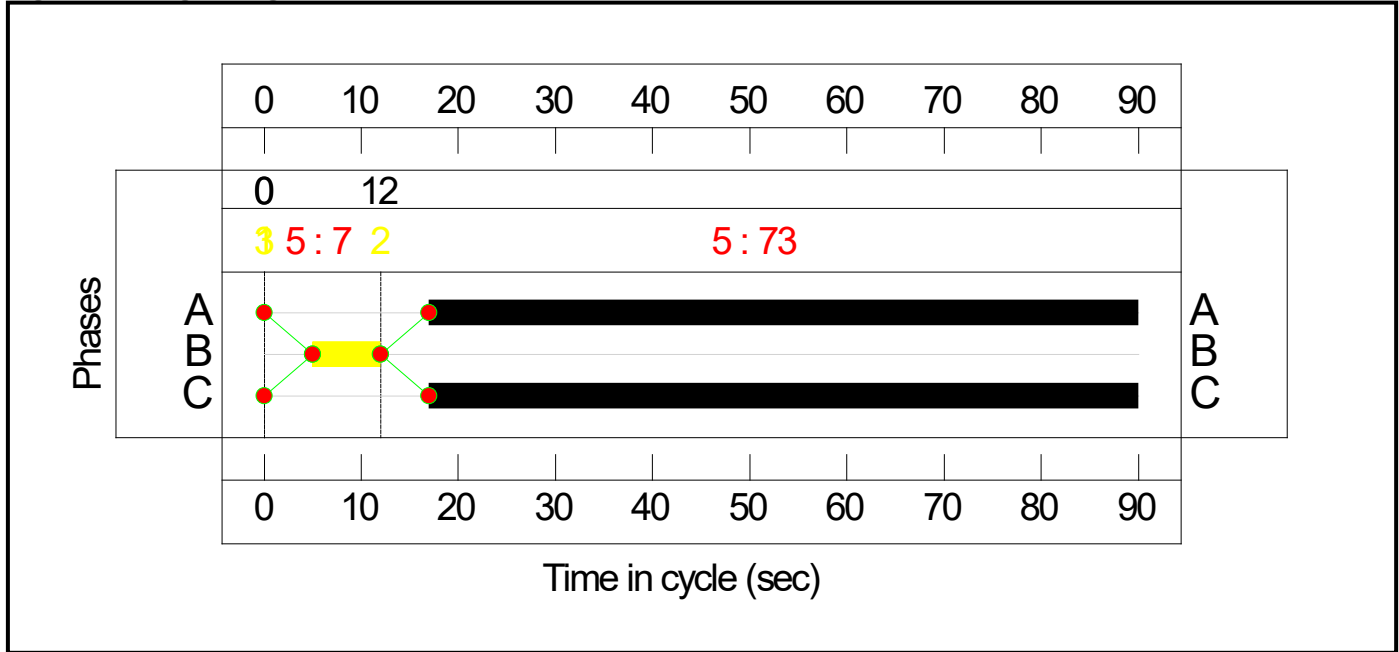
Stage Sequence Diagram



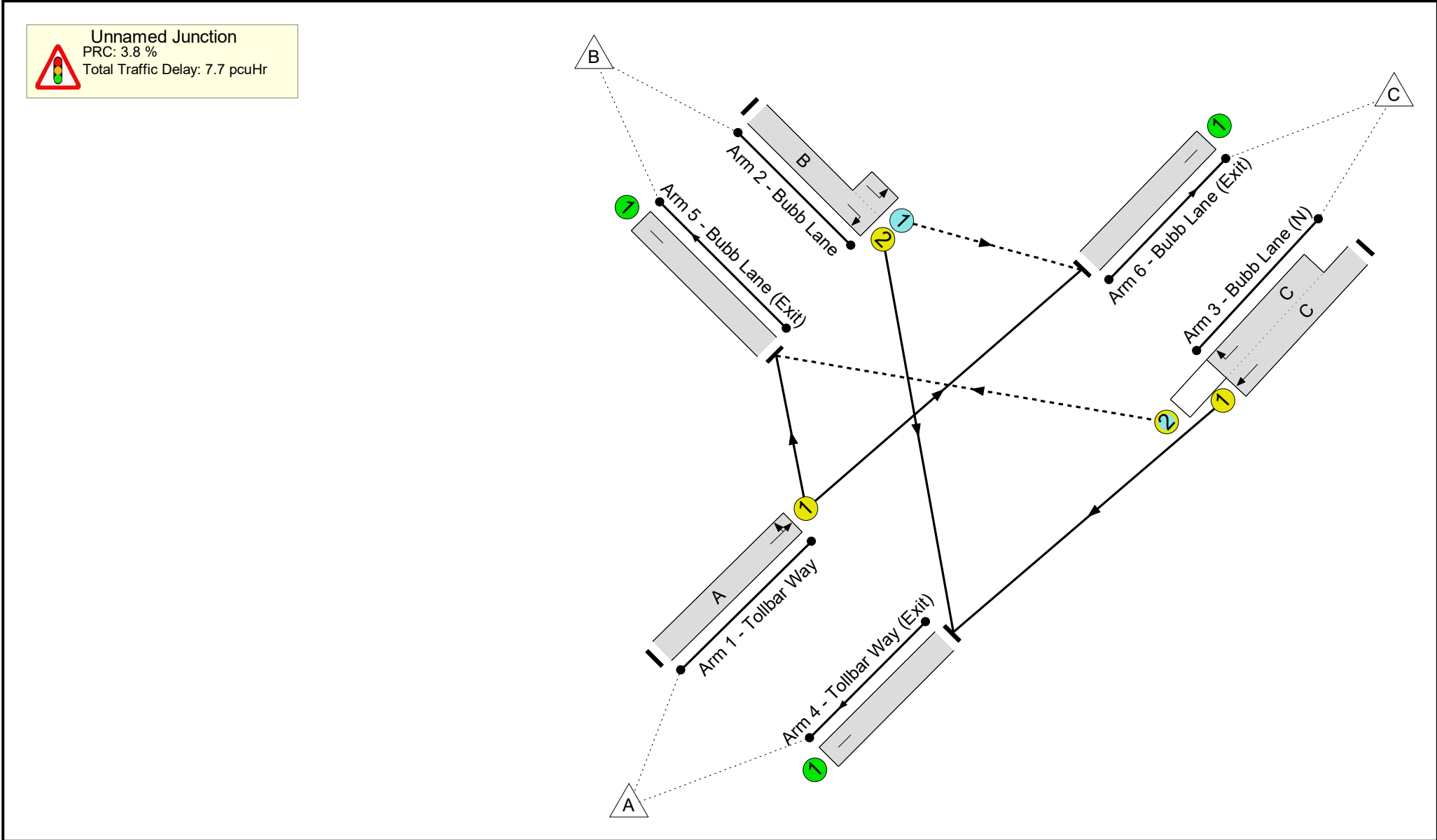
Stage Timings

Stage	1	2	3
Duration	7	73	0
Change Point	0	12	0

Signal Timings Diagram



Network Layout Diagram



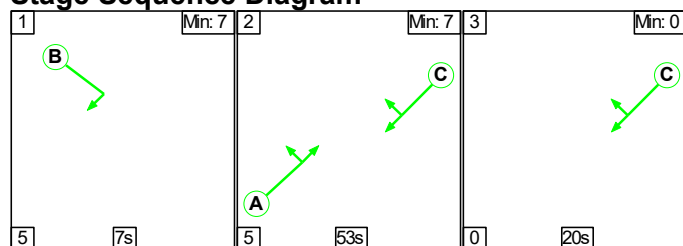
Network Results

Network Results

Full Input Data And Results

Scenario 4: '2030 Base + Committed Development + Development PM' (FG4: '2030 Base + Committed Development + Development PM', Plan 1: 'Network Control Plan 1')

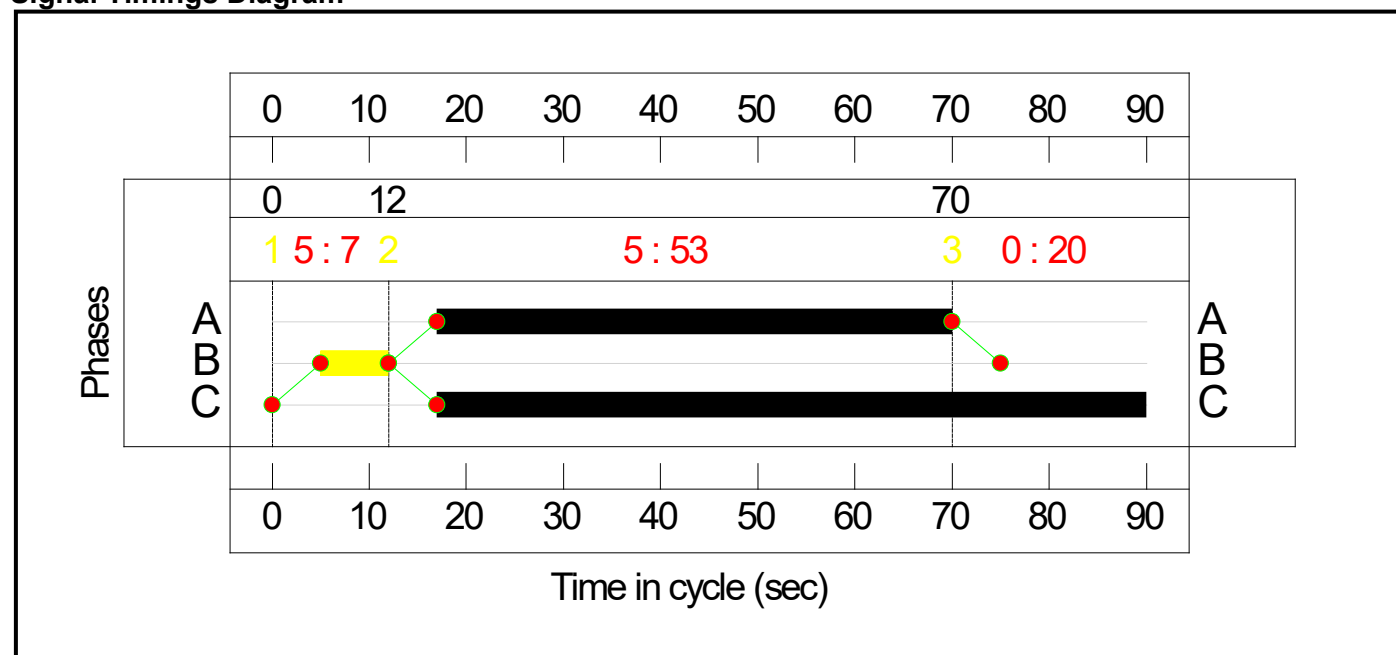
Stage Sequence Diagram



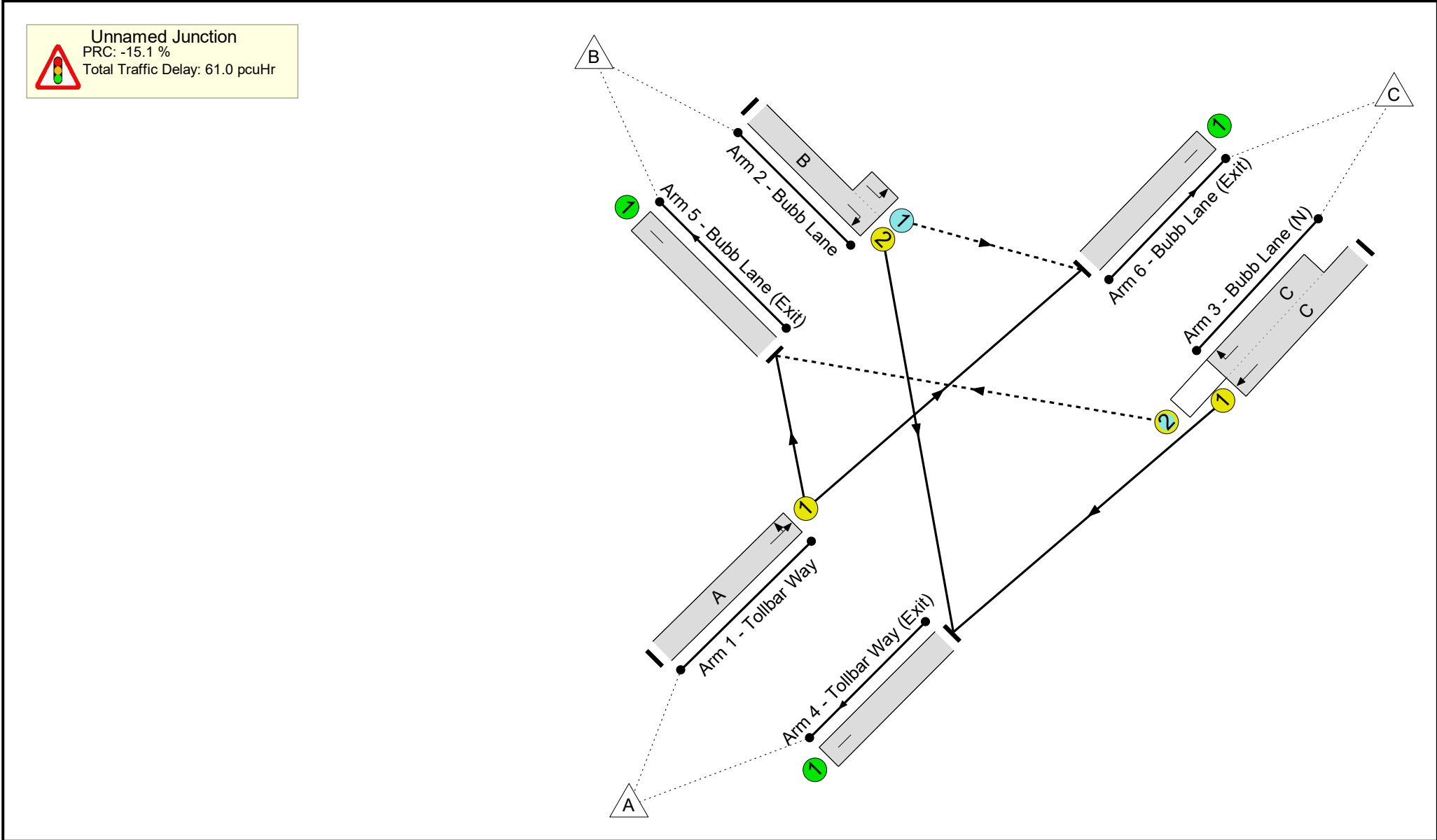
Stage Timings

Stage	1	2	3
Duration	7	53	20
Change Point	0	12	70

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	103.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	103.6%
1/1	Tollbar Way Left Ahead	U	N/A	N/A	A		1	53	-	1180	1898	1139	103.6%
2/2+2/1	Bubb Lane Right Left	U+O	N/A	N/A	B -		1	7	-	318	1783:1783	49+576	50.9 : 50.9%
3/1+3/2	Bubb Lane (N) Ahead Right	U+O	N/A	N/A	C		1	73	-	1320	1915:1939	886+443	99.3 : 99.3%
4/1	Tollbar Way (Exit)	U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
5/1	Bubb Lane (Exit)	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
6/1	Bubb Lane (Exit)	U	N/A	N/A	-		-	-	-	1233	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	672	61	12.5	46.8	1.8	61.0	-	-	-	-
Unnamed Junction	-	-	0	672	61	12.5	46.8	1.8	61.0	-	-	-	-
1/1	1180	1139	-	-	-	7.4	30.3	-	37.8	115.2	30.5	30.3	60.9
2/2+2/1	318	318	0	293	0	1.9	0.5	-	2.4	27.6	5.6	0.5	6.1
3/1+3/2	1320	1320	0	379	61	3.1	15.9	1.8	20.8	56.8	7.9	15.9	23.9
4/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1200	1200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -15.1 Total Delay for Signalled Lanes (pcuHr): 61.01 Cycle Time (s): 90 PRC Over All Lanes (%): -15.1 Total Delay Over All Lanes(pcuHr): 61.01													

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.1.0.1820						
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Proposed Site Access.j10

Path: P:\24000's\24478\Junction Assessments

Report generation date: 03/04/2025 13:35:29

»2030 Base + Development, AM

»2030 Base + Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2030 Base + Development						
Stream B-AC	0.2	12.30	0.18	0.1	10.90	0.08
Stream C-AB	0.0	0.00	0.00	0.0	5.55	0.00

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	03/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\NicholaSanderson
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Base + Development	AM	ONE HOUR	08:00	09:30	15
D2	2030 Base + Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Base + Development, 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		0.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.89	A

Arms

Arms

Arm	Name	Description	Arm type
A	Snakemoor Lane W		Major
B	Site Access		Minor
C	Snakemoor Lane E		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 - Snakemoor Lane E	6.00			86.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	50	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	501	0.091	0.231	0.145	0.330
B-C	633	0.097	0.245	-	-
C-B	624	0.242	0.242	-	-

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)
D1	2030 Base + Development	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Snakemoor Lane W		✓	341	100.000
B - Site Access		✓	58	100.000
C - Snakemoor Lane E		✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Snakemoor Lane W	B - Site Access	C - Snakemoor Lane E
From	A - Snakemoor Lane W	0	23	318
	B - Site Access	57	0	1
	C - Snakemoor Lane E	398	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Snakemoor Lane W	B - Site Access	C - Snakemoor Lane E
From	A - Snakemoor Lane W	0	0	1
	B - Site Access	0	0	0
	C - Snakemoor Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	12.30	0.2	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	403	0.108	43	0.1	9.994	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	300			300			
A-B	17			17			
A-C	239			239			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	384	0.136	52	0.2	10.855	B
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	358			358			
A-B	21			21			
A-C	286			286			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	357	0.179	64	0.2	12.277	B
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	438			438			
A-B	25			25			
A-C	350			350			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	357	0.179	64	0.2	12.296	B
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	438			438			
A-B	25			25			
A-C	350			350			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	384	0.136	52	0.2	10.878	B
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	358			358			
A-B	21			21			
A-C	286			286			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	403	0.108	44	0.1	10.029	B
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	300			300			
A-B	17			17			
A-C	239			239			

2030 Base + Development, 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		0.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.40	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)
D2	2030 Base + Development	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Snakemoor Lane W		✓	463	100.000
B - Site Access		✓	25	100.000
C - Snakemoor Lane E		✓	210	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Snakemoor Lane W	B - Site Access	C - Snakemoor Lane E
From	A - Snakemoor Lane W	0	52	411
	B - Site Access	25	0	0
	C - Snakemoor Lane E	209	1	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Snakemoor Lane W	B - Site Access	C - Snakemoor Lane E
From	A - Snakemoor Lane W	0	0	1
	B - Site Access	0	0	0
	C - Snakemoor Lane E	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	10.90	0.1	B
C-AB	0.00	5.55	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	403	0.047	19	0.0	9.358	A
C-AB	0.99	650	0.002	0.99	0.0	5.548	A
C-A	157			157			
A-B	39			39			
A-C	309			309			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	384	0.059	22	0.1	9.953	A
C-AB	1	656	0.002	1	0.0	5.494	A
C-A	188			188			
A-B	47			47			
A-C	369			369			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	358	0.077	27	0.1	10.896	B
C-AB	2	667	0.003	2	0.0	5.412	A
C-A	230			230			
A-B	57			57			
A-C	453			453			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	358	0.077	28	0.1	10.900	B
C-AB	2	667	0.003	2	0.0	5.415	A
C-A	230			230			
A-B	57			57			
A-C	453			453			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	384	0.059	23	0.1	9.959	A
C-AB	1	656	0.002	1	0.0	5.494	A
C-A	188			188			
A-B	47			47			
A-C	369			369			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	403	0.047	19	0.0	9.370	A
C-AB	1.00	650	0.002	1.00	0.0	5.551	A
C-A	157			157			
A-B	39			39			
A-C	309			309			



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