ALDERHOLT MEADOWS, ALDERHOLT

Transport Assessment Addendum

May 2024

Dudsbury Homes (Southern) Ltd

MIXED USE DEVELOPMENT
ALDERHOLT MEADOWS
ALDERHOLT

TRANSPORT ASSESSMENT ADDENDUM

CONTROLLED DOCUMENT

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Intelligent Land we look at property differently

paulbasham associates

Dudsbury Homes (Southern) Ltd
The Studio
Ferndown Forest Golf Club
Forest Links Road
Ferndown
Dorset
BH22 9PH

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

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TRANSPORT ASSESSMENT ADDENDUM

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1. INTRODUCTION

1.1 This Transport Assessment Addendum (TAA) has been prepared by Paul Basham Associates on behalf of Dudsbury Homes (Southern) Ltd in relation to planning application (P/OUT/2023/01166), which was refused by Dorset Council.

1.2 The applicant appealed against the decision of Dorset Council (DC) in February 2024 and discussions have been ongoing with the highway authorities at Dorset, Hampshire County Council (HCC) and National Highways (NH) to narrow the outstanding issues. The purpose of this report is to set out the appellant's position on transport matters.

2. ACCIDENT DATA

2.1 At HCC's request, accident data has been obtained from Hampshire Constabulary for the most recent five year period. The data in included in **Appendix A** and has been submitted to HCC. It has been agreed that the majority of accidents recorded were attributed to factors such as poor driver judgement / error rather than any identified deficiency in the road layout. It has been agreed with HCC that it is unlikely that the development and traffic generated by it will significantly worsen then existing highway safety of the surrounding highway network.

3. ACCESS

Hillbury Road Roundabout

3.1 A Stage 1 Road Safety Audit of the proposed access design was submitted as part of the planning application, which raised a number of matters. The appellant considers that the matters raised could be left to S278 stage. However, the access design was further developed to address the comments and has been provided to DC alongside a Designer's Response. For the avoidance of doubt, the appellant will provide funding for a TRO to amend the speed limit on Hillbury Road. The drawing and Designer's Response is attached in **Appendix B**.

Ringwood Road access

3.2 A Stage 1 Road Safety Audit of the proposed access design was submitted as part of the planning application, which raised a number of matters. DC requested that the proposed western access design be simplified. The design was revised to a simple priority junction and provided to DC with swept path analysis and a Designer's Response to the RSA. The drawings and Designer's Response are enclosed within **Appendix B**. Although a reserved matter and not for determination at this stage, the drawing indicates the proposed spine road to be 6.7m in width.

3.3 The appellant accepts DC's suggestion of a condition to secure details of the treatment of the existing alignment of Ringwood Road, once the spine road has been provided through the development.

3.4 On this basis, it is considered that it has been demonstrated that the proposed access points are safe, suitable and deliverable.

4. SUSTAINABLE TRAVEL

4.1 A WCHAR accompanied the planning application, and a revised version is attached in **Appendix C**, encompassing consideration of additional routes. For the avoidance of doubt, promotion of access to Ringwood Forest and Bridleway E34/10 do not form part of the proposed transport strategy. A final version of the Travel Plan can be secured by condition.

4.2 A range of improvements are proposed that would encourage travel by sustainable modes. The manner in which these will be secured are subject to discussion with DC. Within Alderholt, the improvements include:

- Footway improvements to Ringwood Road, Hillbury Road as well as improved connections towards Birchwood Drive and the recreation space
- Extension of the 30mph speed limit on Hillbury Road to extend past the roundabout access
- Traffic calming and active travel corridor along old Ringwood Road alignment
- Advisory cycle lanes and removal of centre line on Station Road and Ringwood Road

<u>Public transport</u>

4.3 DC's second consultation response requested funding for a bus service for a 7 year period. The appellant is willing to provide DC with a financial contribution to this effect. The value of the contribution is based on calculations provided by a bus operator with local experience, for a Cranborne – Alderholt – Fordingbridge – Ringwood service that is half hourly in the peak periods and hourly in the interpeak period.

4.4 The calculation of contribution value assumes the service would meet additional need for school travel to Cranborne Middle School. The operator's calculations are included in **Appendix D** and includes an indicative timetable. The indicative timetable shows that it would be possible for Alderholt residents to arrive in Ringwood before 9 and return after 5, making it feasible to commute to Ringwood by public transport. There are also opportunities to connect to other existing bus services in Fordingbridge.

4.5 Based on the forecasts set out in **Appendix E**, 73 school children from the proposed development would travel to Cranborne Middle School by bus. 110 school children from the proposed development would travel to QE Wimborne by bus and there are 58 non-education bus trips in the AM peak. Demand from the proposed development for the Cranborne – Ringwood bus service in the AM peak would therefore be at least 73 + 58 = 131. With two buses per hour in each direction, the indicative service would provide sufficient capacity to accommodate this demand, with room to accommodate future mode shift.

4.6 It is therefore considered that the financial contribution is sufficient to provide an appropriate level of service. The route and timetable is indicative, but the council has the ability to specify parameters as it sees fit when tendering for the service. Funding for school transport to QE Wimborne Upper School will be provided separately.

4.7 The appellant is willing to deliver bus stops in accordance with the council's standard design. Within the site, this would form part of the spine road design to be secured through reserved matters approval. Outside of the site, financial contributions can be secured through the S106 agreement.

Cycle link

4.8 Since the application was determined, an opportunity to provide improved cycle facilities between Hillbury Road to Ashford Road has been identified.

4.9 The appellant is willing to provide financial contributions to Dorset Council to improve and upgrade footpath E34/6 and/or E34/4 & BOAT E34/42 to make them suitable for cycling. **Appendix F** contains drawing to show how cycle facilities could be provided to tie into Hillbury Road and swept path analysis which is not impacted by the proposed cycle facilities. At the point where the BOAT meets the B3078, a dedicated footway/cycleway would be provided alongside the carriageway, providing an offroad route to Ashford Road. This is shown in **Appendix G** with dimensions of 3m offset 0.5m from the carriageway. A drawing to show two 16.5m articulated vehicles passing along the carriageway is also included in **Appendix G**.

4.10 LTN 1/20 recognises that alongside interurban roads with few pedestrians or building frontages, shared pedestrian/cycle facilities can be adequate. It is considered that shared use is appropriate in this case. Alongside this, the applicant will make a financial contribution towards a TRO to reduce the speed limit from 60mph to 40mph. A speed survey in the centre of the link shows that existing 85th percentile speeds are 46.6mph EB and 44.3mph WB, and that mean speeds are below 40mph so a reduction in the speed limit is considered reasonable. The traffic data is attached in **Appendix H**. Approximately halfway along the link, a crossing is proposed and visibility in accordance with the existing speeds is achievable. Details of the crossing would be confirmed at S278 stage. Where the shared route crosses a private driveway, a vehicle crossover is shown with vehicles giving way to cyclists and suitable visibility is shown in **Appendix G**.

4.11 The eastern end of the shared route ties into Ashford Road, at which point it is proposed to transition cyclists onto the carriageway, to then provide a route into Fordingbridge. Signage and on road markings would be provided to indicate the presence of cyclists to drivers.

4.12 A traffic survey (**Appendix I**) was undertaken on Ashford Road just northeast of "Ashford House Camping" which identified 85th percentile speeds of 25mph. Speeds will fluctuate along Ashford Road but given this part is straight with good forward visibility, it is likely that speeds are lower in other locations. The survey identified a weekday peak average of 18 movements (AM), 19 movements (PM). The daily average vehicle flow on Ashford Road is 187.

4.13 The low speed and lightly trafficked nature supports the proposed use of the road as a cycle route. The survey shows the road is already used by some cyclists. LTN 1/20 Figure 4.1 note 3 explains that in rural areas, shared routes with vehicles with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1000 pcu per day, and both criteria are met here. In addition, there has only been one accident on Ashford Road, involving two cars and attributed to driver error rather than highway design. It is therefore considered that Ashford Road is suitable for cycling and could be designated a Quiet Lane.

4.14 A Stage 1 Road Safety Audit of the proposed cycle link will be undertaken. The drawing is based on data from a mobile LiDAR system and highway boundary mapping supplied by the highway authorities. It is considered that sufficient information has been provided for this stage of the planning process to demonstrate that the general principle of the link is deliverable.

Need to travel

4.15 The proposed village centre within the development site would meet a range of day-to-day needs that are not currently met in Alderholt. It would reduce the need for both existing residents and residents of the proposed development to travel outside of the settlement, as would the provision of on-site employment space. The methodology to quantify this was agreed at pre-app stage with DC.

4.16 The proposed village centre and on-site employment is within suitable walking and/or cycling distance of the whole of Alderholt, and is adjacent to the proposed bus route. Residents would therefore have a choice of sustainable modes to travel to the facilities.

5. TRIP GENERATION

5.1 DC confirmed in their consultation response that *"the traffic modelling undertaken by both the applicant and Dorset Council has shown that a development of 1700 homes is unlikely to have a significant impact on the local Dorset road network in terms of congestion."*

5.2 The methodology underpinning the traffic modelling was detailed in the TA, which in turn referred to a Trip Internalisation Report (TIR). The methodology and assumptions used in the TIR were agreed with DC at pre-app stage, as per the correspondence in **Appendix J**.

5.3 Full details are provided in the TIR but briefly, a total people trip rate was derived from TRICS and applied to the proposed quantum of development. Information on trip purposes during the peak periods for the local area was derived from NTEM and applied to the total people trips. For each trip purpose an internalisation factor was applied. Modal split assumptions were then applied to each trip purpose to calculate vehicle trip generation. A similar process was followed to calculate vehicle trip generation for the employment use.

5.4 The modelling in the TA was based on a two tier education system being enacted. Alternative trip generation forecasts have been calculated on the basis of the existing three tier education system being retained. These calculations have been provided to DC and are attached within the Technical Note in **Appendix E**. This follows the same agreed methodology as the original calculations. The outcome of this is that the number of vehicle trips likely to be generated by the proposed development is increased, and there are no longer any reductions to existing vehicle trips associated with education.

5.5 A revised modelling assessment has been undertaken using the revised calculations of residential vehicle trip generation and the trip generation for the employment use as previous. HCC's consultation response erroneously suggested that the employment trip rate used was lower than those HCC accepted elsewhere, whereas it is actually higher.

Multi Modal Trip Generation

5.6 Following the same methodology in the TIR/TA, revised multi modal forecasts have been calculated for the proposed development on the basis of the three tier education system being retained. For each trip purpose type, different assumptions were applied for trips within Alderholt and outside Alderholt. The calculations are shown in **Table 1** and internal/external refers to the settlement.

5.7 For trips outside Alderholt, the estimates are calculated using a modal share based on Census Journey to Work data for a hybrid of MSOAs East Dorset 001 (Alderholt) and New Forest 001 (Fordingbridge). Education trips are treated differently, and both were detailed in the TIR. The education information was subsequently updated in the ETGTN.

5.8 For non-education trips within Alderholt, the forecasts are based on 75% pedestrian, 20% cycle and 5% bus trips. This is on the basis that the proposed residential dwellings will be within a short walk or cycle of the facilities and amenities likely to attract trips, with some allowance made for bus trips. For education trips within Alderholt the forecasts are based on 80% pedestrian, 20% cycle. The forecast for these trips to be via non car modes is noted in the TIR and supported by existing school travel data as covered in the Education Trip Generation Technical Note.

Unit Type	AM Peak (0800-0900)						PM Peak (1700-1800)					
	Driver	Passenger	Bus	Walk	Cycle	Total	Driver	Passenger	Bus	Walk	Cycle	Total
Internal	0	0	21	671	173	865	0	0	29	502	133	665
External	974	129	220	0	27	1349	1061	126	46	0	33	1265
Total	974	129	241	671	200	2214	1061	126	75	502	165	1930
Internal Mode Share	-	-	2%	78%	20%	100%	-	-	4%	76%	20%	100%
External Mode Share	72%	10%	16%	0%	2%	100%	84%	10%	4%	0%	3%	100%
Overall Mode Share	44%	6%	11%	30%	9%	100%	55%	7%	4%	26%	9%	100%

Table 1: Multi-Modal Trip Generation Forecasts

Sensitivity Test

5.9 Discussions have been ongoing with National Highways (NH) since determination of the application. At their request, a sensitivity test scenario has been modelled with a higher residential vehicle trip rate. This is in accordance with the request in their letter dated 6th March for a two-way vehicle trip rate per dwelling between 0.5 – 0.65, with internalisation of 5-10%. The agreed sensitivity trip generation is set out in **Table 2**.

	AM Peak (0800-0900)			PM Peak (1700- 1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate per dwelling	0.144	0.412	0.556	0.366	0.163	0.529
1700 dwellings	245	700	945	622	277	899
-5% Internalisation	**233**	**665**	**898**	**591**	**263**	**854**
Employment Trips (Taken from TA)	188	36	224	41	176	217
Total	**421**	**701**	**1122**	**632**	**439**	**1071**

Table 2: Sensitivity Trip Generation

5.10 The above sensitivity trip rates have also been used in revised modelling assessments of the junctions in Dorset and Hampshire. The only difference in respect of trip generation is that reductions to existing vehicle movements have been kept within the sensitivity analysis within Dorset and Hampshire, on the basis that the provision of amenities and facilities within the development would be likely to reduce local trips, rather than those to the A31 which is remote from the appeal site.

6. JUNCTION MODELLING

National Highways

6.1 At NH's request, additional traffic data was collected in August 2024. This includes 14 days worth of ATCs, classified turning counts and queue length surveys around the A31 / B3081 junction. The modelling assessment uses this data as a base, at NH's request. The data can be provided on request.

6.2 NH requested a modelling scenario of 2027 + full development, which has been modelled. This incorporates NH's requested TEMPRO growth factors of 1.0427 in the AM peak and 1.0417 in the PM peak. NH are satisfied that no specific committed developments are required. The resulting flow diagrams for the junction are attached in **Appendix K** and are expressed in PCU.

6.3 The existing junction layout was modelled using the agreed parameters. The outputs are attached in **Appendix L** and the results presented in **Table 3**. The results suggest the B3081/A31 off slip is already over capacity and worsens as the development traffic is added:

- Arm A – Verwood Road (East)
- Arm B – B3081/A31 Offslip (South)
- Arm C – Verwood Road (North West)
- Arm D – A31 On-Slip (Eastbound)

		AM			PM		
		Max Q	Delay (s)	RFC	Max Q	Delay (s)	RFC
2023 Baseline	Stream B-C	2.6	28.57	0.73	31.5	286.32	1.17
	Stream B-AD	0.4	38.11	0.30	14.4	332.58	1.14
	Stream A-BCD	0.3	9.02	0.16	1.2	11.84	0.43
	Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
	Stream C-ABD	0.0	8.35	0.02	0.0	8.06	0.00
2027 Forecast (Year of Opening)	Stream B-C	3.4	36.34	0.79	44.5	425.02	1.27
	Stream B-AD	0.6	51.54	0.38	19.6	456.91	1.24
	Stream A-BCD	0.3	9.08	0.17	1.5	12.34	0.46
	Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
	Stream C-ABD	0.0	8.44	0.02	0.0	8.14	0.01
2027 Forecast (Year of Opening) + Proposed Development	Stream B-C	33.4	247.06	1.15	184.8	1857.53	1.85
	Stream B-AD	4.6	443.70	1.10	57.1	1888.16	1.82
	Stream A-BCD	0.4	10.03	0.21	2.9	14.24	0.57
	Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
	Stream C-ABD	0.0	8.56	0.02	0.0	8.55	0.01

Table 3: Modelling at existing Verwood Road / A31 Junction

6.4 The proposed mitigation scheme has evolved since the TA stage, following discussions with NH. The scheme general arrangement, swept path and dimension drawings are attached in **Appendix M**. The scheme in summary consists of the signalisation of the B3081/A31 offslip / Verwood Road and simplifies the entry to the on-slip, addressing an existing safety issue whereby a right turning HGV would overhang the Verwood Road carriageway if giving way onto the slip road. The proposed design also incorporates a ghost island right turn lane on Verwood Road for vehicles entering the on-slip. The design should therefore improve road safety in a location where a cluster of accidents was identified. Finally, the signalisation of the junction affords an opportunity to provide signalised crossings for pedestrians and cyclists.

6.5 The design is subject to the Stage 1 RSA process. At NH's request, a WCHAR covering the area around the junction has been provided and is attached here in **Appendix N**.

6.6 The modelling results for the mitigation scheme are attached in **Appendix O** and summarised in **Table 4**. All arms of the proposed junction layout would operate within capacity in both peaks, and on this basis it is considered that the residual cumulative impact at this junction would not be severe.

		AM			PM		
		Max Q	Delay (s)	DoS	Max Q	Delay (s)	DoS
2027 Forecast (Year of Opening) + Proposed Development	Verwood Road East (Left Ahead)	10.2	15.3	55.3	10.6	22.4	58.9
	B3081/A31 Offslip (Right Left)	13.0	51.5	85.6	16.9	46.3	88.8
	Verwood Road West (Ahead Right)	25.0	24.5	87.2	24.9	28.4	88.2
	Verwood Road East (Right onto A31)	0.3	1.4	34.6	0.3	1.4	34.9

Table 4: Modelling of proposed mitigation scheme at Verwood Road / A31

<u>Hampshire</u>

6.7 The TA included modelling of the junction of Provost Street / High Street junction. Mitigation was proposed in the form of widening of the Provost Street approach, with consideration also given to the possibility of a one-way system on Provost Street and West Street.

6.8 HCC's consultation response requested modelling of two additional junctions, namely Station Road / Normandy Way and Salisbury Street / Bridge Street / High Street junctions. Since the application was determined, discussions have been ongoing with HCC.

6.9 Additional traffic data was collected in 2023 to facilitate modelling of the additional junctions, with manual classified counts and queue length surveys undertaken at the two junctions, as well as the West Street / Shaftesbury Street junction. The data is attached as **Appendix P**.

6.10 HCC requested inclusion of specific committed developments, in addition to TEMPRO growth for the local MSOA. Factors of 1.0509 and 1.0508 have been used to growth the 2023 data to 2033. The committed development flows were provided by HCC for SS16, SS17, SS18, Tinkers Cross, Burgate Acres & Middle Burgate. Following discussion with HCC, it was identified that the committed development flows (with the exception of SS18) did not take account of the link road being delivered through SS17/SS18. It was agreed with HCC that it would be appropriate to adjust the SS17 flows to take account of the link road, given it has permission and is fundamental to the inclusion of the committed development. This approach is considered to be robust as there is likely to be double counting of development between TEMPRO and the committed development, given some of the latter are Local Plan allocations, which are likely to be the main source of traffic growth in the area.

6.11 HCC's consultation response queried the overall distribution of vehicle trips, which for the avoidance of doubt is based on Census journey to work data as detailed in the TA. The proposed distribution of trips within Fordingbridge was further developed and shared with HCC, based on the Census data, likely destinations with Fordingbridge and assuming the SS17/18 link road is in place. Resulting flow diagrams are attached in **Appendix Q** which also include HGV% calculated from the base surveys. Given the proposed development will generate more non-HGV trips than HGV trips, the HGV % would decrease over time but are retained as existing for robustness.

6.12 As detailed above, modelling scenarios have been run using the revised development trip generation, and the higher sensitivity test flows. In Fordingbridge, the reduction in flows due to provision of additional facilities in Alderholt equates to a total of 19 vehicle trips in the AM peak and 24 in the PM peak.

Salisbury Street / Bridge Street / High Street

6.13 A model of the junction was created, using geometries from the approved model for the SS18 application. The approved model included manual capacity adjustments to calibrate the base model against the queue lengths recorded for that application. The capacity adjustments have been amended so the base model better reflects the queues observed in the 2023 data. To be clear, these adjustments are of a smaller magnitude than for the approved model. Following the principle for the approved model, the modelled queue is consistent with the observed average queue within the modelled period as shown in **Table 5**.

Arm	Morning Peak			Evening Peak		
	Modelled Queue (veh)	Average Queue Length (Veh)	Max Queue Length (Veh)	Modelled Queue (veh)	Average Queue Length (Veh)	Max Queue Length (Veh)
Salisbury Street	1.2	1.3	7	0.9	1.0	3
B3078 (E) Bridge Street	0.7	0.9	9	1.1	1.3	11
B3078 (W) High Street	2.0	2.6	9	1.3	1.7	6

Table 5: Comparison of modelled & observed queues at Salisbury Street / Bridge Street / High Street jct

6.14 The modelling results are attached in **Appendix R** and show that the junction would operate within capacity in all scenarios, with a maximum queue of c 4 vehicles. On this basis it is considered that the residual cumulative impact at this junction would not be severe.

Station Road / Normandy Way

6.15 A model of the junction was created and the queues produced by the base model compared to the observed queues. The base model produces queues similar to those observed, with some small variations as shown in **Table 6**. Slope and intercept adjustment was not possible because of the flare on Normandy Way.

Arm	Morning Peak			Evening Peak		
	Modelled Queue (veh)	Average Queue Length (Veh)	Max Queue Length (Veh)	Modelled Queue (veh)	Average Queue Length (Veh)	Max Queue Length (Veh)
Normandy Way	0.3	1.75	5	0.1	0.75	2
Station Road	0.3	0.4	4	0.4	0	0

Table 6: Comparison of modelled & observed queues at Station Road / Normandy Way

6.16 The modelling results are included in **Appendix S** and show that the junction would operate within capacity in all scenarios, with a max RFC of 0.41. As a result, the minor variations in queuing in the base model are not considered to be material. On this basis it is considered that the residual cumulative impact at this junction would not be severe.

Provost Street

6.17 The original mitigation scheme in the TA has been modelled with the sensitivity flows and operates within capacity. The results are attached in **Appendix T**.

6.18 The TA also gave consideration to a potential one way system for West Street and Provost Street, given the congestion identified on the Provost Street link in the strategic modelling. Since determination, this has been further discussed with HCC and would result in flows being redistributed, with southbound flows only on Provost Street and northbound flows on West Street. The resulting redistribution of flows is shown in the flow diagrams.

6.19 A one way system would require a TRO, and the appellant is willing to provide a financial contribution to HCC for this. Drawings have been prepared to demonstrate how physical changes could be implemented to support the one way system at the Provost Street/High Street, Church Street/West Street and West Street/Shaftesbury Street junction. These drawings include visibility assessments and swept path analysis and are attached in Appendix U. A Stage 1 Road Safety Audit of the designs will be undertaken.

6.20 In summary, the works at the Provost Street / High Street junction involve the narrowing of the carriageway where two way movements would no longer be required. This would enable widening of the footway on the western side of the junction. By virtue of becoming entry only, the existing issue of substandard visibility to the west of the junction would be negated.

6.21 The works at the Church Street / West Street junction would in effect be a change of priority, with no kerb amendments required. Vehicles turning right from Church Street to West Street have sufficient visibility to the south and vehicles can pass whilst right turners wait. Large vehicles can make the right turn manoeuvre as shown on the tracking, utilising the hatched area. This would prevent southbound vehicles from passing but would be infrequent given it would only occur if the large vehicle originated in Provost Street.

6.22 Finally, the West Street carriageway on approach to the junction with Shaftesbury Street would be repurposed to form left and right turn lanes. The drawing shows the give way line pulled slightly forward to aid visibility, and widening of the Shaftesbury Street carriageway opposite the junction to aid the right turn of large vehicles. A minimum footway width of 1.5m can be retained as per Inclusive Mobility. The SS16 application proposed a shared use pedestrian cycle / route in this location, returning cyclists to the carriageway adjacent to Mill Court. The proposed junction arrangement would result in cyclists instead joining the carriageway west of the West Street junction. The line of sight for visibility from Mill Court is unchanged, and measuring to a 300mm offset from the proposed kerb line visibility is consistent with speed data collected to the east for application SS16 (85th percentile 27mph).

6.23 The arrangement would collectively remove the need for vehicles to give way over the bridges on Church Street and West Street, and past on-street parking. The modelling files for the proposed junction arrangements are attached in **Appendix V**. Each junction would operate within capacity in all scenarios. Some delay would be experienced at the right turn out of West Street, but this would be significantly less than the delay that would otherwise be the case without the development for vehicles turning right out of Provost Street.

6.24 An allowance for trips originating in West Street that currently travel south has been manually added to the models, based on 75 dwellings with 30% of peak trips travelling south. At West Street / Shaftesbury Street, the HGV% in the PM peak has been manually increased to reflect the 1% that presently turn right out of Provost Street. The Church Street / West Street model has been prepared indicatively to show material queuing would not be produced at the right turn. A nominal 60 right turners has been used, which should be robust given the only trips making these manoeuvres would be those originating in Provost Street. HGV %s are nominally set to 5% in this model.

6.25 On this basis it is considered that the residual cumulative impact of the development on this part of Fordingbridge would not be severe.

<u>Dorset</u>

6.26 Although DC's consultation response confirmed that the development was unlikely to have a significant impact on congestion within Dorset, the models presented in the TA have been updated with both sets of flows, i.e. the two tier education flows and the sensitivity test. Although not requested by DC, the committed development flows from Fordingbridge have been manually added on top of the agreed TEMPRO factors. The revised flow diagrams are attached in **Appendix W**.

Hillbury Road Roundabout Site Access

6.27 The modelling in the TA showed that the proposed roundabout access would operate well within capacity, queueing and delays in all scenarios. The revised modelling attached as **Appendix X** shows that this would remain the case even with the sensitivity test and accounting for a nominal 20 peak hour trips in and out of the farm access. On this basis, the residual cumulative impact at this junction is not considered to be severe.

Ringwood Road / Station Road / Daggons Road

6.28 In the TA, this junction was shown to operate well within capacity in all scenarios with limited queuing and delays. The revised modelling is attached as **Appendix Y** and shows that queueing and delays would remain minimal. On this basis, the residual cumulative impact at this junction is not considered to be severe.

Hillbury Road / Station Road

6.29 The modelling of the junction in the TA showed a maximum RFC of 0.66 for right turning vehicles out of Hillbury Road. The revised modelling is attached as **Appendix Z**. The comparable RFC has increased to 0.77, with queues of c. 3 vehicles. Results for the sensitivity test are slightly worse, with an RFC of 0.84 and a queue of 4 vehicles.

6.30 Additional modelling has been undertaken to forecast the queues and delays with the crossing to the PROW and cycle improvements in place. The results are marginally worse than the existing junction layout, but the maximum RFC across all scenarios is 0.85 and the maximum queue is c 5 vehicles.

6.31 On this basis, the residual cumulative impact at this junction is not considered to be severe.

7. LINKS

7.1 The TA included consideration of the links surrounding Alderholt. A review of the ability of vehicles to pass along the links was undertaken, based on the existing widths derived from OS mapping. Widening was suggested in various locations within the public highway boundary, which is also based on OS mapping. OS mapping has a relative accuracy of +/- 1.1m at the 99% confidence level.

7.2 The TA noted discrepancies between the OS mapping and the "on the ground" and suggested that a review based on a more accurate survey be undertaken at a later stage, secured by condition. DC and HCC requested additional certainty that widening could be delivered and to that end a vehicle mounted LIDAR survey was undertaken of the B3078 between Cranborne and Fordingbridge, as well as Harbridge Drove towards the A31. Batterley Drove was not surveyed on the basis that the original assessment did not identify particular areas of concern.

7.3 The LIDAR survey produced a 3D point cloud, from which the existing road width was derived. The data is accurate to less than 20mm. For each link, areas were firstly categorised based on the existing width, using the parameters set out in Manual for Streets figure 7.1, which illustrates that:

- 4.1m is sufficient for two cars to pass
- 4.8m is sufficient for a car to pass an HGV
- 5.5m is sufficient for two HGVs to pass

7.4 The roads are not a consistent width and vary along the links. Regardless of the existing width, the accident record demonstrates that the vehicles already using the links, including cars, HGVs and buses do so safely, even when negotiating bends and coming into conflict with other vehicle types.

7.5 The development will predominantly generate cars but will generate some large vehicles. The large vehicle increase is quantified in **Table 7** and includes HGVs generated by the residential and employment uses, as well as the proposed bus service frequency. The trips associated with the residential and businesses uses are assigned as per the agreed distribution used as part of the Transport Assessment. The proposed bus route trips are distributed solely along B3078 between Cranborne and Fordingbridge as per the proposed timetable. Existing large vehicle volumes are derived from ATC data.

Link Name	Existing daily	Existing Per Hour (over 12 hours)	Proposed Development Daily	Total	Total Per Hour (over 12 hours)
Harbridge Drove	249	21	44	293	24
B3078 East	276	23	77	353	29
B3078 West (between Alderholt and Batterley Drove)	339	28	81	420	35
B3078 West (between Batterley Drove and Cranborne)	196	16	81	277	23

Table 7: Existing and proposed development large vehicles

7.6 The data demonstrates that the maximum increase in large vehicles per hour would be 7, or approximately one every 9 minutes. Assuming these are equal in each direction along a link, this would equate to an additional one large vehicle in each direction every 18 minutes. The additional chance of two large vehicles conflicting along the links is therefore considered to be low. In any case, there are locations along the links that two large vehicles can pass. If they happen to meet in locations where this is not possible, large vehicle drivers will negotiate the particular circumstance, as happens currently with no accident history.

7.7 The proposed widening is shown in the drawings in **Appendix AA**. The drawings include vehicle tracking to demonstrate that once widened, at worst a car can pass an HGV save for four locations:

1) A short stretch adjacent to Sun Salads
2) The bends on entry to Cranborne
3) The bends on entry to Fordingbridge
4) Pressey's Corner

7.8 The stretch adjacent to Sun Salads where a car cannot pass an HGV is 26m in length, based on the vehicle tracking. At 20mph, it takes a vehicle approximately 3 seconds to traverse this stretch. The road in this location is straight and forward visibility through this area is extensive. It is therefore considered that any delays if a car were to meet a large vehicle here would be minimal. The proposed width is still sufficient for two cars to pass. Again, the accident record does not suggest there is an inherent safety issue with the existing width.

7.9 At the bends on entry to Cranborne, forward visibility is available between the locations where a car can pass an HGV. Warning signage is suggested to advise drivers that oncoming vehicles may be in the centre of the road. The width is sufficient for two cars to pass, and the accident record suggests that drivers currently navigate this without issue. It is considered that this will not have a significant impact on driver delay.

7.10 At the bends on entry to Fordingbridge, the tracking shows that there is a short stretch of c. 24m where a car cannot pass an HGV. At 20mph, it takes a vehicle approximately 3 seconds to traverse this stretch. The width is sufficient for two cars to pass and the drawing demonstrates that a car can pass a bus in this location. This is an existing situation and the accident record demonstrates that drivers currently navigate this without issue.

7.11 At Pressey's Corner, a car cannot pass a bus / HGV around the bend, however the accident record suggests that drivers currently navigate this without issue. It is likely vehicles travel at reduced speed here and forward visibility is available between the points where a car can pass a bus. The drawing shows that cars entering / exiting Hillbury Road can do so whilst passing a bus or HGV undertaking the opposite manoeuvre. This is the manoeuvre that buses would undertake with the proposed routing, and also the manoeuvre HGVs generated by the development travelling to/from the east would undertake.

7.12 The feasibility of widening in each location has been carefully considered with reference to vegetation and structures observable in the LIDAR data, and cross referenced with public highway boundary mapping. This is still based on OS mapping and so a degree of interpretation is necessary. In general, the widening proposed in any one location is not extensive. Where widening is proposed around bends, it will not materially affect the existing forward visibility, which the accident record shows drivers currently navigate safely. Similarly, where widening is proposed adjacent to junctions or accesses, the visibility available from the junction or access will not materially change.

7.13 There are some locations where widening could be delivered, but is not considered necessary on the basis of good forward visibility over short distances that marginally narrow. The widening in some locations will assist two large vehicles to pass where they currently cannot. In some locations where the road width narrows and two HGVs could not pass, forward visibility is shown between the parts of the road where they can pass. The existing links vary in width and are negotiated safely by large vehicle drivers, with no reason to consider this is likely to change.

7.14 On this basis, it is considered that it has been demonstrated that the widening proposed is appropriate and feasibly deliverable, to a level of certainty suitable for an outline planning application. The impact of the development on the operation of the links will not be severe, and the proposed widening will not worsen road safety. If the appeal were to be allowed, detailed design would be required as part of a S278 agreement in the usual manner. The design of any highway scheme inevitably evolves through the detailed design process. In the worst case scenario that a section of proposed widening is not deliverable, the fallback position would be the existing road widths for which the accident record does not suggest any inherent road safety issues.

8. SUMMARY

8.1 This Transport Assessment Addendum has set out the appellant's position on transport matters, following discussions and liaison with the highway authorities since the application was determined.

8.2 Additional accident data has been provided at HCC's request, and it has been agreed with HCC that the majority of accidents were not due to any identified deficiency in the road layout. It has also been agreed that it is unlikely the development traffic will significantly worsen highway safety in Hampshire.

8.3 Revised development access designs have been provided in response to Stage 1 RSA comments. It is considered that it has been demonstrated that the proposed access points are safe, suitable and deliverable.

8.4 A range of improvements are proposed that would encourage sustainable travel. Further information has been provided on the proposed public transport contribution, and details provided of an additional cycle link between Alderholt and Fordingbridge. A Stage 1 RSA will be undertaken. The proposed non residential uses will reduce the need for existing and future residents to travel.

8.5 Revised vehicle and multi modal trip generation forecasts have been provided, on the basis of the existing three tier education system being retained. Additional sensitivity flows have been provided at NH's request and used in models in Hampshire and Dorset.

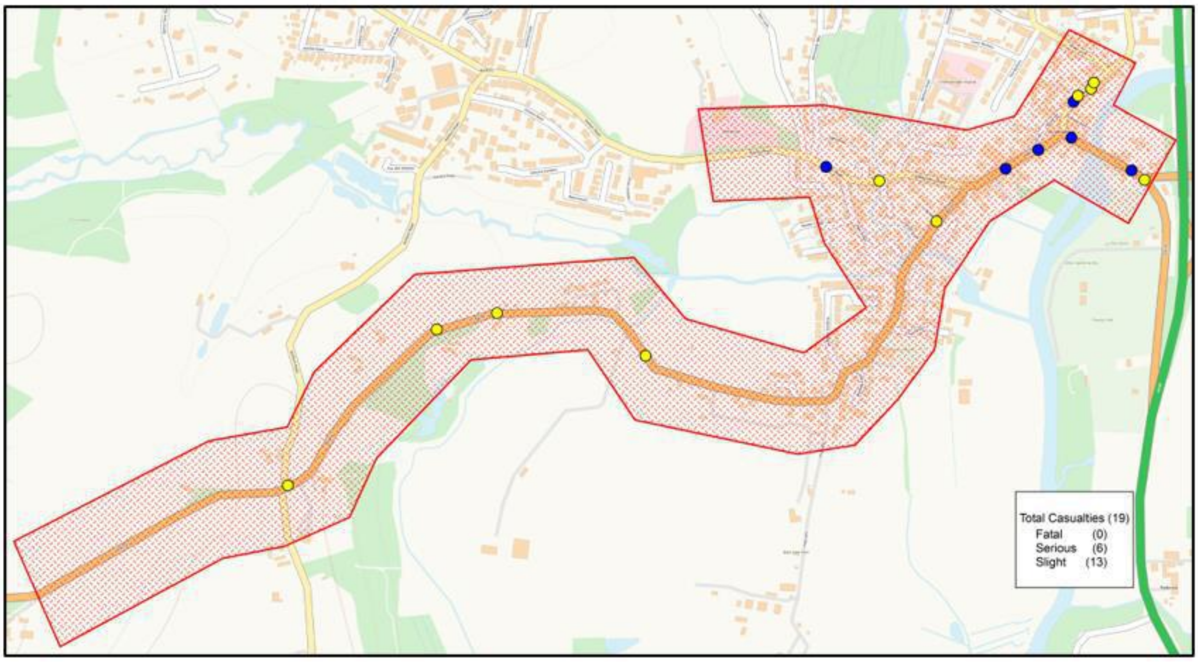
8.6 Additional modelling has been provided using the revised and sensitivity flows at junctions with National Highways, Dorset and Hampshire's jurisdictions. Mitigation schemes have been designed and modelled, showing the residual cumulative impact of the scheme would not be severe. Stage 1 RSAs of the mitigation will be undertaken.

8.7 Revised link widening proposals have been provided based on LIDAR and the trip generation forecasts. It is considered that it has been demonstrated that the widening is appropriate and feasibly deliverable to a level of certainty suitable for an outline planning application.

Appendix A

Fordingbridge Collision Data Analysis

Accident data has been obtained from Hampshire Constabulary (1/6/18 – 31/5/23) and is attached. The accident record is consistent with the crashmap data presented in the TA.



There were 19 collisions which occurred in the time period. These included 13 collisions which resulted in slight injuries, and 6 which resulted in serious injuries. The majority of these collisions occurred at isolated locations along the search area. Specifically, there were 5 collisions which occurred along B3078 Fordingbridge Road towards Fordingbridge, all of which resulted in slight injuries only.

Within Fordingbridge High Street a two serious collisions occurred during the time period. Of these collisions the first occurred when a cyclist collided with a shop wall and lost control and collided with a vehicle in the road, resulting in serious injuries to the cyclist. The second occurred when a pedestrian crossed the High Street and because they emerged from between two parked cars was not seen by an oncoming vehicle. The pedestrian suffered serious resulting injuries. Both of these collisions occurred through driver or user error and so no highway safety concern is identified.

At the Salisbury Street/Bridge Street mini roundabout a collision occurred when a cyclist entered the roundabout and lost control causing them to fall off and suffer serious injuries.

A further cluster of collisions occurred along Shaftesbury Street to the west of the Provost Street junction. These collisions included a slight and serious incident. The slight collision occurred when a car failed to notice the car in front had stopped and collided with the rear of the vehicle. The serious collision occurred when a driver impaired with alcohol was driving on the wrong side of the carriageway and collided with an oncoming vehicle. Both of these collisions are attributed to driver error and do not identify a road safety issue.

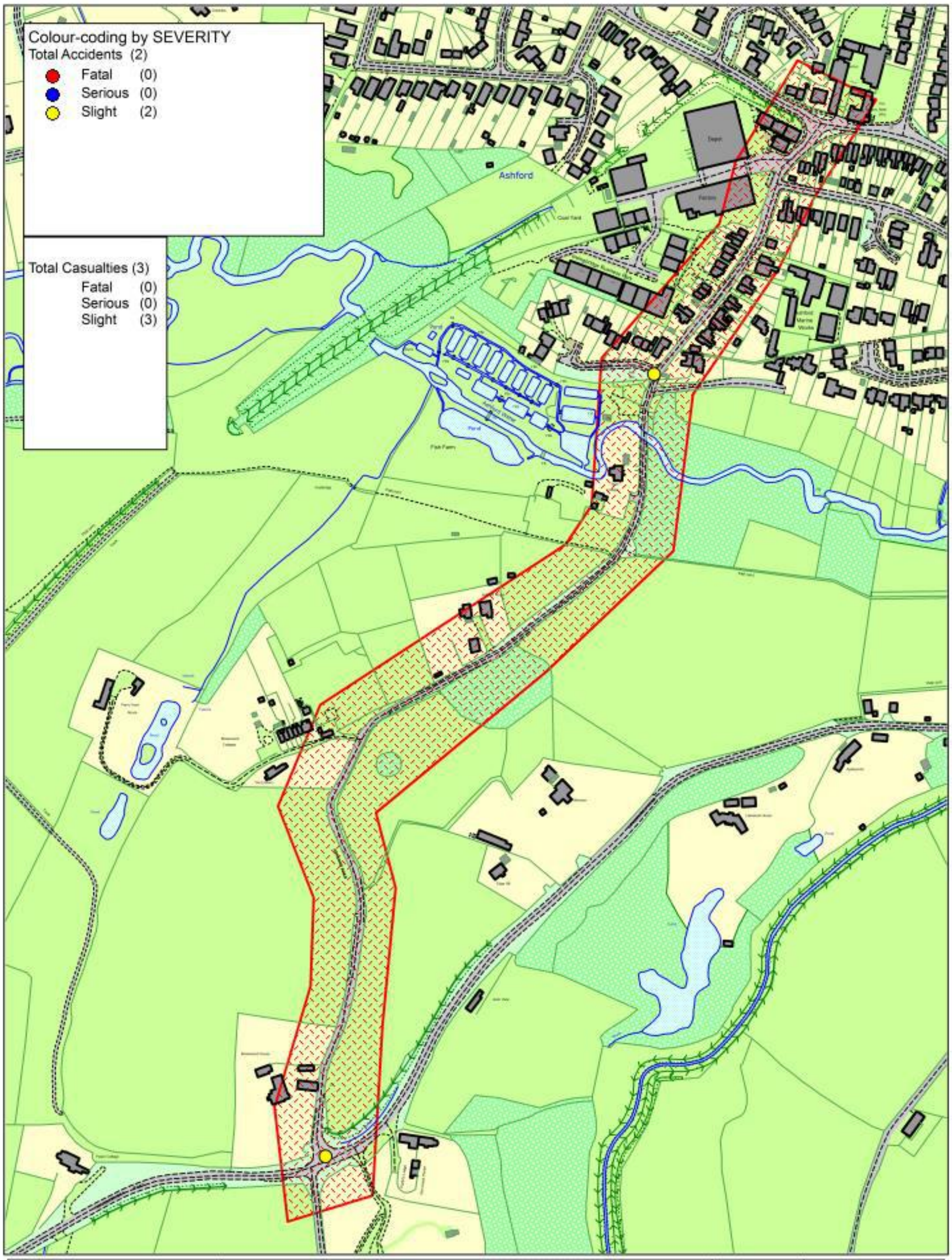
A further cluster occurred along Salisbury Road north of the mini roundabout junction. In this location 4 collisions occurred, including 3 slight and 1 serious casualties. The slight collisions included one where a pedestrian was struck by a car pulling out of their driveway, a pedestrian on the footway was struck by a car, and a third where a pedestrian was struck by a car which ignored the road works traffic management and struck the road work barriers in the process. The serious collision occurred when a van turned right out of a driveway and collided with a pedestrian at a Zebra crossing causing serious injuries. These appear to have all occurred as a result of driver error and not attributed to a specific road safety issue.

A final cluster occurred at the A338 northbound slip road where 2 collisions occurred resulting in 1 serious and 1 slight injury. The serious collision occurred at the Pelican crossing where a pedestrian crossed the road despite the vehicular traffic having green time. The other collision occurred when a driver pulled out of Ringwood Road into the path of an oncoming motorcycle, with the motorcyclist suffering serious injuries.

Beyond Fordingbridge 4 collisions occurred along the B3078 resulting in 4 slight injuries, all involving cars (not goods vehicles). The first occurred when a vehicle turned left out of Ashford Road into the path of a motorcyclist. The other 3 collisions occurred when a vehicle failed to negotiate the bends along the B3078, one of which was because the driver was impaired by alcohol, the other two purely down to driver error.

Ashford Road and Harbridge Drove between 1/1/19 – 31/12/23.

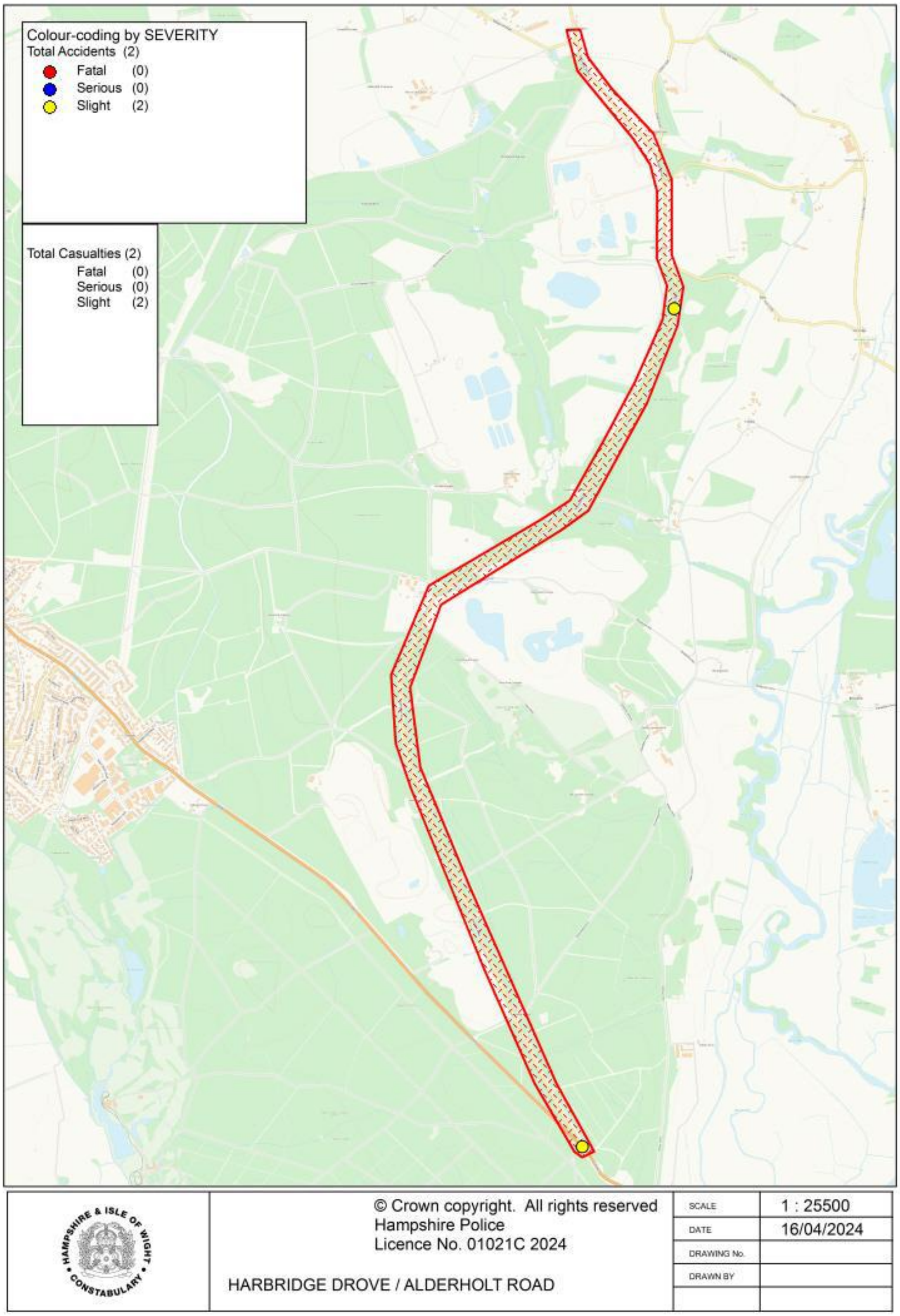
There was one accident on Ashford Road causing slight injuries, involving two cars where one was travelling ‘at speed’.



HAMPSHIRE & ISLE OF WIGHT CONSTABULARY	© Crown copyright. All rights reserved Hampshire Police Licence No. 01021C 2024	SCALE	1 : 4000
		DATE	16/04/2024
		DRAWING No.	
	ASHFORD ROAD	DRAWN BY	

There were two accidents on Harbridge Drove causing slight injuries. One occurred when a car swerved to avoid a deer and collided with a tree. The other occurred at the junction with

Verwood Road, where a vehicle travelling along Verwood Road braked sharply as a vehicle pulled out of Alderholt Road and two cars collided with the rear of the vehicle in front.



There are fewer accidents on Harbridge Drove in this data set compared to the analysis in the TA (most likely because of the differing time periods). The accidents outlined above at least partly a result of driver behaviour and/or circumstance, and I would not interpret this data as demonstrating a particular existing road safety issue at any one location.

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

Selected Polygon:AW FORDINGBRIDGE BACS/SR/1023/152

44180217455 11/06/2018 Time 1346 Vehicles 1 Casualties 1 Serious
E:414890 N: 114315 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: Zebra crossing 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:	Careless/Reckless/In a hurry	Casualty 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (VAN) TURNS RIGHT OUT OF A DRIVEWAY ONTO THE MAIN ROAD AND NUDGES CAS1 (PEDESTRIAN) CROSSING FROM NEARSIDE AT ZEBRA CROSSING, CAUSING HER TO FALL TO THE GROUND.

Occurred on SALISBURY STREET, 27 METERS NE OF JUNCTION WITH ROUND HILL, FORDINGBRIDGE, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from NW 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 26 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 74 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In zig-zag approach NW bound

Driver's nearside

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44190023000 19/01/2019 Time 1451 Vehicles 1 Casualties 2 Slight
E:414037 N: 113808 First Road: B 3078 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
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:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG B3078 BOWERWOOD ROAD WHEN DRIVER LOST CONTROL AND LEFT CARRIAGEWAY TO THE NEARSIDE.

Occurred on B3078 BOWERWOOD ROAD, 325 METERS W OF JUNCTION WITH PADSTOW PLACE, FORDINGBRIDGE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 21 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 38 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44190125349 11/04/2019 Time 1340 Vehicles 1 Casualties 1 Serious
E:415006 N: 114178 First Road: B 3078 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) TRAVELLING N ACROSS B3078 BRIDGE STREET, RAN INTO THE ROAD ACROSS PEDESTRAIN CROSSING INTO THE PATH OF VEH 1 (CAR) TRAVELLING SE ALONG B3078 BRIDGE STREET AND COLLIDES. THE CROSSING WAS SHOWING GREEN FOR VEH 1.
Occurred on B3078 BRIDGE STREET OUTSIDE NUMBER 27, FORDINGBRIDGE, HAMPSHIRE

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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 34 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

On Ped Crossing N bound

Driver's offside

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44190196073 07/06/2019 Time 1645 Vehicles 2 Casualties 1 Slight
E:415032 N: 114159 First Road: B 3078 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
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:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 2	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG RINGWOOD ROAD PULLS OUT OF JUNCTION ONTO B3078 SOUTHAMPTON ROAD WITHOUT GIVING WAY TO VEH2 (M/CYCLE) TRAVELLING NW ALONG B3078 SOUTHAMPTON ROAD.

Occurred on B3078 SOUTHAMPTON ROAD AT JUNCTION WITH RINGWOOD ROAD, FORDINGBRIDGE, HAMPSHIRE.

Vehicle Reference 1 Car Starting
Vehicle movement from S 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 ı First impact Front 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 Motor Cycle over 50 cc and up to 125cc Going ahead right bend
Vehicle movement from E 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 ı First impact Nearside 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 Negative
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 **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44190235440 07/07/2019 Time 1150 Vehicles 2 Casualties 1 Slight
E:413324 N: 113549 First Road: B 3078 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
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:	Road layout (eg bend, hill crest)	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING S ALONG ASHFORD ROAD TURNS LEFT ON B3078 FORDINGBRIDGE ROAD IN FRONT OF VEH2 (M/CYCLE) TRAVELLING NE ON B3078, CAUSING VEH2 TO BRAKE HEAVILY AND THE RIDER TO FALL OFF.
Occurred on B3078 FORDINGBRIDGE ROAD AT JUNCTION WITH ASHFORD ROAD, FORDINGBRIDGE, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from N 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 ı First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 76 Male
Non-stop, not hit Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Stopping
Vehicle movement from W 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 ı First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 68 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44200126618 09/04/2020 Time 1323 Vehicles 1 Casualties 1 Serious
E:414886 N: 114243 First Road: B 3078 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled B 3078
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:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) NEGOTIATES MINI RBT AND ENTERS B3078 BRIDGE STREET TO TRAVEL SE TOWARDS THE BRIDGE, THE RIDER OF VEH 1 LOSES CONTROL AT THIS POINT AND FALLS OFF.
Occurred on B3078 BRIDGE STREET AT JUNCTION WITH B3078 HIGH STREET, FORDINGBRIDGE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
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 Cleared junction or waiting/park First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 43 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months
Selection: **Notes:**
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44200146608 26/04/2020 Time 0111 Vehicles 1 Casualties 1 Slight
E:413741 N: 113893 First Road: B 3078 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:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
2nd:	Poor turn or manoevre	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG B3078 BOWERWOOD ROAD FAILED TO NEGOTIATE A SWEEPING RIGHT HAND BEND AND COLLIDED WITH A WALL OF A PRIVATE DRIVEWAY.
Occurred on B3078 BOWERWOOD ROAD OUTSIDE APPLEYARDS, FORDINGBRIDGE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded and overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Wall or fence
O/S & rebounded Age of Driver 49 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 49 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44200375288 27/09/2020 Time 1604 Vehicles 2 Casualties 1 Serious
E:414755 N: 114181 First Road: B 3078 Road Type Single carriageway
Speed limit: 30 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 (P/CYCLE) TRAVELLING NE ALONG B3078 HIGH STREET BUMPED UP ONTO THE SW KERB HOWEVER HANDLEBAR CLIPPED THE WALL OF A SHOP CAUSING VEH 1 TO RE-ENTER THE ROAD AND COLLIDE WITH THE NEARSIDE OF VEH 2 (CAR) TRAVELLING SW.
Occurred on B3078 HIGH STREET OUTSIDE NUMBER 43, FORDINGBRIDGE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Changing lane to right
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 Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside & rebounded Age of Driver 16 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 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 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 26 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44200447828 18/11/2020 Time 1650 Vehicles 2 Casualties 1 Slight
E:414503 N: 114157 First Road: U 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
Darkness: street lighting unknown 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 (CAR) TRAVELLING E ALONG SHAFTESBURY STREET STOPPED DUE TO A PEDESTRIAN CROSSING THE ROAD IN FRONT. VEH2 (CAR) TRAVELLING E BEHIND FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH1.
Occurred on SHAFTESBURY STREET AT JUNCTION WITH SADLERS CLOSE, FORDINGBRIDGE, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
Vehicle movement from W to E 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 28 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E 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 Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44210329713 18/08/2021 Time 1115 Vehicles 1 Casualties 1 Slight
E:414925 N: 114341 First Road: B 3078 Road Type Single carriageway
Speed limit: 30 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:			

CAS 1 (PEDESTRIAN) IS STANDING OUTSIDE BUTCHERS ON SALISBURY STREET FORDINGBRIDGE WHEN VEH 1 (VAN) TRAVELLING NE TO SW STRIKES HER
Occurred on OUTSIDE J MAY BUTCHERS SALISBURY STREET FORDINGBRIDGE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from NE to S No tow / articulation Leaving the main road
9 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 Unknown
Hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 63 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On footpath / verge Standing still
Movement U/K

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44210415808 15/10/2021 Time 1530 Vehicles 1 Casualties 1 Slight
E:414931 N: 114353 First Road: U Road Type Single carriageway
Speed limit: 30 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 Road works Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING ALONG SALISBURY ST FAILS TO STOP WHEN REQUESTED BY ROAD WORKER AND CLIPS CAS 1 (PEDESTRIAN) AND COLLIDES WITH ROADWARKS BARRIER
Occurred on OUTSIDE CAXTON DECOR, SALISBURY STREET FORDINGBRIDGE

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 Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road Road Works Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 39 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr not crossing Standing still
In carr not crossing

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

Notes:

44210455085 12/11/2021 Time 1630 Vehicles 1 Casualties 1 Slight
E:414617 N: 114076 First Road: B 3078 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
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: Elsewhere DfT Special Projects:

Causation

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

CAS 1 (PEDESTRIAN) TRAVELLING NW ON PROVOST STREET COLLIDES WITH VEH 1 (CAR) TRAVELLING SW TO NE ON PROVOST STREET
Occurred on B3078 PROVOST STREET FORDINGBRIDGE

Vehicle Reference 1 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 Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 12 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere NW bound
Driver's offside

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44220200242 20/05/2022 Time 2051 Vehicles 2 Casualties 2 Slight
E:414899 N: 114327 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: Zebra crossing 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:	Inexperience of driving on the left	Vehicle 1	Very Likely
2nd:	Stationary or parked vehicle	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG SALISBURY STREET COLLIDED WITH VEH2 (CAR) PARKED ALONG SALISBURY STREET

Occurred on SALISBURY STREET AT JUNCTION WITH PRIVATE DRIVE OUTSIDE WOOLLEY AND WALLIS ESTATE AGENTS, FORDINGBRIDGE, HAMPSHIRE

Vehicle Reference 1 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 ı First impact Offside Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive: No

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

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

Front seat

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44220496593 08/12/2022 Time 1429 Vehicles 1 Casualties 1 Serious
E:414820 N: 114219 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
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:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Stationary or parked vehicle	Vehicle 1	
4th:			
5th:			
6th:			

CAS1 (PEDESTRIAN) CROSSED HIGH STREET TRAVELLING SE FROM INBETWEEN PARKED VEHICLES, INTO THE PATH OF VEH1 (CAR) TRAVELLING SW ALONG HIGH STREET.
Occurred on HIGH STREET, OUTSIDE NO.20, FORDINGBRIDGE, 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 Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 91 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere S bound

Driver's offside masked

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44230048782 05/02/2023 Time 0703 Vehicles 1 Casualties 1 Slight
E:413621 N: 113860 First Road: B 3078 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:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) NE ALONG B3078 BOWERWOOD ROAD LOST CONTROL ON A RIGHT HAND BEND, LEFT THE CARRIAGEWAY TO THE NEARSIDE, COLLIDED WITH A TREE AND ROLLED.
Occurred on B3078 BOWERWOOD ROAD OUTSIDE LAKEWOOD HOUSE, FORDINGBRIDGE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway Skidded and overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Tree
Nearside Age of Driver 28 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

44230071245 20/02/2023 Time 1850 Vehicles 2 Casualties 2 Serious
E:414397 N: 114185 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
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:	Exceeding speed limit	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG STATION ROAD WAS TRAVELLING ON THE WRONG SIDE OF THE ROAD AND COLLIDED WITH VEH2 (CAR) TRAVELLING NW ALONG STATION ROAD
Occurred on STATION ROAD, 40 METERS NW OF JUNCTION WITH WEST STREET, FORDINGBRIDGE, 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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 32 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
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 Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Telegraph / Electricity pole
Nearside Age of Driver 22 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 22 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FORDINGBRIDGE BACS/SR/1023/152")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	4	8	12
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	2	0	2
Horses & other	0	0	0	0
Total	0	6	10	16

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	6	7
Passenger	0	0	2	2
Motorcycle rider	0	0	2	2
Cyclist	0	2	0	2
Pedestrian	0	3	3	6
Other	0	0	0	0
Total	0	6	13	19

Accidents between dates **01/01/2019** **and** **31/12/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS ASHFORD ROAD")

Selected Polygon:MS ASHFORD ROAD

44190235440 07/07/2019 Time 1150 Vehicles 2 Casualties 1 Slight
E:413324 N: 113549 First Road: B 3078 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
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:	Road layout (eg bend, hill crest)	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING S ALONG ASHFORD ROAD TURNS LEFT ON B3078 FORDINGBRIDGE ROAD IN FRONT OF VEH2 (M/CYCLE) TRAVELLING NE ON B3078, CAUSING VEH2 TO BRAKE HEAVILY AND THE RIDER TO FALL OFF.

Occurred on B3078 FORDINGBRIDGE ROAD AT JUNCTION WITH ASHFORD ROAD, FORDINGBRIDGE, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from N 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 Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 76 Male
Non-stop, not hit Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Stopping
Vehicle movement from W 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 Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 68 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/01/2019** **and** **31/12/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS ASHFORD ROAD")

44200025535 21/01/2020 Time 1545 Vehicles 2 Casualties 2 Slight
E:413587 N: 114175 First Road: U 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: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NE ALONG ASHFORD ROAD AT SPEED AROUND A RIGHT HAND BEND, OVER A NARROW BRIDGE, CAUSED ONCOMING VEH 2 (CAR) TO SWERVE AND HIT THE BRIDGE RAILINGS AND ALSO VEH 1.
Occurred on ASHFORD ROAD AT JUNCTION WITH OLD VINERIES, FORDINGBRIDGE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from S 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Going ahead left bend
Vehicle movement from NE to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Offside Hit vehicle:
Hit object in road Bridge Side Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 9 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Casualty Reference: 2 Vehicle: 2 Age: 5 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Accidents between dates **01/01/2019** **and** **31/12/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS ASHFORD ROAD")

Notes:

Accidents involving:

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

Casualties:

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

Accidents between dates **01/01/2019** **and** **31/12/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS HARBRIDGE DROVE / ALDERHOLT ROAD")

Selected Polygon:MS HARBRIDGE DROVE / ALDERHOLT ROAD

Accidents between dates **01/01/2019 and 31/12/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS HARBRIDGE DROVE / ALDERHOLT ROAD")

44210080934 04/03/2021 Time 0839 Vehicles 3 Casualties 1 Slight
E:412963 N: 105799 First Road: B 3081 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 Wet/Damp
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:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 2	Very Likely
3rd:	Following too close	Vehicle 3	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG B3081 VERWOOD ROAD HAS BRAKED SHARPLY DUE TO AN UNKNOWN VEH EMERGING FROM ALDERHOLT ROAD. VEH 2 (CAR) TRAVELLING SE BEHIND VEH 1 HAS FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1. VEH 3 (CAR) TRAVELLING SE BEH

Occurred on B3081 VERWOOD ROAD AT THE JUNCTION WITH ALDERHOLT ROAD, SOMERLEY, HAMPSHIRE.

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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/01/2019** **and** **31/12/2023** (60) months
Selection: **Notes:**
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS HARBRIDGE DROVE / ALDERHOLT ROAD")

Vehicle Reference 3 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 Jct Approach First impact Front 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: 1 Vehicle: 3 Age: 36 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

44230080015 26/02/2023 Time 2309 Vehicles 1 Casualties 1 Slight
E:413459 N: 110320 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
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:	Swerved	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG ALDERHOLT ROAD SWERVED TO AVOID A DEER AND COLLIDED WITH A TREE TO THE OFFSIDE.
Occurred on ALBERHOLT ROAD 241 METRES SOUTH OF KENT LANE, HARBRIDGE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
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 Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Tree
O/S Age of Driver 27 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn and ind Cycle helmet: Not a cyclist

Accidents between dates **01/01/2019** **and** **31/12/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS HARBRIDGE DROVE / ALDERHOLT ROAD")

Notes:

Accidents involving:

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

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	2	2

Appendix B

M & S Traffic

Road Safety Audit Stage 1

Alderholt Meadows

Alderholt

Dorset

Date: 30th August 2022

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX   Registered in Cardiff No:06730905

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Project Title Alderholt Meadows, Alderholt

Report Title Road Safety Audit Stage 1

Revision

Status Final

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Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Tom Peters	-
Paul Basham Associates	James Rand	-

CONTENTS

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on Section 278 works associated with a mixed-use development of 1700 dwellings, circa 2 hectares of employment area and a range of local facilities presented within a Market Square, known as Alderholt Meadows, Alderholt, as detailed below:

- A new junction will be created with Ringwood Road and the internal spine road, hence the creation of the secondary access point. This will become the revised Ringwood Road, with the existing Ringwood Road south becoming a no through route to avoid rat running.
- Ringwood Road is currently subject to a 40mph speed limit in this area, however this will be reduced to a 30mph as part of the application.
- A four-armed roundabout is proposed on Hillbury Road. Hillbury Road is currently subject to a 40mph speed limit in this area; however, the 30mph speed limit will be extended south to include the new roundabout junction and it's approaches, as well as the internal spine road as part of the application.

The Audit was requested by the design organisation, Paul Basham Associates, Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG, on behalf of Dorset County Council, as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in August 2022 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site of the proposed scheme on the 24th August 2022 between 15:00 and 16:00. Weather conditions at the time were fine and the road surfaces was dry. Traffic flows were low and free flow speeds were low. There were low pedestrians flows and low cycle movements were observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standard. In terms of a collision history at either junction there is no existing collision history. In terms of trip generation, the site is proposed to generate the following number of trips. This has been agreed with Dorset Council these flows, split across the two accesses and for the varying future scenarios are demonstrated below.

Unit Type	AM Peak (0800-0900)		PM Peak (1700- 1800)	
	Ringwood Road	Hillbury Road Rbt	Ringwood Road	Hillbury Road Rbt
2033 Forecast	117	319	92	290
Development Flows	94	415	220	665
2033 Forecast + Dev	211	734	312	955

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT – RINGWOOD ROAD

3.1 General

3.1.1 **PROBLEM**

Location: Proposed buildout.

Summary: Ponding could lead to loss of control collisions.

A buildout is proposed on the southeastern side of the carriageway; however, this could lead to ponding on the northeastern side of the buildout. Ponding could lead to loss of control collisions, particularly in wet or icy conditions.

RECOMMENDATION

It is recommended the carriageway profile should be checked or that suitable drainage should be provided.

3.1.2 **PROBLEM**

Location: Proposed footway / cycleway link.

Summary: Insufficient construction details could lead to overshoot at junctions or cyclist loss of control collisions.

No construction details for the proposed footway / cycleway link were provided. Surfacing with an insufficient Polished Stone Value (PSV) could lead to overshoot at junctions or cyclist loss of control collisions in the event of sudden braking manoeuvres.

RECOMMENDATION

It is recommended that the PSV of the footway / cycleway link surface material should be a minimum of 55PSV.

3.1.3 **PROBLEM**

Location: Proposed scheme.

Summary: Ponding of surface water could lead to loss of control collisions.

Footways and associated kerbing are proposed; however, no details have been provided regarding the proposed carriageway drainage. Inadequate drainage provision could cause possible ponding, which could lead to loss of control collisions.

RECOMMENDATION

It is recommended that drainage details and carriageway profiles should be such that surface water is shed to an appropriate surface water system, where details should be supplied for assessment.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Eastern section of Ringwood Road.

Summary: Lack of available carriageway width and lack of passing bays could lead to side-swipe collisions, or vehicle to pedestrian collisions.

The dimension of eastern section of the eastern section of Ringwood Road has not been supplied for assessment, where a 2.0m footway on the northern side of the carriageway is proposed. There is concern that an insufficient carriageway width could lead to side-swipe collisions, or footway over-run and possible vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that passing movements of vehicles on the affected length of eastern section of Ringwood Road should be provided for assessment.

3.3 Junctions

3.3.1 PROBLEM

Location: Development access road junction with Ringwood Road.

Summary: Insufficient deflection could lead to high approach speeds into the eastern section of Ringwood Road that could increase the risk of side impact collisions or head on collisions at the priority working system.

Where the new access road from the development merges with Ringwood Road there is no deflection for the west to east movement. This could lead to high approach speeds into the eastern section of Ringwood Road that could increase the risk of side impact collisions at the following junction or head on collisions at the priority working system.

RECOMMENDATION

It is recommended that some deflection or traffic calming measure should be employed at the junction.

3.3.2 **PROBLEM**

Location: Proposed junction with Ringwood Road.

Summary: Insufficient information on visibility at access could lead to side impact collisions.

No details relating to the visibility splays at the access have been provided for assessment. There are existing hedgerows, where restricted visibility could lead to side impact collisions.

RECOMMENDATION

It is recommended that visibility splays should be checked fur suitability and if necessary that the hedgerows should be cut back and periodically maintained to retain visibility.

3.4 Non-Motorised User Provision

3.4.1 **PROBLEM**

Location. Proposed pedestrian crossing to the northwestern of the junction on Ringwood Road.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

The pedestrian / traffic intervisibility visibility splays at the crossing points are obstructed by vegetation. Restricted intervisibility could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the vegetation should be cut back and periodically maintained to retain visibility.

3.4.2 **PROBLEM**

Location. Proposed pedestrian crossing on the northeastern side of the carriageway at the proposed buildout on Ringwood Road.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

The pedestrian / traffic intervisibility visibility splay at the crossing point on the northeastern side of the carriageway is obstructed by vegetation. Restricted intervisibility could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the vegetation should be cut back and periodically maintained to retain visibility.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 **PROBLEM**

Location: Proposed buildout.

Summary: Insufficient warning of buildout could lead to loss of control collisions.

A buildout is proposed on the southeastern side of the carriageway; however, no indication of the buildout has been provided to traffic on the High Street. Inappropriate warning of the buildout could lead to loss of control collisions.

RECOMMENDATION

It is recommended that reflective bollards should be installed on the buildout.

4 ITEMS RAISED AT THE STAGE 1 AUDIT – HILLBURY ROAD

4.1 General

4.1.1 **PROBLEM**

Location: Approaches to the proposed roundabout.

Summary: Inappropriate surfacing could lead to overshot collisions or rear end shunt collisions.

The proposals do not include the introduction of anti-skid surfacing or detail the Polished Stone Value (PSV) to be used on the approaches to the roundabout. Surfacing with an insufficient PSV could lead to overshoot or rear end shunt collisions. Further, vehicles approaching the roundabout may be straddling two different surface types and may experience differential braking, which under sudden severe braking conditions could lead to loss of control collisions.

RECOMMENDATION

It is recommended high friction surfacing or surfacing with a high PSV should be provided on all the approaches to the roundabout.

4.1.2 **PROBLEM**

Location: Proposed roundabout.

Summary: Surface water on carriageway could lead to loss of control collisions.

Kerblines are proposed to be altered, where no details of the drainage proposal or carriageway profiles have been provided for assessment. Low or flat areas may cause ponding of surface water. This could be detrimental to road safety and could lead to loss of control accidents.

RECOMMENDATION

It is recommended drainage details and vertical profiles should be provided at Safety Audit Stage 2.

4.2 Local Alignment

4.2.1 **PROBLEM**

Location: Approaches to proposed roundabout.

Summary: Lack of forward visibility could lead to rear end shunt collisions or side impact collisions.

Stopping Sight Distances (SSDs) were provided for assessment; however, these all in part, pass over non-highway land. Restricted visibility could lead to side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that the SSDs should be within highway ownership or that a suitable covenant should be in place.

4.2.2 **PROBLEM**

Location: Southbound approach to the proposed roundabout.

Summary: Sudden transition could lead to failure to stop collisions, side impact collisions or loss of control collisions.

The roundabout is offset, where the alignment changes suddenly on the southbound approach to the roundabout. This could lead to kerb clips and potential loss of control collisions. Additionally, northbound vehicles may straddle the centre line, where there is no margin for error, which could lead to head on collisions or side-swipe collisions.

RECOMMENDATION

It is recommended that southbound approach to the roundabout should be smoothed.

4.3 Junctions

4.3.1 **PROBLEM**

Location: Proposed roundabout – western arm.

Summary: Insufficient information on entry path curvature may lead to loss of control collisions.

No detail on the entry path curvature was provided for assessment for the western arm, where the entry path governs the speed through the roundabout. If the entry path is too relaxed, this can lead to high entry speeds and conflict with circulating traffic. If the curvature is too sharp, then research has shown that there is a rise in single vehicle accidents resulting from loss of control on the approach to the roundabout.

RECOMMENDATION

It is recommended that the entry path curvature should not exceed 100m.

4.3.2 **PROBLEM**

Location: Proposed roundabout.

Summary: Low angle of entry may increase the risk of side impact collisions.

The angle of entry was provided for assessment, where for three of the arms, the angle of entry was less than twenty degrees. Low angles of entry could force drivers to look over their shoulders or use their mirrors to merge with circulating traffic, increasing the risk of side impact collisions.

RECOMMENDATION

It is recommended that the angle of entry should lie between 20^o and 60^o.

4.4 Non-Motorised User Provision

4.4.1 No comment.

4.5 Road Signs, Carriageway Markings and Lighting

4.5.1 **PROBLEM**

Location: North and southbound approaches to the proposed roundabout.

Summary: Sudden transition could lead to failure to stop collisions, side impact collisions or loss of control collisions.

The roundabout is offset and the horizontal alignment changes suddenly on the north and southbound approaches to the roundabout. There is concern that any ‘Sharp deviation’ and ‘vehicular traffic must proceed in the direction indicated by the arrow’ signage will not be seen from a sufficient distance from the roundabout. This could lead to confusion and late decision making on the approaches to the roundabout and higher approach speeds, which could lead to failure to stop collisions, side impact collisions or loss of control collisions.

RECOMMENDATION

It is recommended that additional ‘Sharp deviation’ signs to diagram 515 should be installed on these approaches.

4.5.2 **PROBLEM**

Location: North and southbound approaches to the proposed roundabout.

Summary: Offset roundabout could lead to loss of control collisions or side impact collisions during the hours of darkness.

The roundabout is offset to the west on of the north / south alignment and during the hours of darkness traffic may misinterpret the alignment to indicate a priority junction, which could lead to loss of control collisions or side impact collisions.

RECOMMENDATION

It is recommended that ‘Roundabout Ahead’ signs to diagram 510 should be provided on both sides of the carriageway and that advanced directional signs should be installed showing the offset roundabout. It is also recommended that any advanced directional signs should be passive.

5 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

5.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

5.2 The Audit Team had no issues to raise within this section.

6 AUDITOR TEAM STATEMENT

6.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: [redacted]

Date: 30/08/2022

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: [redacted]

Date: 30/08/2022

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
020.5766-0100	Engineering Layout
132.0001.002 A	Ringwood Road, Site Access Arrangements
132.0001.003	Ringwood Road, Site Access Swept Path Analysis
132.0001.005 B	Hillbury Road, Site Access Arrangements
132.0001.006	Hillbury Road, Site Access Swept Path Analysis

Supporting Documentation:

- Road Safety Audit Brief (ref: 132.0001.RSAB/1), Paul Basham Associates.
- ARCADY 9 - Roundabout Module, Site Access Hillbury Road Roundabout, August 2022.
- Indicative Master Plan, Scott Worsfold Associates.
- Covering emails, Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Alderholt Meadows, Alderholt

Date Audit Completed 30th August 2022.

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.1.1 **Location**: Proposed buildout. **Summary:** Ponding could lead to loss of control collisions. A buildout is proposed on the southeastern side of the carriageway; however, this could lead to ponding on the northeastern side of the buildout. Ponding could lead to loss of control collisions, particularly in wet or icy conditions.	It is recommended the carriageway profile should be checked or that suitable drainage should be provided.	It is considered that this is a matter for detailed design stage. Drawing 132.0001.002D includes Note 9 to confirm the drainage design will accord with the relevant guidance.		
3.1.2 **Location**: Proposed footway / cycleway link. **Summary:** Insufficient construction details could lead to overshoot at junctions or cyclist loss of	It is recommended that the PSV of the footway / cycleway link surface material should be a minimum of 55PSV.	Accepted. Drawing 132.0001.002D specifies the PSV will be 68+.		

control collisions. No construction details for the proposed footway / cycleway link were provided. Surfacing with an insufficient Polished Stone Value (PSV) could lead to overshoot at junctions or cyclist loss of control collisions in the event of sudden braking manoeuvres.				
3.1.3 **Location**: Proposed scheme. **Summary:** Ponding of surface water could lead to loss of control collisions. Footways and associated kerbing are proposed; however, no details have been provided regarding the proposed carriageway drainage. Inadequate drainage provision could cause possible ponding, which could lead to loss of control collisions.	It is recommended that drainage details and carriageway profiles should be such that surface water is shed to an appropriate surface water system, where details should be supplied for assessment.	It is considered that this is a matter for detailed design stage. Drawing 132.0001.002D includes Note 9 to confirm the drainage design will accord with the relevant guidance.		
3.2.1 **Location**: Eastern section of Ringwood Road. **Summary:** Lack of available carriageway width and lack of passing bays could lead to side-	It is recommended that passing movements of vehicles on the affected length of eastern section of Ringwood Road should be provided for	The Eastern section of Ringwood Road measures 4.8m which is sufficient for a large vehicle and a car to pass. The highway authority accept the detailed design here can be secured by condition.		

swipe collisions, or vehicle to pedestrian collisions. The dimension of eastern section of the eastern section of Ringwood Road has not been supplied for assessment, where a 2.0m footway on the northern side of the carriageway is proposed. There is concern that an insufficient carriageway width could lead to side-swipe collisions, or footway over-run and possible vehicle to pedestrian collisions.	assessment.			
3.3.1 **Location:** Development access road junction with Ringwood Road. **Summary:** Insufficient deflection could lead to high approach speeds into the eastern section of Ringwood Road that could increase the risk of side impact collisions or head on collisions at the priority working system. Where the new access road from the development merges with Ringwood Road there is no deflection for the west to east movement. This could lead to high approach speeds into the eastern	It is recommended that some deflection or traffic calming measure should be employed at the junction.	Accepted. The proposed design has been amended to simplify the junction, which negates the need for deflection here. This is shown on drawing 132.0001.002D. Vehicle tracking has been undertaken to demonstrate the suitability of the revised design, as per drawing 132.0001.003B.		

section of Ringwood Road that could increase the risk of side impact collisions at the following junction or head on collisions at the priority working system.				
3.3.2 **Location:** Proposed junction with Ringwood Road. **Summary:** Insufficient information on visibility at access could lead to side impact collisions. No details relating to the visibility splays at the access have been provided for assessment. There are existing hedgerows, where restricted visibility could lead to side impact collisions.	It is recommended that visibility splays should be checked for suitability and if necessary that the hedgerows should be cut back and periodically maintained to retain visibility.	Accepted. The design has been amended as per drawing 132.0001.002D to remove the need for visibility splays in this location. More generally, any vegetation within visibility splays will be maintained below 0.6m and above 2.0m in height and this has been clarified on the drawing.		
3.4.1 **Location**. Proposed pedestrian crossing to the northwestern of the junction on Ringwood Road. **Summary:** Restricted visibility could lead to vehicle to pedestrian collisions. The pedestrian / traffic intervisibility visibility splays at the crossing points are	It is recommended that the vegetation should be cut back and periodically maintained to retain visibility.	Accepted. Any vegetation within visibility splays will be maintained below 0.6m and above 2.0m in height and this has been clarified on the proposed drawing 132.0001.002D		

obstructed by vegetation. Restricted intervisibility could lead to vehicle to pedestrian collisions.				
3.4.2 **Location**. Proposed pedestrian crossing on the northeastern side of the carriageway at the proposed buildout on Ringwood Road. **Summary:** Restricted visibility could lead to vehicle to pedestrian collisions. The pedestrian / traffic intervisibility visibility splay at the crossing point on the northeastern side of the carriageway is obstructed by vegetation. Restricted intervisibility could lead to vehicle to pedestrian collisions.	It is recommended that the vegetation should be cut back and periodically maintained to retain visibility.	Accepted. Any vegetation within visibility splays will be maintained below 0.6m and above 2.0m in height and this has been clarified on the proposed drawing 132.0001.002D		
3.5.1 **Location**: Proposed buildout. **Summary:** Insufficient warning of buildout could lead to loss of control collisions. A buildout is proposed on the southeastern side of the carriageway; however, no indication of the	It is recommended that reflective bollards should be installed on the buildout.	Accepted. Reflective bollards have been shown indicatively on the drawing 132.0001.002D, to be further progressed at detailed design stage.		

buildout has been provided to traffic on the High Street. Inappropriate warning of the buildout could lead to loss of control collisions.				
4.1.1 **Location:** Approaches to the proposed roundabout. **Summary:** Inappropriate surfacing could lead to overshot collisions or rear end shunt collisions. The proposals do not include the introduction of anti-skid surfacing or detail the Polished Stone Value (PSV) to be used on the approaches to the roundabout. Surfacing with an insufficient PSV could lead to overshoot or rear end shunt collisions. Further, vehicles approaching the roundabout may be straddling two different surface types and may experience differential braking, which under sudden severe braking conditions could lead to loss of control collisions.	It is recommended high friction surfacing or surfacing with a high PSV should be provided on all the approaches to the roundabout.	Accepted. This has been shown on the revised scheme design 132.0001.005E with a minimum PSV value of 68 specified.		
4.1.2 **Location**: Proposed roundabout.	It is recommended drainage details and vertical profiles should	Accepted.		

Summary: Surface water on carriageway could lead to loss of control collisions. Kerblines are proposed to be altered, where no details of the drainage proposal or carriageway profiles have been provided for assessment. Low or flat areas may cause ponding of surface water. This could be detrimental to road safety and could lead to loss of control accidents.	be provided at Safety Audit Stage 2.			
4.2.1 **Location**: Approaches to proposed roundabout. **Summary:** Lack of forward visibility could lead to rear end shunt collisions or side impact collisions. Stopping Sight Distances (SSDs) were provided for assessment; however, these all in part, pass over non-highway land. Restricted visibility could lead to side impact collisions or rear end shunts.	It is recommended that the SSDs should be within highway ownership or that a suitable covenant should be in place.	Accepted. SSDs will be either restricted through a covenant or dedicated as highway land as part of the S38 process and a note has been included within drawing 132.0001.005E to this effect.		
4.2.2 **Location:** Southbound approach to the proposed roundabout.	It is recommended that southbound approach to the roundabout should be smoothed.	Accepted. The northern approach has been revised to a smoother approach without detrimentally impacting the requisite deflection, as shown on drawing 132.0001.005E		

Summary: Sudden transition could lead to failure to stop collisions, side impact collisions or loss of control collisions. The roundabout is offset, where the alignment changes suddenly on the southbound approach to the roundabout. This could lead to kerb clips and potential loss of control collisions. Additionally, northbound vehicles may straddle the centre line, where there is no margin for error, which could lead to head on collisions or side-swipe collisions.				
4.3.1 **Location**: Proposed roundabout – western arm. **Summary:** Insufficient information on entry path curvature may lead to loss of control collisions. No detail on the entry path curvature was provided for assessment for the western arm, where the entry path governs the speed through the roundabout. If the entry path is too relaxed, this can lead to high entry speeds and conflict with	It is recommended that the entry path curvature should not exceed 100m.	The entry path of the western arm of the roundabout measures c. 83m ad is therefore considered acceptable. This dimension has been added to the drawing 132.0001.005E for completeness.		

circulating traffic. If the curvature is too sharp, then research has shown that there is a rise in single vehicle accidents resulting from loss of control on the approach to the roundabout.				
4.3.2 **Location**: Proposed roundabout. **Summary:** Low angle of entry may increase the risk of side impact collisions. The angle of entry was provided for assessment, where for three of the arms, the angle of entry was less than twenty degrees. Low angles of entry could force drivers to look over their shoulders or use their mirrors to merge with circulating traffic, increasing the risk of side impact collisions.	It is recommended that the angle of entry should lie between 20^o and $60^{o.}$	Accepted. The approach arms and angle of entry have been revised to ensure a minimum 20^o is achieved as shown on drawing 132.0001.005E		
4.5.1 **Location:** North and southbound approaches to the proposed roundabout. **Summary:** Sudden transition could lead to failure to stop collisions, side impact collisions or loss of control collisions.	It is recommended that additional ‘Sharp deviation’ signs to diagram 515 should be installed on these approaches.	Accepted. Details of this signage have been provided on drawing 132.0001.005E.		

The roundabout is offset and the horizontal alignment changes suddenly on the north and southbound approaches to the roundabout. There is concern that any 'Sharp deviation' and 'vehicular traffic must proceed in the direction indicated by the arrow' signage will not be seen from a sufficient distance from the roundabout. This could lead to confusion and late decision making on the approaches to the roundabout and higher approach speeds, which could lead to failure to stop collisions, side impact collisions or loss of control collisions				
4.5.2 **Location:** North and southbound approaches to the proposed roundabout. **Summary:** Offset roundabout could lead to loss of control collisions or side impact collisions during the hours of darkness. The roundabout is offset to the west on of the north / south alignment	It is recommended that 'Roundabout Ahead' signs to diagram 510 should be provided on both sides of the carriageway and that advanced directional signs should be installed showing the offset roundabout. It is also recommended that any advanced directional signs should be passive.	Accepted. Details of this signage have been provided on drawing 132.0001.005E.		

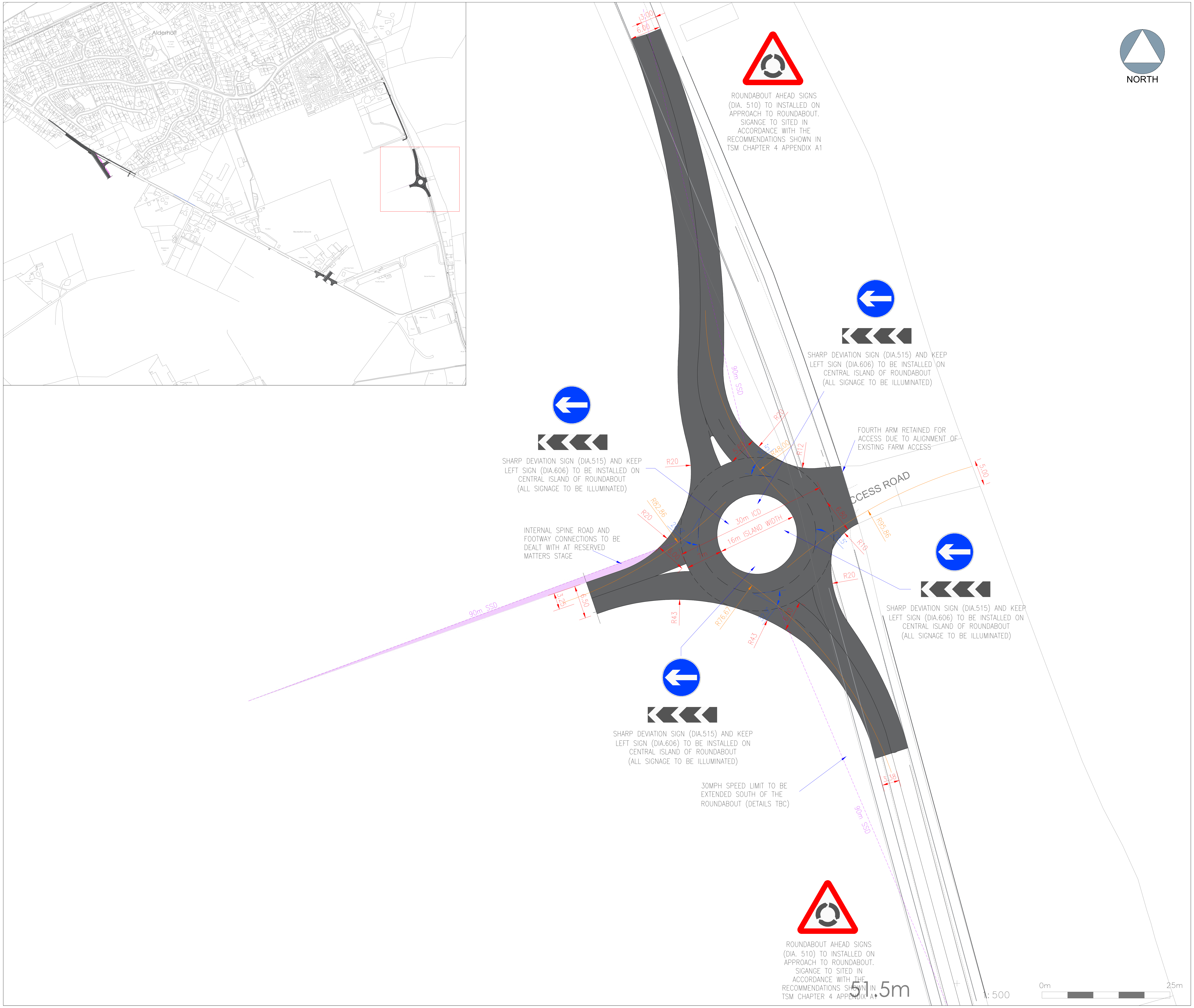
and during the hours of darkness traffic may misinterpret the alignment to indicate a priority junction, which could lead to loss of control collisions or side impact collisions				

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Alderholt Meadows, Alderholt	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	
Signed	
Position	
Organisation	
Date	

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

<table>
<tr><td colspan="2">PROJECT NAME: Stage 1 Alderholt Meadows, Alderholt</td></tr>
<tr><td colspan="2">On behalf of the Overseeing Organisation I certify that:
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and
2) The agreed RSA actions will be progressed.</td></tr>
<tr><td>Name</td><td></td></tr>
<tr><td>Signed</td><td></td></tr>
<tr><td>Position</td><td></td></tr>
<tr><td>Organisation</td><td></td></tr>
<tr><td>Date</td><td></td></tr>
</table>



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. PROPOSED JUNCTION WORKS TO BE ILLUMINATED IN ACCORDANCE WITH AN APPROVED STREET LIGHTING DESIGN. LIGHTING DESIGN AND ILLUMINATION REQUIREMENTS TO BE UNDERTAKEN AND APPROVED AT DETAILED DESIGN STAGES.
7. PROPOSED VERTICAL ALIGNMENT AND LEVEL DESIGN OF ROUNDABOUT TO COMPLY WITH DMRB CD116 AND LHA DESIGN REQUIREMENTS. DESIGN TO BE UNDERTAKEN AND APPROVED AT DETAILED DESIGN STAGES.
8. DRAINAGE DESIGN OF ROUNDABOUT TO BE IN ACCORDANCE WITH CD116 AND LHA DRAINAGE DESIGN REQUIREMENTS. DESIGN TO BE UNDERTAKEN AND APPROVED AT DETAILED DESIGN STAGES.
9. VISIBILITY SPLAYS TO BE RESTRICTED EITHER THROUGH A COVENANT OR DEDICATED AS HIGHWAY LAND AS PART OF THE S38 PROCESS.

LEGEND

PROPOSED CARRIAGEWAY SURFACING. MINIMUM PSV 68+ ON APPROACH TO ROUNDABOUT – FINAL EXTENT OF SURFACING ON APPROACHES TO BE AGREED AT DETAILED DESIGN STAGES

AREA WITHIN VISIBILITY SPLAY ENVELOPE TO BE SAFEGUARDED AND KEPT CLEAR OF OBSTRUCTIONS. ANY LANDSCAPING TO BE KEPT BELOW THE REQUIRED HEIGHTS TO ENSURE VISIBILITY IS MAINTAINED AS SET OUT IN DMRB CD109 3.1

Rev	Description	Date	By	Chkd
E	ADDITIONAL NOTES	21.03.24	TP	JR
D	UPDATES FOLLOWING LHA COMMENTS	24.11.23	CJL	TP
C	MINOR AMENDMENTS FOLLOWING RSA	27.10.22	TP	HC
B	GEOMETRIES ADDED	22.08.22	CJL	JR
A	ROUNDABOUT REALIGNED	29.07.22	TP	JR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

Title
HILLBURY ROAD
SITE ACCESS ARRANGEMENTS

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JR	27.07.22	TP	27.07.22

Client Drawing No.	Scale
	1:500 (AT A2 SIZE)

PBA Drawing No.	Revision
132.0001.005	E

GENERAL NOTES

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8. DETAILS OF TRAFFIC CALMING AND PROPOSED FOOTWAY ALONG RINGWOOD ROAD IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH DORSET COUNCIL HIGHWAYS OFFICERS.
9. DRAINAGE DESIGN TO BE IN ACCORDANCE WITH CD123 AND LHA DRAINAGE DESIGN REQUIREMENTS. DESIGN TO BE UNDERTAKEN AND APPROVED AT DETAILED DESIGN STAGES.

KEY:

EXTENT OF PUBLIC HIGHWAY (BASED ON INFORMATION PROVIDED BY DORSET COUNCIL)

VISIBILITY SPLAYS - TO BE SAFEGUARDED AND KEPT CLEAR OF OBSTRUCTIONS. ANY LANDSCAPING TO BE KEPT BELOW THE REQUIRED HEIGHTS TO ENSURE VISIBILITY IS MAINTAINED AS SET OUT IN DMRB CD109 3.1 AND MFS AS APPROPRIATE.

PROPOSED CARRIAGEWAY SURFACING WITH A MINMUM PSV OF 68+. FINAL EXTENT OF SURFACING TO BE AGREED AT DETAILED DESIGN STAGES.

NORTH

Rev	Description	Date	By	Chkd
D	ADDITIONAL NOTES	20.03.24	TP	JR
C	REVISED ALIGNMENT	21.12.23	TP	JR
B	MINOR AMMENDMENTS FOLLOWING RSA	27.10.22	TP	HC
A	MINOR AMMENDMENTS	08.08.22	TP	JR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

Title
RINGWOOD ROAD
SITE ACCESS ARRANGEMENTS

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JR	27.07.22	TP	27.07.22

Client Drawing No.

Scale
1:500 (AT A2 SIZE)

PBA Drawing No.
132.0001.002

Revision
D

Appendix C

ALDERHOLT MEADOWS, ALDERHOLT

Walking, Cycling and Horse-Riding Assessment and Review

April 2024

Dudsbury Homes (Southern) Ltd

MIXED USE DEVELOPMENT
ALDERHOLT MEADOWS
ALDERHOLT

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

CONTROLLED DOCUMENT

Document No:	132.0001/WCHAR/3	
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Checked by:	Tom Peters	October 2022
Approved by:	James Rand	October 2022

Revision Record				
Rev.	*Date*	*By*	*Summary of Changes*	*Aprvd*
2	October '22	TP	Client Comment and Finalised Layout	JR
3	April '24	LM	Amended strategy, additional links considered, revised trip generation	JR

Dudsbury Homes (Southern) Ltd
The Studio
Ferndown Forest Golf Club
Forest Links Road
Ferndown
Dorset
BH22 9PH

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

MIXED USE DEVELOPMENT
ALDERHOLT MEADOWS
ALDERHOLT

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

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1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of **Dudsbury Homes (Southern) Ltd** to support a planning application for a mixed-use development on Land at Alderholt, Fordingbridge, known as Alderholt Meadows. The development comprises 1,700 dwellings with a wide variety of local facilities and amenities to benefit both existing and future residents including a large village square and 2ha of formal employment land.

1.2 The application site is located to the south of Alderholt. The site location is displayed within **Figure 1**, with the illustrative site masterplan attached within **Appendix A**.

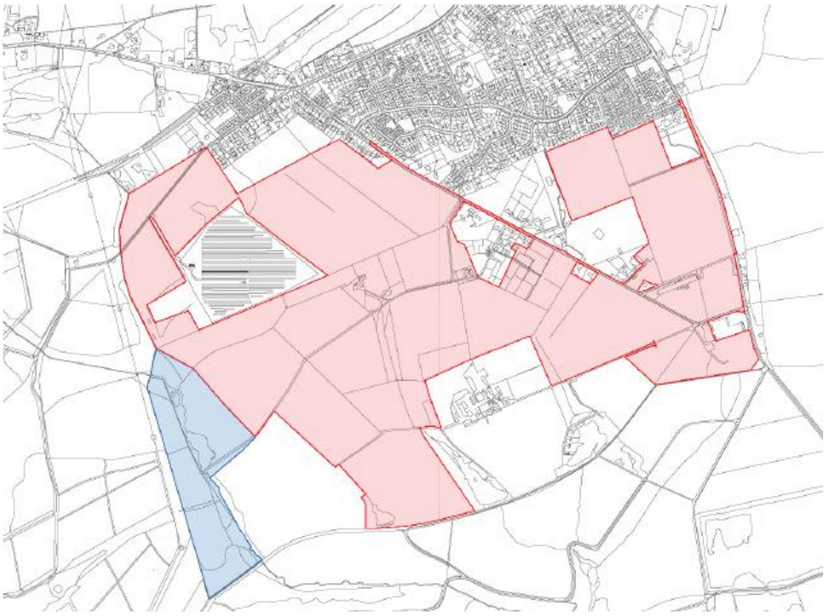


Figure 1: Site Context Plan

1.3 Paul Basham Associates have prepared a Transport Assessment (TA) and Travel Plan (TP) as part of this application, and these reports should be read alongside this WCHAR.

1.4 The scope of the highways input required for the application was discussed with Dorset Council highways officers through pre-application consultations. This WCHAR has been prepared to ensure that the existing walking, cycling and equestrian environment in the vicinity of the site provides suitable access to/from the site, or if this is not the case that suitable improvements are provided.

1.5 Route improvements have also been considered against likely demand and whether improvements would realistically encourage people to use this route or whether alternative (including alternative destinations) would be more attractive. This WCHAR will review the existing conditions of the routes (including PROW and local footpaths) across the site and those used to access the site, before assessing the potential for upgrades and accommodating cyclists and equestrians.

Proposed Highway Scheme

1.6 The existing site is located both north and south of Ringwood Road. The development will be accessed via two separate points. The primary new access point will be located on Hillbury Road and will take the form of a new roundabout, which has been designed to accommodate the proposed level and type of traffic anticipated. The four arm roundabout will join Hillbury Road north and south with the new internal spine road forming the western arm and a farm access serving the existing farmland forming the eastern arm. The three main arms all have widening on the approach to ensure sufficient capacity and manoeuvrability of large vehicles, whilst ensuring some residual capacity is. The site access is currently located within a 40mph speed limit, however as part of this junction work the intention is to extend the 30mph speed limit south along Hillbury Road to include the access roundabout.

1.7 The other point of vehicular access to the development would be provided via Ringwood Road, which would be diverted southwards to become the main spine road of the development. The existing alignment would form the minor arm of a priority junction.

1.8 A new spine road would connect the two access points. Although the application is outline in nature (and therefore internal details are not for approval at this stage), sufficient space is identified for footway/cycleway provision adjoining the carriageway.

1.9 Alongside the vehicular accesses, pedestrian improvements are proposed. As part of the development proposals a 2m wide footway will be provided along the western edge of Hillbury Road continuing south from Hillbury Park into the proposed development. Additional / improved pedestrian links to Birchwood Drive and the footpath adjacent to the recreation ground will be provided to improve pedestrian permeability.

1.10 As part of the proposed vehicular access onto Ringwood Road, a 2m footway extension is proposed along the northern side of Ringwood Road, up to the point where the footway from Broomfield Drive connects onto Ringwood Road. At this point a traffic calming scheme is proposed which will shorten the distance for pedestrians to cross over Ringwood Road and provide a connection into the site. Advisory cycle lanes are proposed on Ringwood Road from Station Road to the site access, at which point a dedicated footway/cycleway will be provided.

1.11 The existing alignment of Ringwood Road will be severed by the proposed spine road and retained to provide access to existing properties. As a result, traffic volumes will reduce and it will become more attractive to pedestrians and cyclists. There are a number of treatment options under consideration and it has been agreed that these can be secured by condition.

1.12 Additionally, a number of off-site improvements are proposed. Most notably, a review was undertaken to determine whether cycling improvements could be made along Station Road. Given this link accommodates a reasonable level of traffic, reducing the road width to accommodate a shared footway/cycleway would be detrimental to the flow of traffic and result in an overengineered solution given the character of the area. Therefore, it is proposed that advisory cycle lanes along both sides of the carriageway are provided and that the centre line of Station Road be removed. This will enable cyclists to have allocated road space and the removal of the centreline will help to slow traffic.

1.13 Financial contributions are proposed to improve existing PROWs between Hillbury Road and the B3078 to enable cycling. A dedicated cycle facility is proposed alongside the B3078 between an existing garden centre and Ashford Road. Signage and road markings are proposed on Ashford Road to advise other road users of cyclists' presence.

2. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT

2.1 Various documents have been considered as part of the development proposals and this assessment, as detailed within the TA & TP. This includes the NPPF, local transport plans and other development plan documents.

Collision Data

2.2 An analysis of the historic personal injury road traffic collisions on the highway within the vicinity of the site has been undertaken. This is fully detailed within the TA and has not been completely replicated here, instead the focus below is on those serious or fatal incidents that involved pedestrians, cyclists or equestrians.

2.3 The study area for this analysis is shown below in **Figure 2**. This information has been reviewed utilising the CrashMap database for the five-year period from 01-01-17 to 31-12-21. Across the study area there were a total of 46 collisions, which comprised 31 categorised as slight, 14 serious and 1 fatal.

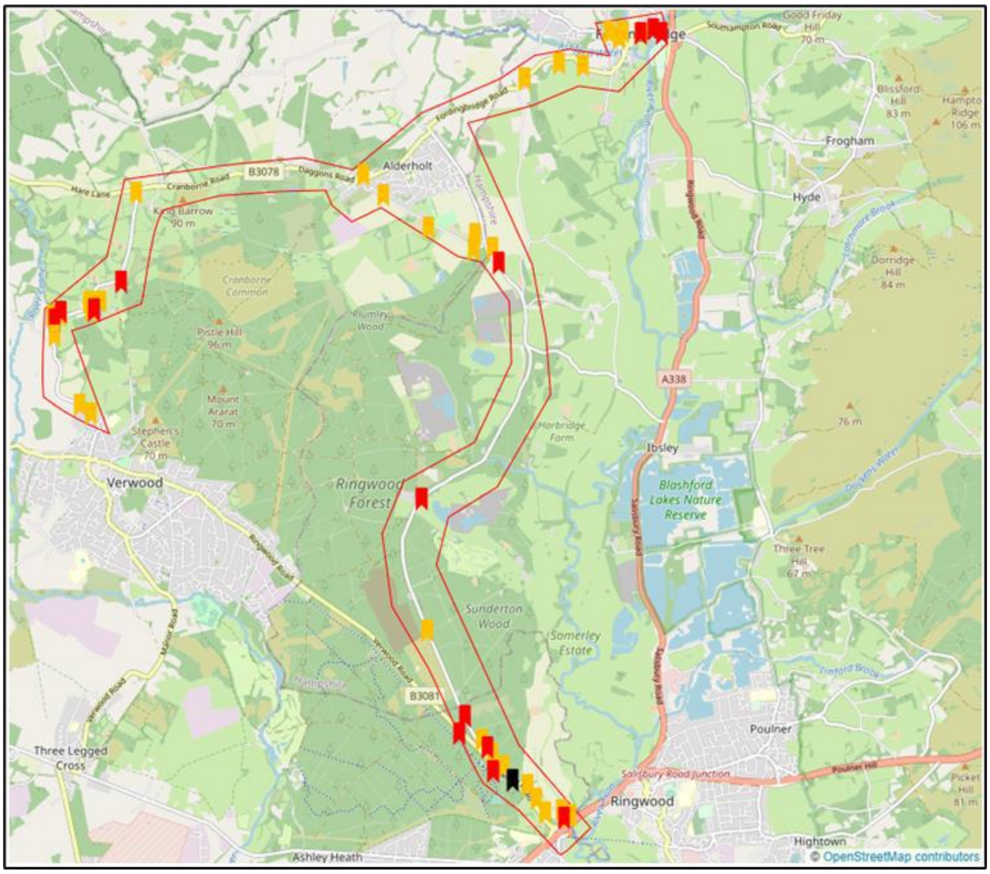


Figure 2: PIA Data Study Area

2.4 One serious incident occurred when a car collided with a pedestrian who was standing in the carriageway on Harbridge Drove. Given this occurred at 1800 in February, it is likely this occurred in the dark. This appears to be an isolated event, suggesting that there is no inherent highway safety issue. However, pedestrian routes in this area will be reviewed as part of this WCHAR.

2.5 Three serious collisions occurred in Fordingbridge, which all involved pedestrians or cyclists. The first collision was on Bridge Street and occurred when a pedestrian crossed Bridge Street using the signalised crossing from the off-side of the vehicle and so the driver likely failed to see the pedestrian. The remaining two serious collisions involved cyclists. The first at the mini-roundabout occurred with no other vehicle present, and the second on High Street when a cyclist changed lane and collided with a car. Although any collision is regrettable, the information does not suggest inherent flaws with the design of the road network, rather a result of road user behaviour.

Public Transport

2.6 Currently the local area is served by bus service number 97, which is funded by Alderholt, Knowlton and Cranborne Parish Councils. It currently routes along Station Road, Ringwood Road and Hillbury Road, utilising Earlswood Drive to connect between Ringwood Road and Hillbury Road. The service runs Tuesday, Wednesday and Friday every 2 hours between 09:34 and 13:42.

2.7 There are numerous bus stops located along Birchwood Drive and Earlswood Drive. The bus stops vary in provision of facilities, with one providing a shelter, bench and a single post with a flag and printed timetable, whilst others are simply provided with just the latter.

2.8 The current public transport options are very limited with just one, infrequent bus service available. This therefore indicates a reliance upon private car ownership to commute and access services to meet daily needs outside of Alderholt.

2.9 As part of the proposed development financial contributions will be provided to deliver a high frequency, reliable bus service.

Trip Generators

2.10 Following a thorough review of likely trip generation by the development, as detailed within the Transport Assessment and subsequent Education Trip Generation Technical Note, the proposed development is expected to generate 972 and 1061 vehicular trips in the AM and PM peak periods respectively. However, as detailed in the TA, the proposed scheme includes new facilities and employment opportunities including a new school, shops, GP surgery and cafés, which would result in a number of existing trips being removed from the local road network. Therefore, the proposed development is expected to result in a net increase of 872 and 934 trips in the AM and PM peak periods respectively.

2.11 A multi-modal assessment of the proposed development has also been carried out. These are set out below in **Table 1**. These are estimates of the trips generated solely by the development, i.e. not encompassing trips associated with existing residents. Internal refers to trips within Alderholt, external outside of Alderholt.

Unit Type	AM Peak (0800-0900)						PM Peak (1700-1800)					
	Driver	Passenger	Bus	Walk	Cycle	Total	Driver	Passenger	Bus	Walk	Cycle	Total
Internal	0	0	21	671	173	865	0	0	29	502	133	665
External	974	129	220	0	27	1349	1061	126	46	0	33	1265
Total	974	129	241	671	200	2214	1061	126	75	502	165	1930
Internal Mode Share	-	-	2%	78%	20%	100%	-	-	4%	76%	20%	100%
External Mode Share	72%	10%	16%	0%	2%	100%	84%	10%	4%	0%	3%	100%
Overall Mode Share	44%	6%	11%	30%	9%	100%	55%	7%	4%	26%	9%	100%

Table 1: Multi-Modal Trip Rates

Site Visit

2.12 A site visit was originally undertaken in May 2022 during daylight and dry conditions. The site visit took the form of walking and cycling along all available pedestrian, cyclist and equestrian facilities within the red study area shown within **Figure 3**. An additional site visit was subsequently undertaken to walk along the routes in the blue study area.

Figure 3: Scope of Assessment

2.13 The level of use and condition/suitability of each route during the site visit was assessed and potential improvements, repairs and connections were considered. The primary findings of the site visit were as follows:

- Pedestrian connections within the existing settlement of Alderholt are of generally good quality;
- There is very little cycle infrastructure;
- There are a number of PRoWs that can be utilised by existing and future residents; and
- There are a number of opportunities to improve pedestrian and cycle connections to/from the proposed site.

Consultation with Key Stakeholders

2.14 Discussions have taken place with key stakeholders through the pre-application process, including Dorset Council. A public consultation event also took place on Friday 1st July 2022.

Existing pedestrian, cyclist and equestrian facilities

2.15 The existing pedestrian, cyclist and equestrian facilities and their condition are provided in chapter 3.

Walking, cycling and horse-riding survey data

2.16 Traffic survey data has been collected which includes quantification of cyclists:

- B3078 West of Batterley Drove: c. 4 per weekday, vast majority outside peak hours (March 2024 ATC)
- B3078 East of Batterley Drove: c. 13 per weekday, vast majority outside peak hours (March 2024 ATC)
- B3078 between Garden Centre & Ashford Road: c. 11 per weekday, c. 2 in peaks per weekday (Dec 2023 ATC)

- Ringwood Road, East of Earlswood Drive: c. 21 per weekday, 4 in peaks per weekday (July 2018 ATC)
- Hillbury Road, north of Ringwood Road: c. 18 per weekday, 3 in peaks per weekday (July 2018 ATC)

3. EXISTING PEDESTRIAN, CYCLIST AND EQUESTRIAN FACILITIES

3.1 There are a number of walking, cycling and equestrian routes in and around Alderholt as shown in **Figure 4**. Within the settlement, there are very few dedicated cyclist or equestrian facilities.

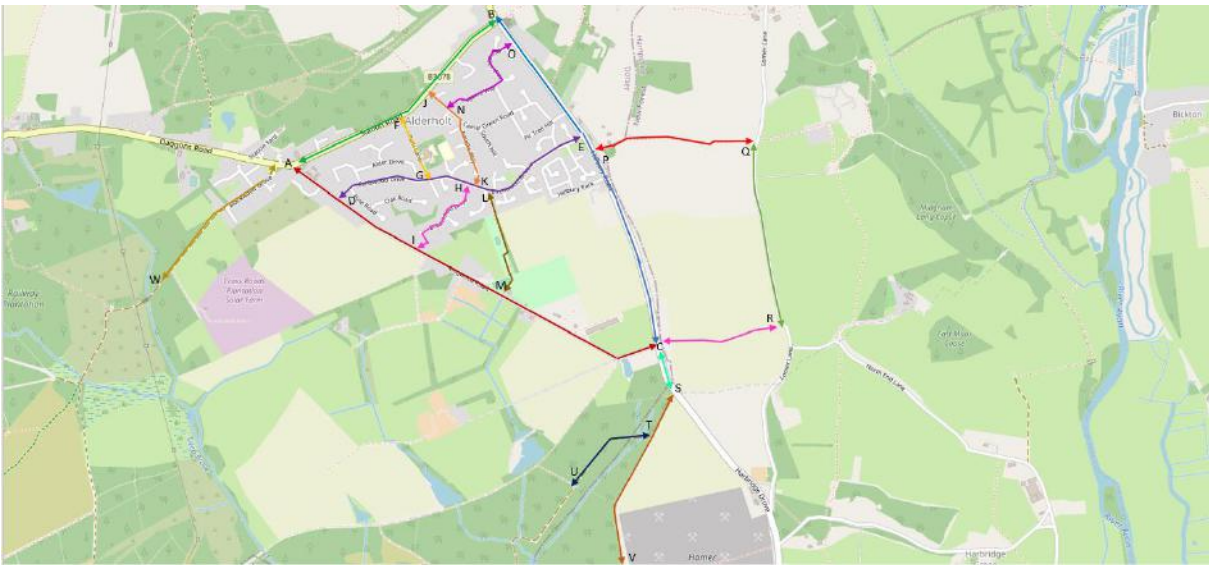


Figure 4: Walking, Cycling and Equestrian Routes in the Local Area

Route A – B

3.2 Route A to B runs along Station Road, with **Figure 5** below displaying the route and other connections discussed in further detail below. Station Road forms part of the B3078 and forms the northern boundary of the existing settlement. There are continuous, lit footways that flank both sides of Station Road measuring 1.5-2m in width. There are dropped kerbs in place across all junctions to support safe pedestrian passage. The footways along Station Road are illustrated in **Photographs 1** and **2**. There are some amenities located along Station Road, such as Alderholt village hall and café.

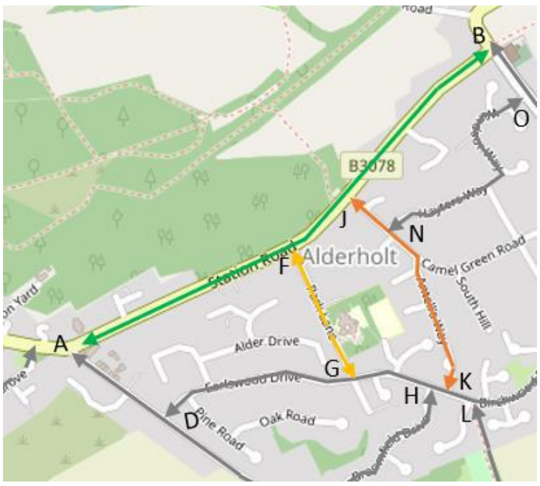


Figure 5: Route A – B and other Relevant Routes

Photograph 1: Footway along Station Road

Photograph 2: Crossing Infrastructure along Station Road

Route F-G & J-K

3.3 Station Road provides access to other routes within Alderholt such as Park Lane (F-G) via Route 'F' and Camel Green Road / Antell's Way (J-K) via Route 'J'. Park Lane has footways on both sides of the carriageway and provides access to the existing First School & Nursery. Camel Green Road & Antell's Way are both residential in nature and do not have any dedicated pedestrian facilities, although vehicle speeds are likely to be low.

3.4 In this area, additional pedestrian and cyclist trips from the development are anticipated to/from the school. Additional trips will also be generated by existing Alderholt residents travelling towards the new facilities provided by the site.

Route A – C

3.5 Route A to C runs along Ringwood Road, which will be re-routed as part of the development proposals. **Figure 6** outlines this route and other relevant connections. The northwestern section of Ringwood Road is residential in nature whilst the southeastern section becomes increasingly rural in nature.

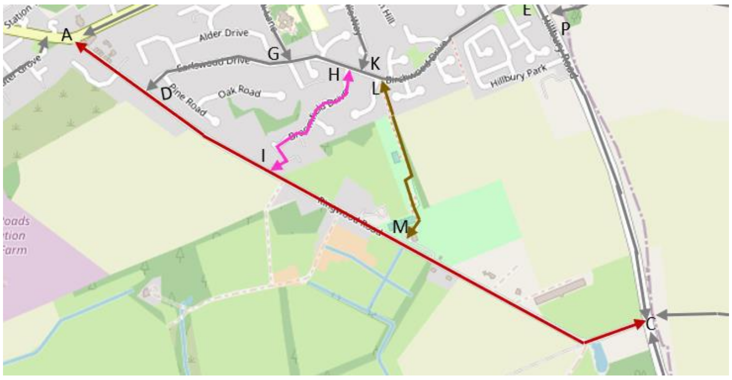


Figure 6: Route A – C and other Relevant Routes

3.6 Along Ringwood Road, within the existing settlement there are footways which are occasionally lit and measure approximately 1.5/2m in width. There are also dropped kerbs strategically in place to facilitate safe crossing across junctions. The footways along this section of Ringwood Road are pictured in **Photographs 3** and **4**. The footways along this section of Ringwood Road provide access to some of the local amenities in Alderholt, most notably the Co-op store towards the northern end of Ringwood Road.

Photograph 3: Footway along Ringwood Road

Photograph 4: Crossing Point along Ringwood Road

3.7 Southeast of the existing properties, Ringwood Road becomes increasingly rural in nature with no existing footways present, resulting in pedestrians being required to walk on the carriageway. This is shown within **Photographs 5** and **6**.

Photograph 5: Existing Conditions along Ringwood Road

Photograph 6: Existing Conditions along Ringwood Road

Route I-H

3.8 There is a footpath providing access from Ringwood Road onto Broomfield Drive through to Birchwood Drive. The lit footpath measures approx. 1.5m wide and runs along the side of residential dwellings, with barriers at both ends. The footpath is shown within **Photographs 7** and **8**. This provides a useful pedestrian route for residents of the development to access the school, and residents of Alderholt to reach the on-site facilities.

Photograph 7: Footpath at Route 'I' Broomfield Drive End

Photograph 8: Footpath at Route 'I' Ringwood Road End

Route L – M

3.9 Ringwood Road provides access to Alderholt Recreation Ground where there is a hardstanding footpath that connects to Birchwood Drive. The footpath varies in width from 1m at its narrowest through the recreation ground, to 2.5m at its widest when passing between residential houses and is occasionally lit. This footpath is demonstrated in **Photographs 9** and **10**. This provides a good link between existing and future areas of Alderholt.

Photograph 9: Footpath along Alderholt Recreation Ground

Photograph 10: Footpath towards Route 'L'

Route B – C

3.10 Route B to C is along Hillbury Road, which runs continuously along the eastern boundary of Alderholt. The northern section of Hillbury Road is residential whilst the southern section is increasingly rural. Route B – C and other connections along the route are displayed in **Figure 7**, with the existing conditions along Hilbury Road illustrated in **Photographs 11** and **12**.

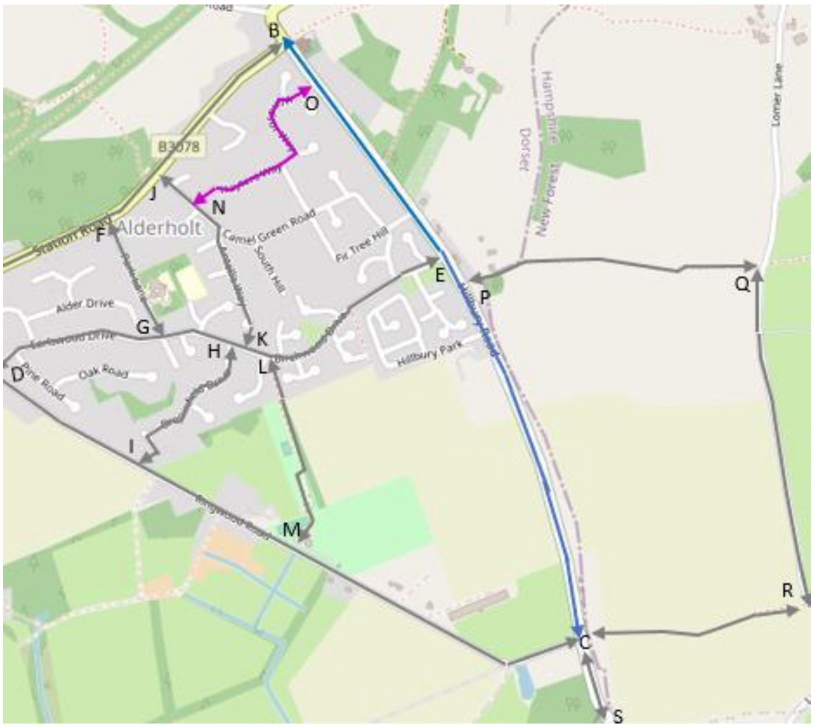
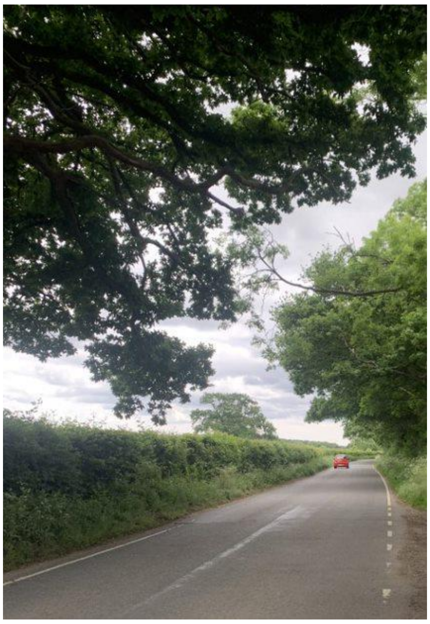


Figure 7: Route B – C and other Relevant Routes



Photograph 11: Existing Conditions along Hillbury Road Northern Section

Photograph 12: Existing Conditions along Hillbury Road Southern Section

3.11 For the northern part of Hillbury Road, there is a continuous footway which flanks the western side measuring between 1.5m and 2m in width with dropped kerbs in place across junctions. This terminates at Hillbury Park. There is a bus stop present towards northern end of Hillbury Road. The footway along Hillbury Road is pictured in **Photographs 13** and **14**.

Photograph 13: Footway along Hillbury Road

Photograph 14: Crossing infrastructure along Hillbury Road

Route O – N

3.12 Windsor Way is a residential cul-de-sac flanked by lit, continuous footways on both sides measuring 1.5-2m in width. There is a footpath connecting Windsor Way to Hayters Way, which measures approximately 2.5/3m wide with hooped barriers on the Windsor Way end and small bollards on the Hayters Way end. The footway along Windsor Way and the footpath are illustrated in **Photographs 15** and **16**.

Photograph 15: Footway along Windsor Way

Photograph 16: Footpath Connecting Windsor Way to Hayters Way

Route D – E

3.13 Route D to E covers Earlswood Drive and Brichwood Drive, key roads in the centre of Alderholt providing access to the majority of the existing residential areas in Alderholt as well as the nearest existing bus stops to the site. **Figure 8** shows Route D – E and other connections along the route.

Figure 8: Route D – E and other Relevant Routes

3.14 Earlswood Drive is directly accessible via Ringwood Road with lit and continuous footways measuring 1.5m/2m wide flanking both sides. Birchwood Drive follows on from Earlswood Drive after the junction with Park Lane with similar pedestrian facilities. These footways are illustrated within **Photographs 17** and **18**. Birchwood Drive is also accessible to the east from Hillbury Road, with continuous footways on both sides connecting to the footway on Hillbury Road. Additionally, Birchwood Drive is accessible via Broomfield Drive which connects to Ringwood Road via the aforementioned footpath.

Photograph 17: Footway along Birchwood Drive

Photograph 18: Pedestrian Infrastructure along Earlswood Drive

3.15 Earlswood Road and Birchwood Road are key internal pedestrian routes within Alderholt, as they provide access to the majority of the existing pedestrian areas as well as connecting pedestrians to the key amenities in Alderholt such as the school on Park Lane and the bus stops on the existing route. Residents of the future site are likely to utilise these two roads to reach the above-mentioned amenities.

Public Rights of Way (PRoW)

3.16 There are a number of Public Rights of Way (PRoW) surrounding the existing settlement of Alderholt. **Figure 9** demonstrates the Public Rights of Way routes and connections detailed below.

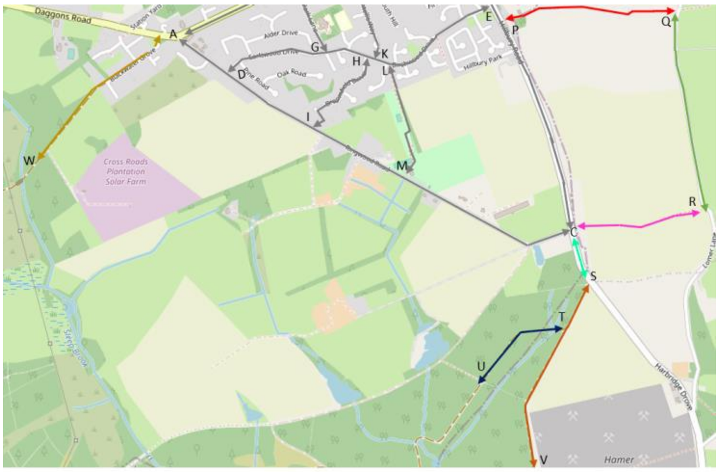


Figure 9: Public Rights of Way Routes and other connections

Route P – Q

3.17 Route P to Q is a Public Right of Way (PRoW) Footpath 090/2/1, which is accessible from Hillbury Road. The Footpath is signposted and formed initially by a track leading through a woodland area before heading across agricultural land towards Lomer Lane. The conditions are demonstrated in **Photographs 19** and **20**. By virtue of being a footpath, this route is suitable for pedestrians.

Photograph 19: Access onto PRoW Footpath 090/2/1

Photograph 20: Conditions along PRoW Footpath 090/2/1

Route Q – R

3.18 Route Q to R runs along Lomer Lane to the east of Alderholt and connects Footpath 090/2/1 to Footpath 090/3/1. Lomer Lane is a narrow single lane road, measuring approximately 3.5m wide and is rural in nature. There is no pedestrian infrastructure along the road with pedestrians required to walk along the carriageway, however, it is lightly trafficked. The existing conditions along Lomer Lane are pictured in **Photographs 21** and **22**.

Photograph 21: Existing Conditions along Lomer Lane

Photograph 22: Existing Conditions along Lomer Lane

Route R – C

3.19 Route R to C covers Footpath 090/3/1, which provides a similar connection to Footpath 090/2/1 by linking Hillbury Road to Lomer Lane via agricultural land. The start of the footpath from Hillbury Road is clearly identified by a wooden fence with a step and footpath sign. The conditions along Footpath 090/3/1 are detailed in **Photographs 23** and **24** below. By virtue of being a footpath, this route is suitable for pedestrians.

Photograph 23: Access from Hillbury Road onto Footpath 090/3/1

Photograph 24: Conditions of Footpath 090/3/1

Ringwood Forest

3.20 Approximately 200m south of the Ringwood Road/Hillbury Road/Harbridge Drove junction, Harbridge Drove provides access to Ringwood Forest.

3.21 Route S to V is provided by PRoW Footpath 078/43/1, which is a trail measuring approximately 3.5m wide. The footpath also connects onto Route T-U which provides an alternative footpath. Cyclists were observed using these routes.

3.22 Access to Ringwood Forest will not be promoted given its environmental protections and do not form part of the development transport strategy.

Route A – W

3.23 Route A to W is composed of Public Bridleway (E34/10) which connects Alderholt to Verwood. The route is accessible from Blackwater Grove to the northwest of Alderholt, with the bridleway formed of various tracks surfaced by aggregate which leads through woodland areas and open green space across Cranborne Common. The conditions of the bridleway are illustrated in **Photographs 25** and **26**.


Photograph 25: Conditions along Public Bridleway Route 10


Photograph 26: Conditions along Public Bridleway Route 10

3.24 This route will not be promoted given its environmental protections and does not form part of the development transport strategy.

Additional Public Rights of Way (PRoW)

3.25 Since the original WCHAR was produced, additional public rights of way have been considered between Hillbury Road and the B3078, as shown in **Figure 10**. These are footpaths E34/4 and E34/6 and byway open to all traffic (BOAT) E34/42.

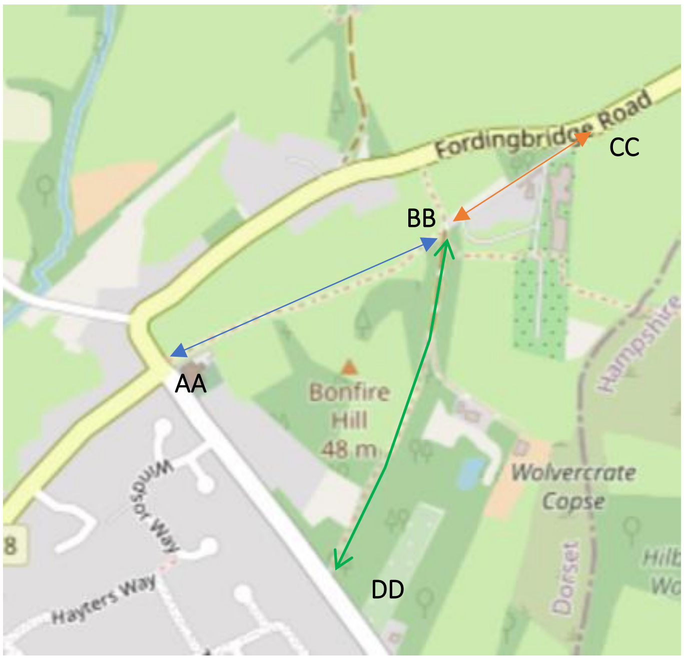
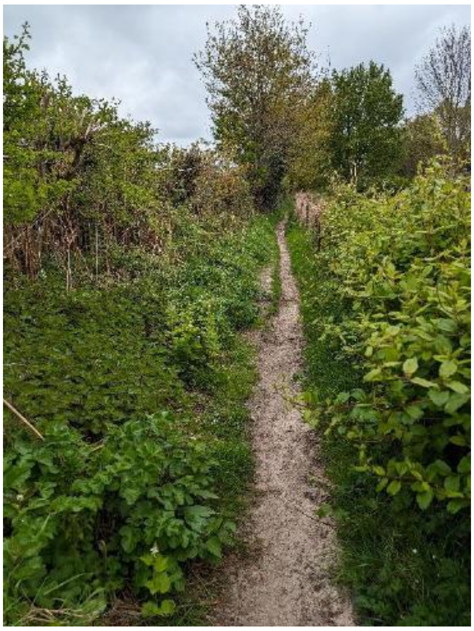


Figure 10: Additional PROW

3.26 AA-BB is formed of footpath E34/6. The footpath adjoins Hillbury Road at its western end and is bordered by a combination of vegetation and fences. It varies in width, and there are three stiles / gates along the route. By virtue of being a footpath it is suitable for pedestrians. The existing conditions are shown in **Photographs 27 & 28.**



Photograph 27: Existing Conditions along Footpath E34/6

Photograph 28: Existing Conditions along Footpath E34/6

3.27 BB-CC is formed of BOAT E34/42, connecting the footpaths at the western end to the B3078 at the eastern end. It provides access to a garden centre and a small number of other properties. The surface is a track with loose material on its surface. The route is suitable for pedestrians, cyclists and vehicles. The existing conditions are shown in **Photographs 29 & 30**.

Photograph 29: Existing Conditions along BOAT E34/42

Photograph 30: Existing Conditions along BOAT E34/42

3.28 BB-DD is formed of footpath E34/4. The footpath links Hillbury Road to the BOAT. At its northern end, the footpath runs along an access track, and then runs between two fences. Towards the southern end the route is less well defined through a wooded area. The route is unmade in places but is suitable for pedestrians. The existing conditions are shown in **Photographs 31 & 32**.

Photograph 31: Existing Conditions along Footpath E34/4

Photograph 32: Existing Conditions along Footpath E34/4

4. USER OPPORTUNITIES

4.1 Opportunities to improve the existing pedestrian, cycle and equestrian facilities were considered as part of this assessment. At this stage, only high level consideration has been given to routes within the site, given the application is outline in nature. Further detail would be provided as part of any reserved matters applications, but the intention is to create a permeable network for active travel.

4.2 Given one of the aims of the development is to provide additional facilities and amenities such that Alderholt becomes a 15-minute neighbourhood, the main focus of the assessment is how to successfully integrate and connect the proposed development to the existing settlement.

Routes within the site

4.3 Additional connections will be provided across the newly proposed area of parkland in the north part of the site to connect to an existing link from Birchwood Drive that runs to the rear of Saxon Way, and the footpath that routes to the north of the recreation ground. This would allow existing/future residents to travel to/from the eastern side of the proposed development via an internal footpath away from the main road. It would also provide a quicker and convenient route from the eastern area of the site to the existing amenities in Alderholt.

Strategic Opportunities

4.4 Several walking and cycling opportunities for future residents of the proposed site have been identified throughout the WCHAR. The main objective was to identify potential pedestrian links from the proposed site into the existing settlement of Alderholt, to help encourage sustainable travel and maximise the opportunity presented by the provision of additional facilities within the settlement.

4.5 Due to the nature of the development, it is not expected that there will be any additional equestrian movement generated by the proposed scheme and therefore opportunities to improve equestrian routes are not considered necessary at this stage.

4.6 It is noted throughout the WCHAR that the existing pedestrian infrastructure within Alderholt currently lacks tactile paving, although dropped kerbs are provided at all relevant crossing points, as noted in the section above. It was considered whether there was the opportunity to provide such tactile paving, however, given the nature of Alderholt's pedestrian infrastructure with no accident record it was not considered necessary.

Route A – C

4.7 An opportunity to provide a pedestrian footway from the proposed Ringwood Road access along into the existing settlement in Alderholt has been identified through the WCHAR. This will be a formal footway along the northern side of Ringwood Road providing a route between the existing settlement and the proposed development. A pedestrian crossing will be provided to link into the site. Details of this footway are shown within the accompanying TA. Furthermore, advisory cycle lanes are proposed between the site access and Station Road. Within the site, dedicated cycling infrastructure would be provided as part of the main spine road.

4.8 East of the site access, traffic along Ringwood Road will be reduced as a result of the new spine road providing the new through route. This presents an opportunity to redesign the road to make it more attractive to pedestrians and cyclists, through reduction of the road space allocated to vehicles, potentially creating a 'quiet lane.' This will enable good pedestrian & cyclist connections through to the proposed market square.

Route B – C

4.9 Similarly, an opportunity has been identified to provide a pedestrian connection along Hillbury Road from the site to the existing pedestrian infrastructure. Highway boundary confirms there is sufficient space to create a 2m footway along the western edge of the carriageway. This would allow residents located in the eastern area of Alderholt to safely move between the site and the existing settlement.

Route A – B

4.10 Although pedestrian infrastructure on Station Road is good, a review was undertaken to determine whether improvements could be made for cycling provision. As part of this review, it was considered that reducing the road width to accommodate a cycleway on the southern side of the carriageway would be detrimental to the flow of traffic and result in an overengineered solution given the character of the area.

4.11 Consequently, it is proposed that an appropriate measure would be to provide advisory cycle lanes along both sides of the carriageway and that the centre line of Station Road be removed. This will allow cyclists to have allocated road space and the removal of the centreline will help to slow traffic. These advisory cycle lanes are proposed to route between the Churchill Arms upon entering the 30mph speed limit, and up to Down Lodge Close on the approach to Pressey's Corner.

Public Rights of Way (PRoW)

Routes AA-BB and DD-BB

4.12 An opportunity to provide a better cycle connection between Alderholt and Fordingbridge has been identified. Currently, cyclists are required to cycle along Fordingbridge Road (B3078) for the entirety of the journey between Alderholt and Fordingbridge.

4.13 Improvements to PRoW footpaths E34/4 and/or E34/6 to facilitate cycling would allow for a safer and more convenient route from Alderholt to Fordingbridge. Surfacing and widening of the traversable area within the land available would make the route more attractive for cyclists.

4.14 A cycleway alongside the B3078 between the BOAT and Ashford Road would enable cyclists to travel off-carriageway.

5. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW TEAM STATEMENT

5.1 As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been produced in accordance with DMRB GG 142. The walking, cycling and horse-riding assessment was undertaken by the following assessment and review team:

Walking Cycling & Horse-Riding Lead Assessor

Tom Peters
BSc (Hons), MSc, MCIHT
Principal Transport Planner

Signed: [redacted]

Paul Basham Associates

Date: 26/4/24

Walking, Cycling & Horse-Riding Assessor

Luke Millar
BA (Hons) Human Geography
Assistant Transport Planner

Signed: [redacted]

Paul Basham Associates

Date: 26/4/24

5.2 As team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Design Team Leader

James Rand
BSc (Hons), MSc, MCIHT
Associate

Signed: [redacted]

Paul Basham Associates

Date: 26/4/24

Appendix A

Scott Worsfold Associates
RIBA Chartered Architects

NOTES

CONCEPT DRAWING - SUBJECT TO DETAIL DESIGN

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NOTE:

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To be read in conjunction with all other specialist reports.

REV	DESCRIPTION	DATE	AUTHOR	CHK'D
P1	INITIAL ISSUE	11.05.2022	SWA	-
P2	UPDATED SHELTERED	10.06.2022	SWA	-
P3	RED LINE UPDATED IN LINE WITH CLIENT'S COMMENTS DATED 14TH JUNE.	17.06.2022	MP	-
P4	SANG UPDATED. AMENDED PER CLIENT COMMENTS	23.06.2022	AT	-
P5	AMENDMENTS IN LINE WITH CLIENT COMMENT	27.06.2022	AT	-
P6	MASTERPLAN UPDATED BASED ON CAD LAYOUT '22-1126 SL01 - INDICATIVE SITE LAYOUT REV P6'	27.10.2022	AT	MP

ACRONYM KEY
SANG - Suitable Alternative Natural Greenspace
SUDS - Sustainable Urban Drainage System
LEAP - Local Equipped Area for Play
LAP - Local Area for Play

Indicative Masterplan

Alderholt Meadows, Dorset

SCALE	DATE	AUTHOR	CHK'D
1:2000 @ A0	April 2022	ALL	GW

JOB NO.	DRAWING NO.	REV
22-1126	MP.01	P6

Appendix D

The Alderholt Development

About Transpora

Transpora is a group of companies that have come together to trade as Transpora. The Group has operations across the country in Blackpool, Manchester, London, Bristol, and Poole. We operate a mix of services from normal commercial bus routes, school contracts, home to work contracts, open top tour buses and a heritage routemaster London Tour.

What do we know about Alderholt?

Most of the local Poole based team was formally part of Yellow Buses prior to it entering administration. During this period Yellow Buses operated the Dorset School Contract from Cranborne to Burgate School, and also the private contract between Verwood and Cranborne School. Prior to this some of the team worked for Damory and operated journeys on route 97 between Verwood, Cranborne, Alderholt and Fordingbridge. Due to funding cuts this service now only operates 3 days of the week. The development at Alderholt enables the possibility of infrastructure for the local community including the introduction of a viable bus service.

The school movement in an area such as this is vital to the community but also vital to the viability of the bus service. Currently the main movement is to Burgate School, but the developer has been directed for students to travel to Cranborne and Queen Elizabeth School. Both of these schools are well organised and are good at managing students by bus. The journey to Cranborne School is part of the route, but the journey to Queen Elizabeth School is not and will need to be served separately.

The Timetable

	1	4	2	3	1	4	2	1	2	1	2	1	2	1	4	2	3	1	4	2	3	1	2
Cranborne, Middle School	..	..	..	..	..	..	..	..	..	..	..	..	..	1515	1545	..	..	..	..	..	..	..	..
Cranborne, Crane Street	..	..	..	..	0715	0745	0815	0915	1015	1115	1215	1315	1415	I	I	1615	1645	1715	1745	1815	1845	1915	2015
Cripplestyle, Chapel	..	..	..	..	0722	0752	0822	0922	1022	1122	1222	1322	1422	1522	1552	1622	1652	1722	1752	1822	1852	1922	2022
Alderholt, Churchill Arms	..	..	..	..	0725	0755	0825	0925	1025	1125	1225	1325	1425	1525	1555	1625	1655	1725	1755	1825	1855	1925	2025
Alderholt, Ringwood Road	..	..	..	..	0728	0758	0828	0928	1028	1128	1228	1328	1428	1528	1558	1628	1658	1728	1758	1828	1858	1928	2028
Alderholt, Earlswood Drive	..	..	..	..	0730	0800	0830	0930	1030	1130	1230	1330	1430	1530	1600	1630	1700	1730	1800	1830	1900	1930	2030
Alderholt, Gilbert Close	..	..	..	..	0732	0802	0832	0932	1032	1132	1232	1332	1432	1532	1602	1632	1702	1732	1802	1832	1902	1932	2032
Alderholt, Windsor Way	..	..	..	..	0735	0805	0835	0935	1035	1135	1235	1335	1435	1535	1605	1635	1705	1735	1805	1835	1905	1935	2035
Fordingbridge, Post Office	..	..	..	..	0750	0820	0850	0950	1050	1150	1250	1350	1450	1550	1625	1650	1720	1750	1820	1850	1920	1950	2050
Ringwood, Meeting House Lane	..	..	..	..	0810	0840	0910	1010	1110	1210	1310	1410	1510	1610	1645	1710	1740	1810	1840	1910	1940	2010	2110
Ringwood, Meeting House Lane	0615	0645	0715	0745	0815	0845	0915	1015	1115	1215	1315	1415	1515	1615	1650	1715	1745	1815	..	1915	..	..	..
Fordingbridge, Post Office	0635	0705	0735	0805	0835	0905	0935	1035	1135	1235	1335	1435	1535	1635	1710	1735	1805	1835	..	1935	..	..	..
Alderholt, Windsor Way	0650	0720	0750	0820	0850	0920	0950	1050	1150	1250	1350	1450	1550	1650	1720	1750	1820	1850	...	1950	..	..	..
Alderholt, Gilbert Close	0653	0723	0753	0823	0853	0923	0953	1053	1153	1253	1353	1453	1553	1653	1723	1753	1823	1853	..	1953	..	..	..
Alderholt, Ringwood Road	0655	0725	0755	0825	0855	0925	0955	1055	1155	1255	1355	1455	1555	1655	1725	1755	1825	1855	..	1955	..	..	..
Alderholt, Earlswood Drive	0658	0728	0758	0828	0858	0928	0958	1058	1158	1258	1358	1458	1558	1658	1728	1758	1828	1858	..	1958	..	..	..
Alderholt, Churchill Arms	0700	0730	0800	0830	0900	0930	1000	1100	1200	1300	1400	1500	1600	1700	1730	1800	1830	1900	..	2000	..	..	..
Cripplestyle, Chapel	0705	0735	0805	0835	0905	0935	1005	1105	1205	1305	1405	1505	1605	1705	1735	1805	1835	1905	..	2005	..	..	..
Cranborne, Crane Street	0712	I	I	0842	0912	0942	1012	1112	1212	1312	1412	1512	1612	1712	1742	1812	1842	1912	..	2012	..	..	..
Cranborne, Middle School	..	0742	0812	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Based on our knowledge of the area we have created a timetable to serve the local community. The actual routing through Alderholt can be flexed with the development. We identified that the main journey generator in the area would be Ringwood with its sizable retail offering, followed by Fordingbridge and Cranborne. The timetable is based on serving these key locations.

The existing students along this corridor travel on a school bus to Burgate School. The operator will liaise with Dorset Schools to ensure that students travel on the most suitable service. It is suggested that new students to Alderholt will attend

Cranborne Middle and Queen Elizabeth senior school. The Cranborne students can travel on this service. The revenue generated from this movement has been allocated to the revenue for the route in order to maintain its viability, rather than a separate school bus. QE School is not on the route and cannot be treated in the same way. Dorset Schools already operate school contracts between Cranborne/Alderholt to QE School.

The service

The service requires four vehicles to provide the timetable it is envisaged that these will be double deck. Transpora is happy to provide the service on a commercial basis with the pump prime kick start funding. As the revenue on the route develops with more people travelling the requirement for the funding will decrease. This is shown in the funding table.

The funding table

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	
Alderholt route	£720,000	£730,800	£741,762	£752,888	£767,946	£783,305	£798,971	
Cost Inflation		2%	2%	2%	2%	2%	2%	
Revenue Generation								
Scholars	£160,000	£162,400	£164,836	£167,309	£170,655	£174,068	£177,549	
On Bus Revenue	£30,000	£48,450	£78,247	£118,544	£168,332	£222,199	£248,862	
Concessions	£40,000	£52,000	£67,600	£87,880	£114,244	£148,517	£193,072	
Total	£230,000	£262,850	£310,683	£373,732	£453,231	£544,784	£619,484	
Shortfall	£490,000	£467,950	£431,079	£379,156	£314,715	£238,522	£179,487	£2,500,909
4	buses							
£180,000	per bus							

The kick start funding programme has been extended to 7 years.
As part of the arrangement Transpora will guarantee to operate the timetable for at least one further year.

We are confident that based on our knowledge of the operating area that the route will be successful. Transpora is extremely excited about the possibility of operating this route.

If you need any further information, please let me know.

Simon Newport
Head of Commercial
Transpora Group

Email – simon.newport@transporagroup.co.uk

	1	4	2	3	1	4	2	1	2	1	2	1	2	1	4	2	3	1	4	2	3	1	2
Cranborne, Middle School	..	..	..	..	..	..	..	..	..	..	..	..	..	1515	1545	..	..	..	..	..	..	..	..
Cranborne, Crane Street	..	..	..	..	0715	0745	0815	0915	1015	1115	1215	1315	1415	I	I	1615	1645	1715	1745	1815	1845	1915	2015
Cripplestyle, Chapel	..	..	..	..	0722	0752	0822	0922	1022	1122	1222	1322	1422	1522	1552	1622	1652	1722	1752	1822	1852	1922	2022
Alderholt, Churchill Arms	..	..	..	..	0725	0755	0825	0925	1025	1125	1225	1325	1425	1525	1555	1625	1655	1725	1755	1825	1855	1925	2025
Alderholt, Ringwood Road	..	..	..	..	0728	0758	0828	0928	1028	1128	1228	1328	1428	1528	1558	1628	1658	1728	1758	1828	1858	1928	2028
Alderholt, Earlswood Drive	..	..	..	..	0730	0800	0830	0930	1030	1130	1230	1330	1430	1530	1600	1630	1700	1730	1800	1830	1900	1930	2030
Alderholt, Gilbert Close	..	..	..	..	0732	0802	0832	0932	1032	1132	1232	1332	1432	1532	1602	1632	1702	1732	1802	1832	1902	1932	2032
Alderholt, Windsor Way	..	..	..	..	0735	0805	0835	0935	1035	1135	1235	1335	1435	1535	1605	1635	1705	1735	1805	1835	1905	1935	2035
Fordingbridge, Post Office	..	..	..	..	0750	0820	0850	0950	1050	1150	1250	1350	1450	1550	1625	1650	1720	1750	1820	1850	1920	1950	2050
Ringwood, Meeting House Lane	..	..	..	..	0810	0840	0910	1010	1110	1210	1310	1410	1510	1610	1645	1710	1740	1810	1840	1910	1940	2010	2110
Ringwood, Meeting House Lane	0615	0645	0715	0745	0815	0845	0915	1015	1115	1215	1315	1415	1515	1615	1650	1715	1745	1815	..	1915	..	..	..
Fordingbridge, Post Office	0635	0705	0735	0805	0835	0905	0935	1035	1135	1235	1335	1435	1535	1635	1710	1735	1805	1835	..	1935	..	..	..
Alderholt, Windsor Way	0650	0720	0750	0820	0850	0920	0950	1050	1150	1250	1350	1450	1550	1650	1720	1750	1820	1850	...	1950	..	..	..
Alderholt, Gilbert Close	0653	0723	0753	0823	0853	0923	0953	1053	1153	1253	1353	1453	1553	1653	1723	1753	1823	1853	..	1953	..	..	..
Alderholt, Ringwood Road	0655	0725	0755	0825	0855	0925	0955	1055	1155	1255	1355	1455	1555	1655	1725	1755	1825	1855	..	1955	..	..	..
Alderholt, Earlswood Drive	0658	0728	0758	0828	0858	0928	0958	1058	1158	1258	1358	1458	1558	1658	1728	1758	1828	1858	..	1958	..	..	..
Alderholt, Churchill Arms	0700	0730	0800	0830	0900	0930	1000	1100	1200	1300	1400	1500	1600	1700	1730	1800	1830	1900	..	2000	..	..	..
Cripplestyle, Chapel	0705	0735	0805	0835	0905	0935	1005	1105	1205	1305	1405	1505	1605	1705	1735	1805	1835	1905	..	2005	..	..	..
Cranborne, Crane Street	0712	I	I	0842	0912	0942	1012	1112	1212	1312	1412	1512	1612	1712	1742	1812	1842	1912	..	2012	..	..	..
Cranborne, Middle School	..	0742	0812	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Appendix E

Project Name:	Alderholt Meadows
Document Reference:	132.0001.ETGTN1
Document Name:	Education Trip Generation Technical Note
Prepared By:	Tom Peters (April 2024)
Checked By:	James Rand (April 2024)
Approved By:	James Rand (April 2024)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd

1. INTRODUCTION

1.1 This Technical Note has been prepared by Paul Basham Associates on behalf of Dudsbury Homes (Southern) Ltd in relation to a planning application for a mixed use development on land south of Ringwood Road, Alderholt, known as Alderholt Meadows. The application (P/OUT/2023/01166) was refused by Dorset Council and the applicant has submitted an appeal against this decision.

1.2 Thus far, the proposal included a restructuring of the education system in the local area from 3 – tier, with first, middle and upper schools, to 2 – tier with primary and secondary schools. This restructuring was taken into account within the trip generation forecasts set out within the documents submitted to date, including the Trip Internalisation Report (132.0001TIR4) and the subsequent Transport Assessment (132.0001TA2).

1.3 The purpose of this report is to set out revised trip generation forecasts if the existing 3-tier system were retained. The relationship between year groups and school types in each system is shown in **Table 1**.

	Two tier system	Three tier system
Year 1	Primary School	First School
Year 2		
Year 3		
Year 4		
Year 5		Middle School
Year 6		
Year 7	Secondary School	
Year 8		
Year 9		Upper School
Year 10		
Year 11		
Year 12		
Year 13		

Table 1: Two & Three tier education systems

1.4 In summary, the change has two principal impacts:

- Future Y5 & Y6 pupils residing in the proposed development were previously mostly assumed to attend the proposed conversion of the first school to a primary school in Alderholt. These pupils would instead need to travel to Cranborne under the tertiary system.
- Deductions were made to movements associated with existing Y5 & Y6 pupils residing in Alderholt, on the basis that they would no longer have needed to travel to Cranborne, as a result of the existing first school in Alderholt converting to a primary school. These deductions are no longer applicable.

1.5 Year 7 and 8 students residing in the proposed development were already assumed to be travelling outside of Alderholt within the assessments to date. This remains the case, albeit rather than travelling to Fordingbridge, they would instead travel to Cranborne. Year 9 and above students were already assumed to be travelling outside of Alderholt within the assessments to date. This remains the case, albeit rather than travelling to Fordingbridge, they would travel to Queen Elizabeth's School, Wimborne.

1.6 Parents can apply for their child to attend the school of their choice, and places are not solely allocated on proximity. This will fluctuate year to year. The forecast analysis is necessarily based on the assumption that the vast majority will attend the closest school as outlined above. This is consistent with the previous two-tier system analysis.

1.7 The remainder of this report sets out the impact of the change in education approach on trip forecasts. The same methodology as the original analysis has been used, and comparisons made to demonstrate the change at each stage of the process.

2. TOTAL PEOPLE EDUCATION TRIP FORECASTS

Calculation of total people education trips in TIR

2.1 The Trip Internalisation Report followed an agreed methodology and assumptions to determine the total number of total people development trips by all modes, both internal and external, attributable to various journey purposes in each of the peak periods. In summary a total people trip rate per dwelling was derived from TRICS, and NTEM journey purpose information for the local area applied to split the total people trips into journey purposes, including education.

2.2 This was summarised in Table 5 of the Trip Internalisation Report, which is reproduced below in **Table 2**. For further analysis, it was necessary to split the total education trips into primary and secondary schools, which is no longer the case. The total number of people trips in the peaks for education purposes is shown in **Table 3**.

Journey Purpose	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Employment	7	657	526	7
Education (Primary)	232	424	108	0
Education (Secondary)	0	212	108	0
Retail/Personal Business	129	118	161	199
Leisure	28	25	96	120
Social	1	57	130	161
Total	397	1493	1131	487

Table 2: Table 5 of TIR4 (Residential Trip Purpose Proportions – Two Way Trips)

Journey Purpose	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Education Total	232	636	216	0
	868		216	

Table 3: Development Education Total People Trips (all modes, external & internal)

Forecast pupil numbers

2.3 The change in education strategy will not affect the number of children travelling to school, but will affect the likely location of the schools. The education consultant has also provided the following upper estimate of student numbers per school type under the tertiary system:

- 180 (41%) – first school
- 145 (33%) – middle school
- 110 (25%) – upper school

2.4 The figures in **Table 3** are expressed in total people. In order to develop the analysis further, it is necessary to make assumptions about the age at which children are likely to be accompanied to / from school in the AM period. As was the case with the previous analysis, it is assumed that children up to and including Year 6 will be accompanied. For this reason, although first school age children are 41% of the total school children, the proportion of total people education trips associated with the first school will be higher than 41%.

2.5 For the AM peak, the following assumptions were used in the original analysis and remain applicable:

- All first school children, and Y5-6 in middle school escorted to school and parent returns home. As a result, per child there is 2 departures and 1 arrival in the AM.
- Y7-8 in middle school and all upper school children unescorted. For each child, 1 departure in the AM.

2.6 For the AM period, simply applying the above assumptions to the forecast number of pupils produces the figures in **Table 4**.

	AM	
	Arrivals	Departures
First School – 180 pupils	180	360
Middle School Y5-6 – 72.5 pupils	72.5	145
Middle School Y7-8 – 72.5 pupils	0	72.5
Upper School – 110 pupils	0	110
Total	252.5	687.5

Table 4: Application of assumptions to pupil numbers

2.7 The figures in **Table 4** are slightly higher than those for the AM peak hour using the combination of TRICS and the NTEM data. However, the figures in **Table 4** do not make allowances for:

- Some journeys to school occurring before 0800 – for example to utilise the first school breakfast club

- Some parents accompanying their children will not return to the site in the AM peak, for example instead journeying on to work
- Some parents will take siblings to the same school and therefore the total number of departures per child would reduce (i.e. 1 parent taking 2 children rather than 2 parents taking 2 children)

2.8 It is therefore considered that the total people arrivals and departures in the AM peak of 232 and 636 for education purposes remain reasonable estimates and are consistent with the pupil number forecasts.

2.9 For the PM peak, the following assumption was agreed at pre-app stage with Dorset Council for the previous analysis and remains applicable:

- Education related trips in the PM peak are likely to arise following after school activities, given the typical timings of a school day. Proportionally split according to the number of children at each school.

2.10 It is therefore considered that the total people arrivals in the PM peak of 216 for education purposes from the original TIR remains a reasonable estimate.

2.11 In order to develop the analysis further later in this report, it is necessary to split the total people trips into the different education tiers. This is shown in **Table 5**. The PM peak is split proportionally by tier according to the number of pupils in each tier. The AM peak is split broadly proportionally by tier, but with some adjustments to reflect the points made in paragraph 2.7 for first and middle (Y5-6) age.

Journey Purpose	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
First Education	165.5	323.5	89	0
Middle Education (Y5-6)	66.5	130	36	0
Middle Education (Y7-8)	0	72.5	36	0
Upper Education	0	110	55	0
Total	232	636	216	0

Table 5: Total people trips for each education tier – Two Way Trips

2.12 The departures in the AM peak for upper education may occur before 0800, given that the existing school bus to QE Wimborne departs before this. However, it is considered robust to retain these within the peak period for analysis purposes. For example, it may be the case that the increase in pupil numbers travelling from Alderholt justifies a bus service that does not stop again, which may enable the additional bus(es) to depart Alderholt at a later time.

3. INTERNALISATION

3.1 Following the methodology in the TIR, the next step was to determine the level of internalisation attributable to each land use. The present report is solely concerned with education trips.

3.2 The following assumptions were made in the original TIR, and agreed with DC:

- 90% of primary school trips remain within Alderholt
- 10% of primary school trips leave Alderholt to account for school choice
- All secondary school trips leave Alderholt

3.3 Applying these assumptions in the original TIR produced the following (duplicate of Table 8 in the TIR, with typographical amendments). Note that internal/external in this table refers to Alderholt, rather than the development itself.

Unit Type	AM Peak (0800-0900)		PM Peak (1700- 1800)	
	Arrivals	Departures	Arrivals	Departures
Primary – Internal	209	381	97	0
Primary – External	23	42	11	0
Secondary – Internal	0	0	0	0
Secondary – External	0	212	108	0
Total Education	232	636	216	0

Table 6: Total people education trips for two tier system (Table 8 of TIR4)

3.4 For the tertiary system, the following assumptions have been applied, in keeping with those previously agreed:

- 90% of first school trips remain within Alderholt
- 10% of first school trips leave Alderholt to account for school choice
- All middle and upper school trips leave Alderholt

3.5 Applying these assumptions to the total people trips in **Table 5** produces the following.

Journey Purpose	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
First Education – within Alderholt	149	291	80	0
First Education – external to Alderholt	16.5	32.5	9	0
Middle Education (Y5-6) – all external to Alderholt	66.5	130	36	0
Middle Education (Y7-8) – all external to Alderholt	0	72.5	36	0
Upper Education – all external to Alderholt	0	110	55	0
Total	232	636	216	0

Table 7: Total people education trips for three tier system

3.6 Differences from the original analysis arise, because Y5&6 pupils would now need to travel to Cranborne rather than staying within Alderholt.

4. MODE SHARE

4.1 The previous chapters relate to the calculation of total person trips, i.e. movements by all modes. Following the methodology in the original TIR, it is then necessary to determine the likely modal share.

Previous assumptions

4.2 The primary school trips from the proposed development that remained in Alderholt were assumed to be on foot / cycle given the proximity to the development and improved connections. The 10% of primary school trips that were external to Alderholt to account for choice of school were assumed to be via car, with a parent driving a child.

4.3 For the AM peak in the original TIR, all secondary school children were assumed to travel by bus. For the PM peak in the original TIR, all education trips were assumed to be associated with afterschool clubs and activities. As a result, any external PM peak arrivals for education purposes were considered likely to consist of equal proportions of pupils and adults via car.

4.4 The resulting vehicle trip generation for education trips calculated in the original TIR is replicated below.

Unit Type	AM Peak (0800-0900)		PM Peak (1700- 1800)	
	Arrivals	Departures	Arrivals	Departures
Residential				
Primary Education	12	21	5	0
Secondary Education	0	0	54	0
Total	12	21	59	0

Table 8: External vehicle trip generation for two tier system (Table 17 of TIR4)

4.5 These are half of the equivalent numbers in **Table 6** above because the figures in **Table 8** are vehicles, rather than people, and each vehicle is assumed to contain an adult and a child. However, the AM arrivals should have been 23, rather than 12, as all external total people arrivals for primary education in the AM peak would logically consist solely of parents and therefore all drive individually.

Assumptions for tertiary system

First School

4.6 The first school trips from the proposed development that remain in Alderholt are assumed to be on foot/cycle given the proximity to the development and improved connections. The 10% of first school trips that are external to Alderholt to account for choice of school are assumed to be by car, with a parent driving a child.

4.7 These assumptions are as per those agreed with Dorset for the primary school under the two-tier system. Although it is considered that walking/cycling is the most likely mode of travel, some parents could choose to drive to the primary school, which is possible if for example the parents are travelling onwards as part of a linked trip. Such vehicle trips outside of Alderholt would already be captured by the assessments for other trip purposes as set out in the original TIR.

Middle School

4.8 The middle school trips are all assumed to be external. Different assumptions have been applied for children in Y5-6 and Y7-8 to reflect their level of independence and travel method. Children in Y7-8 are assumed to travel by bus, whereas children in Y5-6 are assumed to be driven to school by a parent. On this basis, half of the development middle school children would use the bus and half would be driven and therefore generate private vehicle trips.

4.9 If a parent were to travel onwards elsewhere after dropping a child at the middle school as part of a linked trip, this would be accounted for under other trip purposes.

Upper School

4.10 The upper school trips are all assumed to be external and by bus, consistent with the agreed approach for secondary school children in the original TIR. If a parent were to travel onwards elsewhere after dropping a child at the upper school as part of a linked trip, this would be accounted for under other trip purposes.

4.11 For all school trips in the PM peak, all education trips are assumed to be associated with afterschool clubs and activities. As a result, any PM peak arrivals for education purposes originating outside of Alderholt are considered likely to consist of equal proportions of pupils and adult via car. PM peak arrivals associated with the first school in Alderholt are assumed to be on foot/cycle, or accounted for under other purposes as part of a linked trip.

4.12 The resulting vehicle trip generation for education trips is shown below.

Journey Purpose	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
First Education – external to Alderholt	16.5	16.25	4.5	0
Middle Education (Y5-6) – all external to Alderholt	66.5	65	18	0
Middle Education (Y7-8) – all external to Alderholt	0	0	18	0
Upper Education – all external to Alderholt	0	0	27.5	0
Total	83	81	68	0

Table 9: External vehicle trip generation for three tier system

Note on modal assumptions for education trips

4.13 The modal assumptions used for the tertiary system are consistent with those used in the original TIR for the two tier system. Moreover, the assumptions are consistent with existing travel information which has been obtained from the School Travel Health Check website as referenced in Dorset Council's travel plan guidance.

St James' CE First School

4.14 Information on existing St James' school travel data is available for 2015/2016. Of all pupils, 20% travel by car and this proportion decreases the closer the pupils live. Within 1.6km, 15% travel by car, and within 0.8km, 10% drive as shown in **Figure 1**. The majority of the development is within 800m of the school and the assumption that all children from the development would use sustainable modes is therefore considered to be reasonable.

Figure 1: St James' CE School pupil travel data within 800m (sthc.co.uk)

4.15 A calculation based on 10% being driven to school has also been undertaken. According to the education consultant, the proposed development would result in 180 first school age pupils. With the 10% travelling to other first schools, 162 children from the development would therefore attend St James'. Applying the 10% figure for vehicle mode choice to the proposed development's 162 children suggests 16 children could be driven.

4.16 Looking at the most direct routes to the school via road from the development, vehicles would likely use either Earlswood Drive and Birchwood Drive, depending on the origin point within the development. The additional vehicle movements from the development through the Hillbury Road / Birchwood Drive junction, and the Ringwood Road / Earslwood Drive development would therefore be 8 in this scenario. Onward movements post dropping off a child would likely be distributed between Park Lane, Birchwood Drive, and Earlswood Drive, depending on the destination point. Assuming an equal split, that would be an additional 5 movements on each junction. It is not considered that this would constitute a "severe" impact on capacity, the relevant test set out in the NPPF.

Cranborne Middle School

4.17 Cranborne Middle School data shows that 64% of all pupils travel by dedicated school bus and 27% travel by car (solo or sharing) as per **Figure 2**. The assumptions used in the revised TIR are that 50% of development trips to Cranborne School would be by car and 50% by bus, and are therefore robust in terms of vehicle impact. This is further supported by the specific travel data in Alderholt which shows the vast majority travel by bus (**Figure 3**).

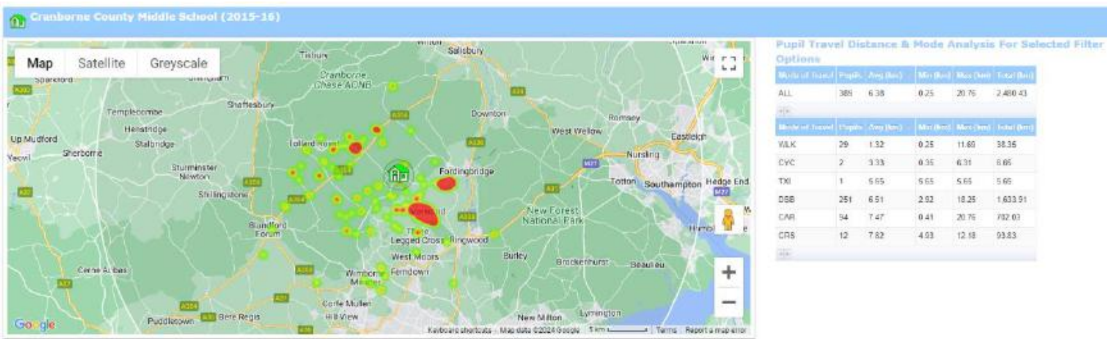


Figure 2: Cranborne Middle School pupil travel data (sthc.co.uk)

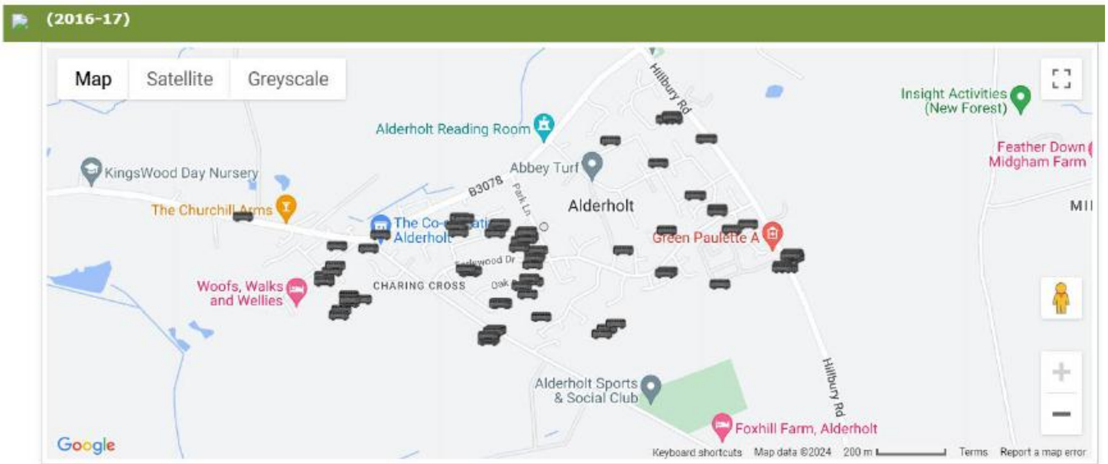


Figure 3: Mode of travel to Cranborne Middle School for pupils in Alderholt (sthc.co.uk)

Queen Elizabeth's School, Wimborne

4.18 Finally, for QE Wimborne, 42% of all pupils travel by dedicated school bus, 28% of all pupils travel by car (solo or sharing), and 11% travel by public bus (**Figure 4**). The average distance travelled of all modes is highest for dedicated school bus, at 11.5km. By comparison, those travelling by car travel an average of 5.7km. Alderholt is 17km from the school as the crow flies and pupils are most likely to travel by school bus. Moreover, the data shows that all but one pupil attending QE Wimborne from Alderholt travels by school bus, with that one travelling by car (**Figure 5**). The assumption that all development children would travel by school bus to QE Wimborne is therefore considered to be appropriate.

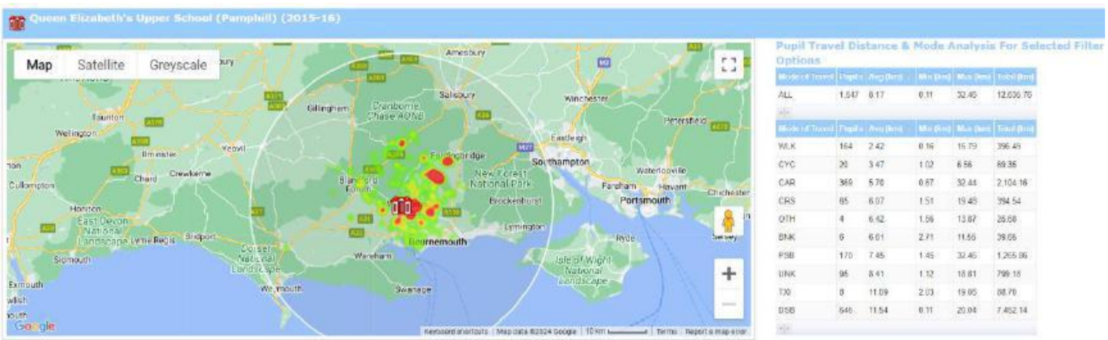


Figure 4: QE Wimborne pupil travel data (sthc.co.uk)

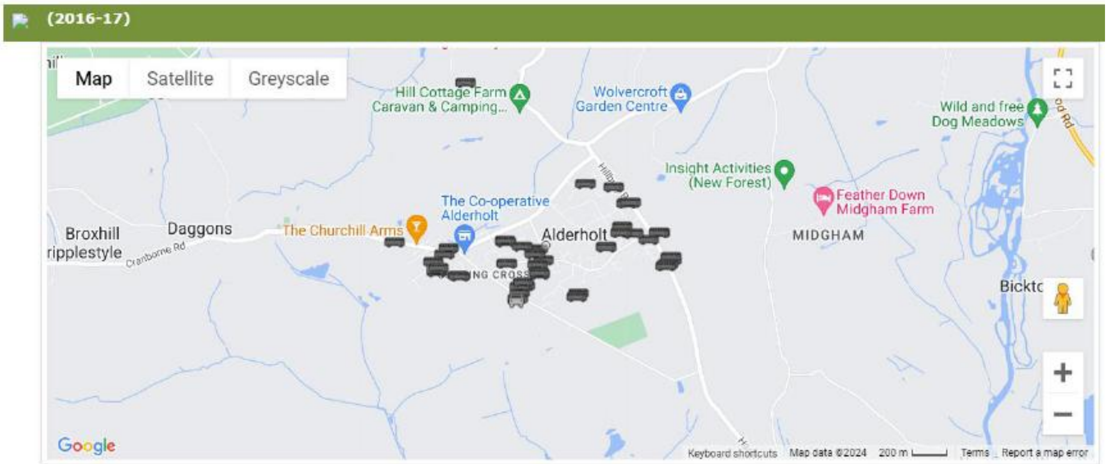


Figure 5: Mode of travel to QE Wimborne for pupils in Alderholt (sthc.co.uk)

5. DIFFERENCE BETWEEN TWO AND THREE TIER

5.1 For ease of comparison, the resultant development vehicle trip generation attributable to education under each system is set out below, summarising the totals in **Tables 8 & 9**. The tertiary system results in more vehicle trips, principally as a result of Y5&6 pupils from the proposed development having to travel outside of the settlement rather than staying within Alderholt.

Unit Type	AM Peak (0800-0900)		PM Peak (1700- 1800)	
	Arrivals	Departures	Arrivals	Departures
Residential – Education				
Two tier	12	21	59	0
Three tier	83	81	68	0
Difference	+71	+60	+9	0

Table 10: Comparison of vehicle trip generation for two and three tier education systems

6. REDUCTION IN EXISTING ALDERHOLT TRIPS

Two tier system

6.1 Following calculation of development trip generation, the original TIR then considered the extent to which the facilities and amenities delivered by the proposed development would reduce vehicle trips for existing Alderholt travelling outside of the settlement.

6.2 Full details are in the TIR, but in summary, ANPR data was used to calculate the total number of vehicle trips travelling into or out of Alderholt in the weekday peak periods. NTEM journey purpose information for the local area was applied to split existing trips to a purpose. Assumptions were made as to how the conversion of the existing first school to a primary school, and provision of a formal link, bus services and active travel improvements to the secondary school in Fordingbridge would reduce the need for private vehicle trips. The resulting calculations for the original analysis are replicated in **Table 11**.

Unit Type	AM Peak (0800-0900)		PM Peak (1700- 1800)	
	Arrivals	Departures	Arrivals	Departures
First – Internal	22	33	20	0
Middle – Internal	47	71	21	0
Secondary – Internal	23	35	0	0
Total Education	92	139	41	0

Table 11: Reductions in existing trips attributable to two-tier education strategy

Three tier system

6.3 If the existing three tier system is retained, it is considered that travel patterns of existing Alderholt residents for education purposes are unlikely to materially change. On this basis, no reductions have been made to vehicle trips associated with education purposes.

6.4 Compared to the previous analysis, this means the trips in **Table 11** are included within the calculations, i.e. an additional 231 vehicle trips in the AM peak and 41 vehicle trips in the PM peak.

7. OVERALL NET IMPACT

7.1 Combining the information in **Tables 10 & 11** shows the overall impact of the change from a proposed two tier to retaining the three tier education system, and this is presented in **Table 12**. The number of vehicle trips likely to be generated by the proposed development is increased, and there are no longer any reductions to existing vehicle trips in Alderholt.

Unit Type	AM Peak (0800-0900)		PM Peak (1700- 1800)	
	Arrivals	Departures	Arrivals	Departures
Residential – Education				
Proposed Development	+71	+60	+9	0
Existing trips retained	+92	+139	+41	0
Total	+163	+199	+50	0
	+362		+50	

Table 12: Net impact of change in education system on vehicle trip generation

7.2 The net impact of the proposed development under the two tier system was set out in Table 29 of the original TIR. That was the basis on which the modelling assessment was undertaken. The same table with the revised figures for the three tier education system is shown below in **Table 13**. The rows that have changed are bolded for ease of reference.

Unit Type	AM Peak (0800-0900)		PM Peak (1700- 1800)	
	Arrivals	Departures	Arrivals	Departures
Proposed Development New to Network				
Employment	5	456	366	5
Education	**83**	**81**	**68**	**0**
Shopping	28	26	35	44
Leisure	12	11	42	53
Social	1	45	103	128
Business Park	188	36	41	176
Total	**317**	**655**	**655**	**406**
Existing Alderholt removed from Network				
Employment	7	41	28	7
Education	**0**	**0**	**0**	**0**
Shopping	21	22	26	27
Leisure	3	5	15	16
Social	0	2	4	4
Sub-Total	**31**	**70**	**73**	**54**
Net Impact				
Employment	-2	416	338	-3
Education	**83**	**81**	**68**	**0**
Retail	7	4	10	17
Leisure	9	7	27	37
Social	0	43	99	124
Business Park	188	36	41	176
Total	**286**	**585**	**582**	**352**
	872		**934**	

Table 13: Net impact of proposed development on vehicle trip generation using three tier education system

Trip Rate

7.3 For comparison purposes, external vehicle trip rates have been reverse calculated for the proposed development, for both the residential and employment uses. The figures shown in **Table 14** are post internalisation for the proposed development trips, but exclude the reductions to existing trips.

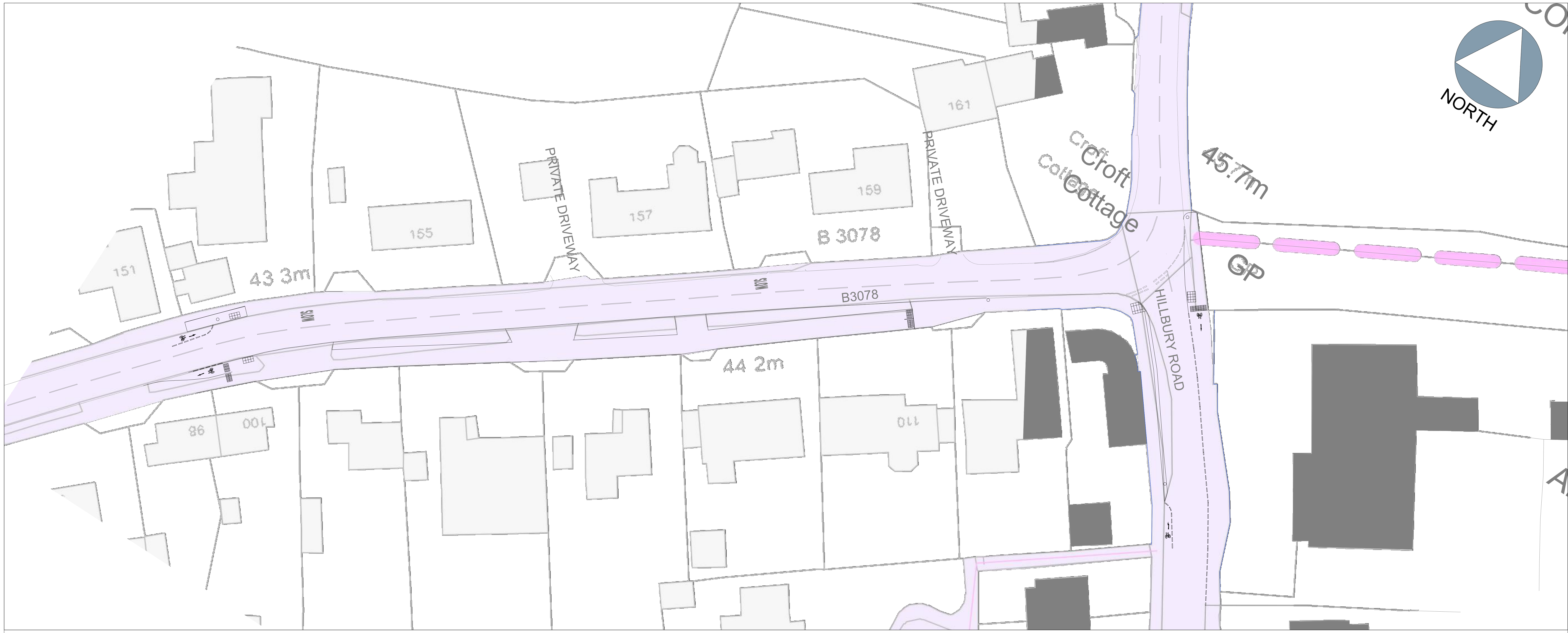
Unit Type	AM Peak (0800-0900)		PM Peak (1700- 1800)	
	Arrivals	Departures	Arrivals	Departures
Residential 1700 dwellings				
Trips	129	619	614	230
Trip Rate per dwelling	0.075	0.364	0.361	0.135
	0.440		0.496	
Employment Space 10,000 sqm GFA				
Trips	188	36	41	176
Trip Rate per 100sqm gfa	1.88	0.36	0.41	1.76
	2.24		2.17	

Table 14: Development Trip Rate (post-internalisation)

Distribution and Assignment

7.4 In the original analysis, the net number of vehicle trips was distributed across the network on the basis set out in the TA, rather than removing existing trips and then adding the total development trips back in. For consistency, the same approach will be used in revised modelling assessments to be provided under separate cover.

Appendix F



OVERVIEW OF PEDESTRIAN & CYCLING IMPROVEMENTS AT PRESSEYS CORNER

DETAIL AND VISIBILITY SPLAY ASSESSMENT OF HILLBURY ROAD CROSSING

DETAIL AND VISIBILITY ASSESSMENT OF B3078 CROSSING

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KEY

1.5M X 43M PEDESTRIAN VISIBILITY SPLAY

EXTENT OF PUBLIC HIGHWAY
(ACCORDING TO DORSET COUNCIL RECORDS)

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	21.12.23	THP	JNR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name

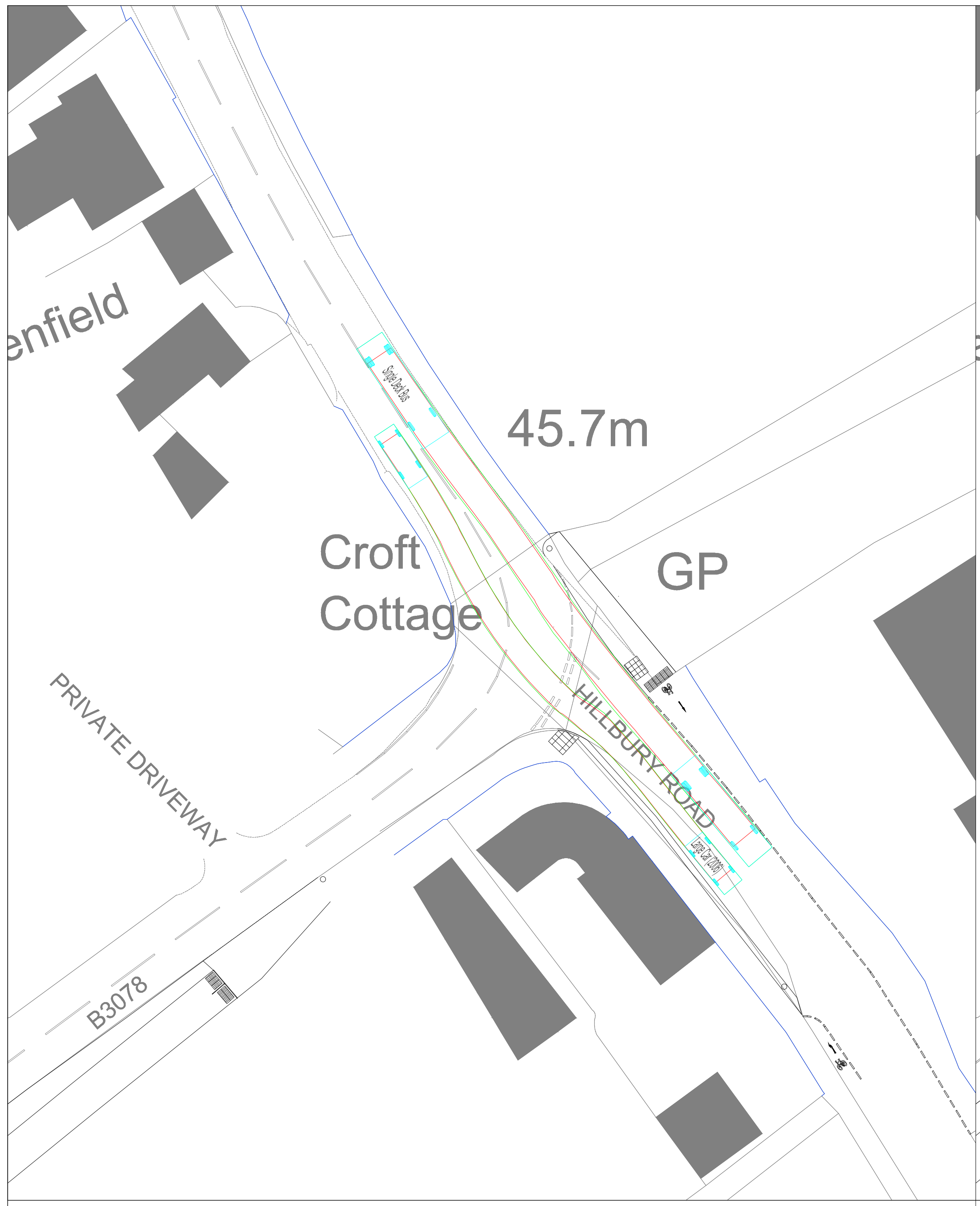
Title
PROPOSED PEDESTRIAN AND CYCLIST INFRASTRUCTURE IMPROVEMENTS AT PRESSEYS CORNER

Project Phase
PRELIMINARY

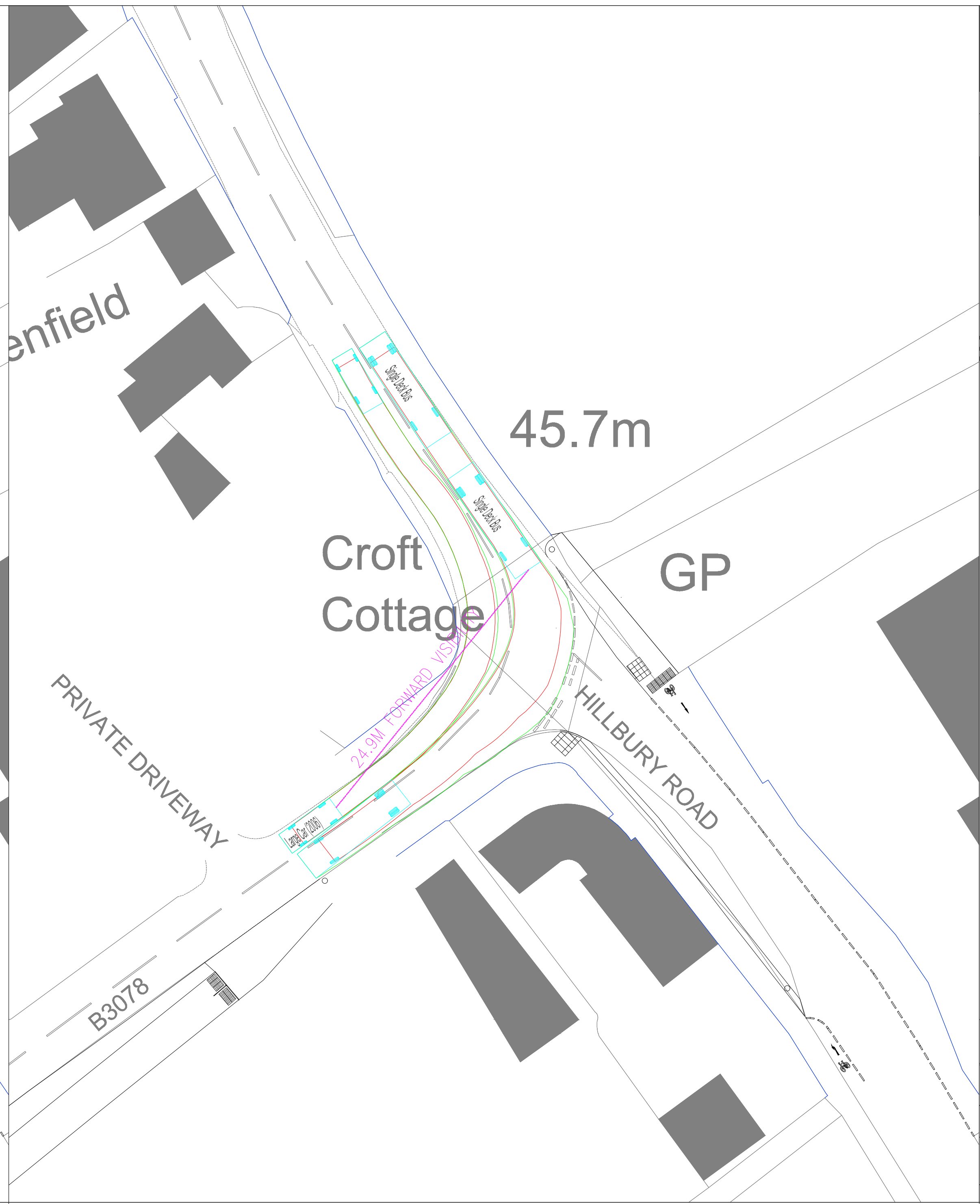
Date Created	Drawn By	Approved By	Suitability Code
18.12.23	THP	JNR	

PBA Project Number	Scale
132.0001	1:500 (AT A2)

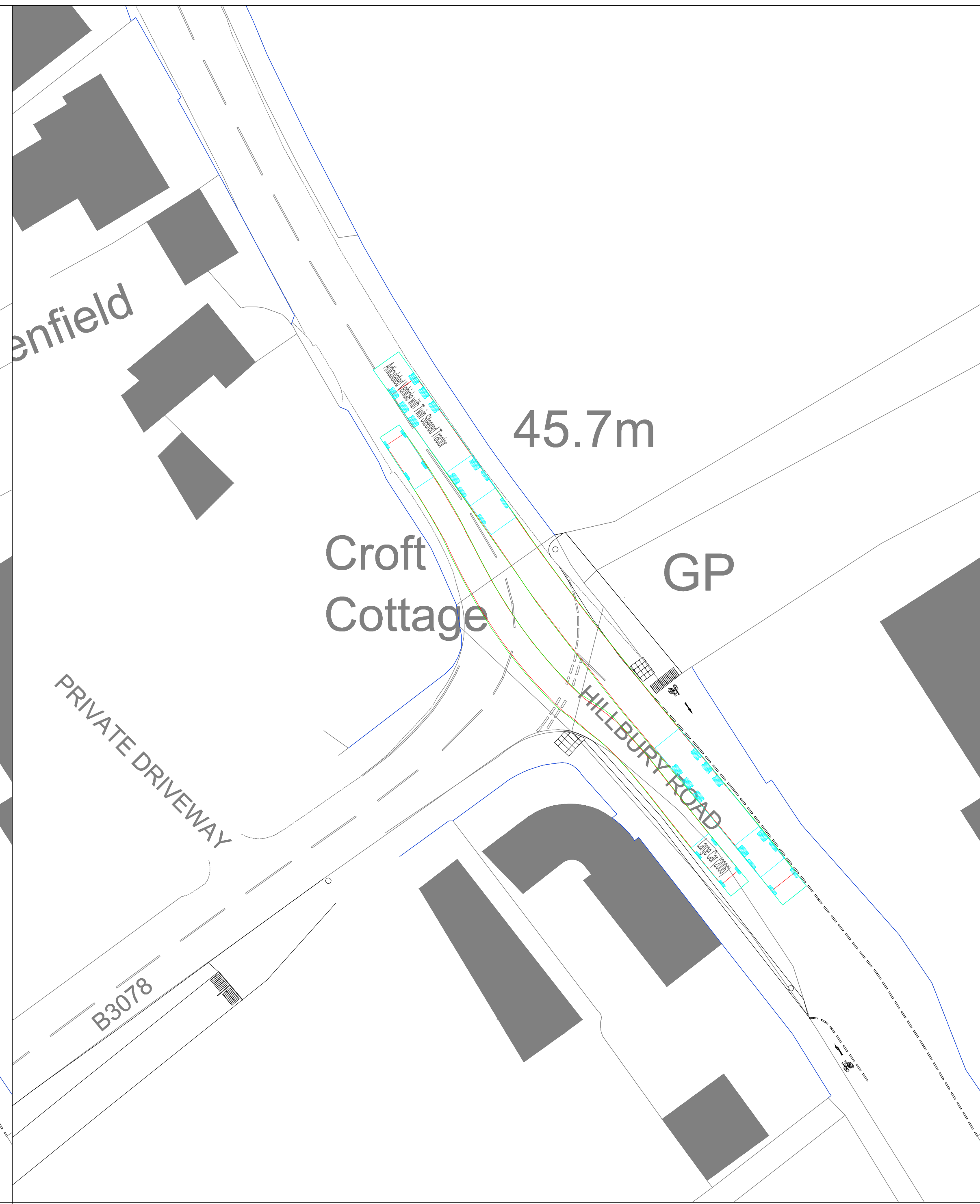
PBA Drawing No:	Revison
132.0001-0023	P01



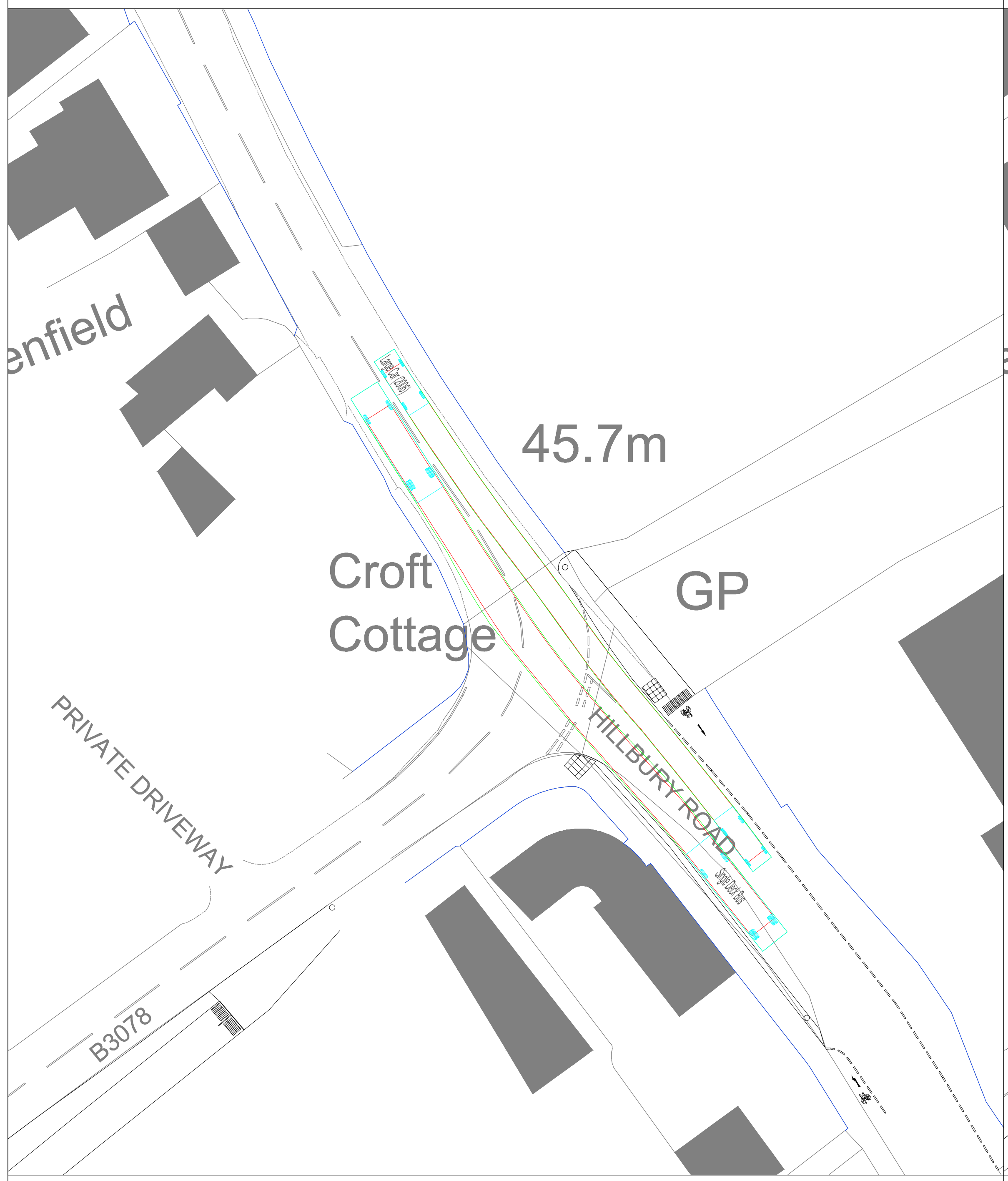
BUS SOUTHBOUND PASSING CAR NORTHBOUND



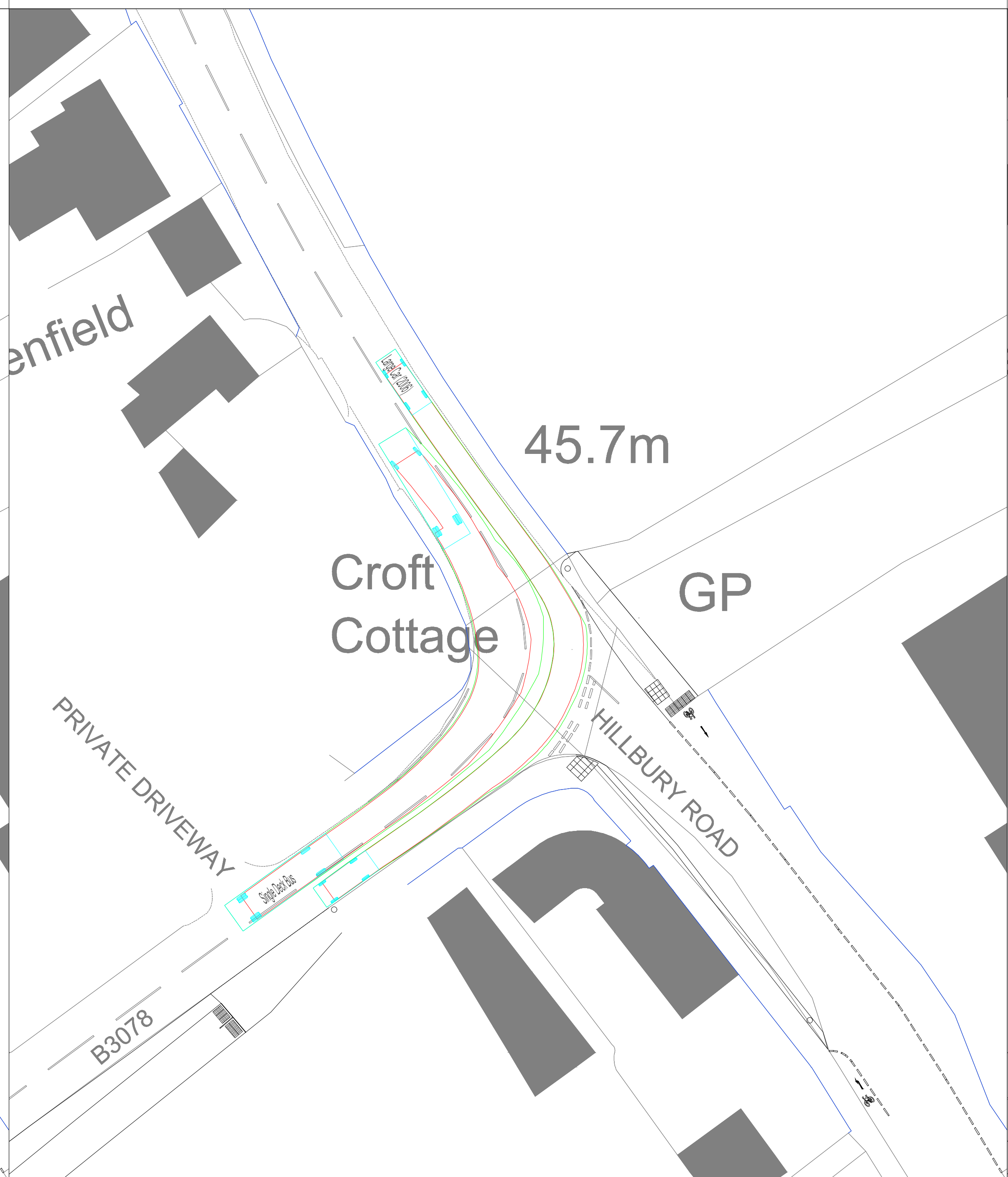
BUS WESTBOUND PASSING CAR NORTHBOUND



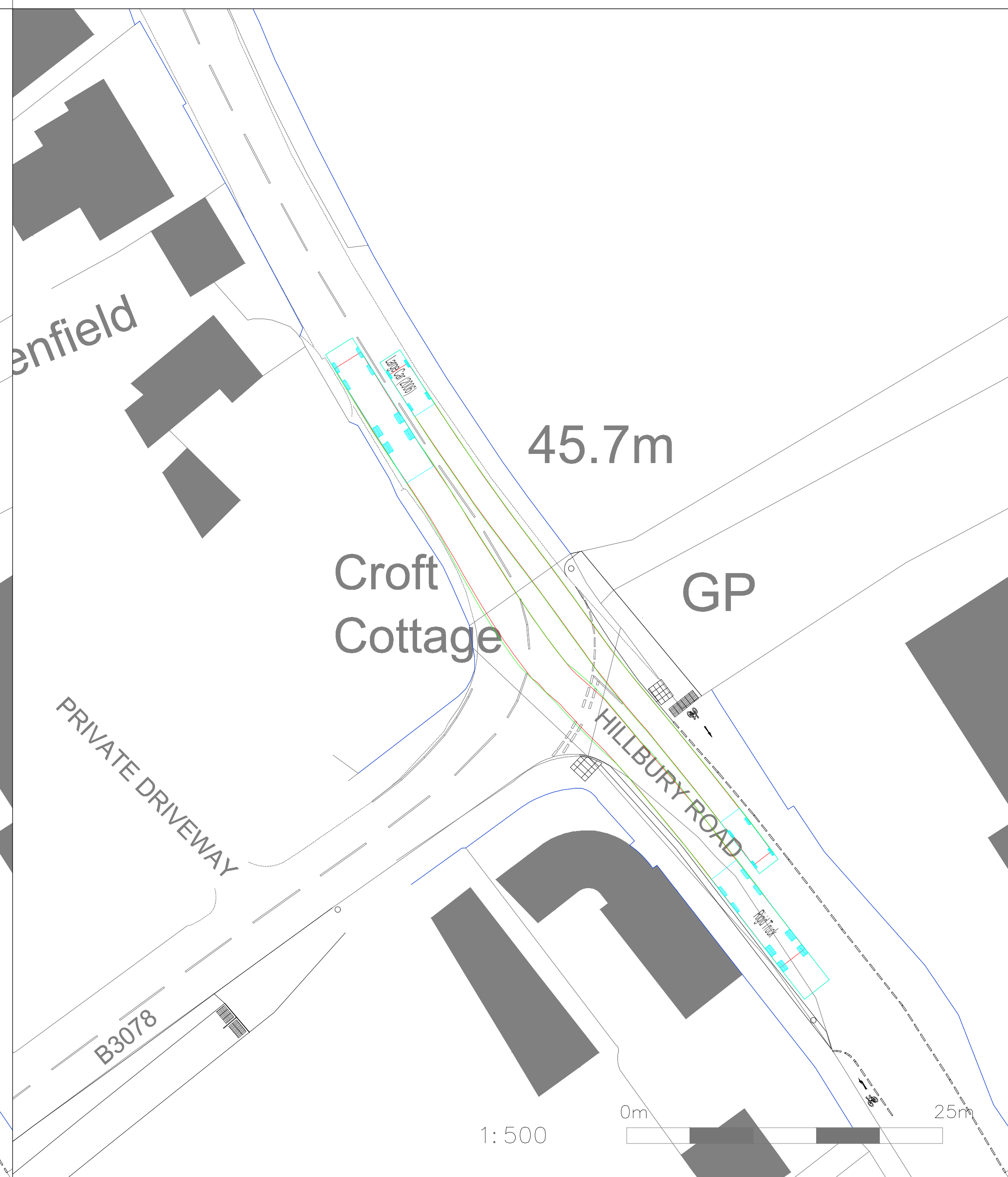
ARTICULATED HGV SOUTHBOUND PASSING CAR NORTHBOUND



BUS NORTHBOUND PASSING CAR SOUTHBOUND



BUS NORTHBOUND PASSING CAR WESTBOUND



RIGID HGV NORTHBOUND PASSING CAR SOUTHBOUND

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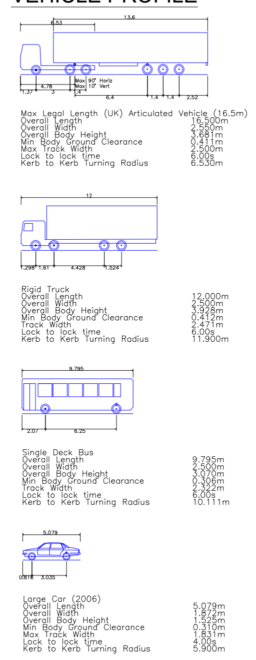
VEHICLE PROFILE



NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	01.05.24	THP	JNR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client

Intelligent Land

Project Name

Title
SWEPT PATH ANALYSIS AT PRESSEYS CORNER

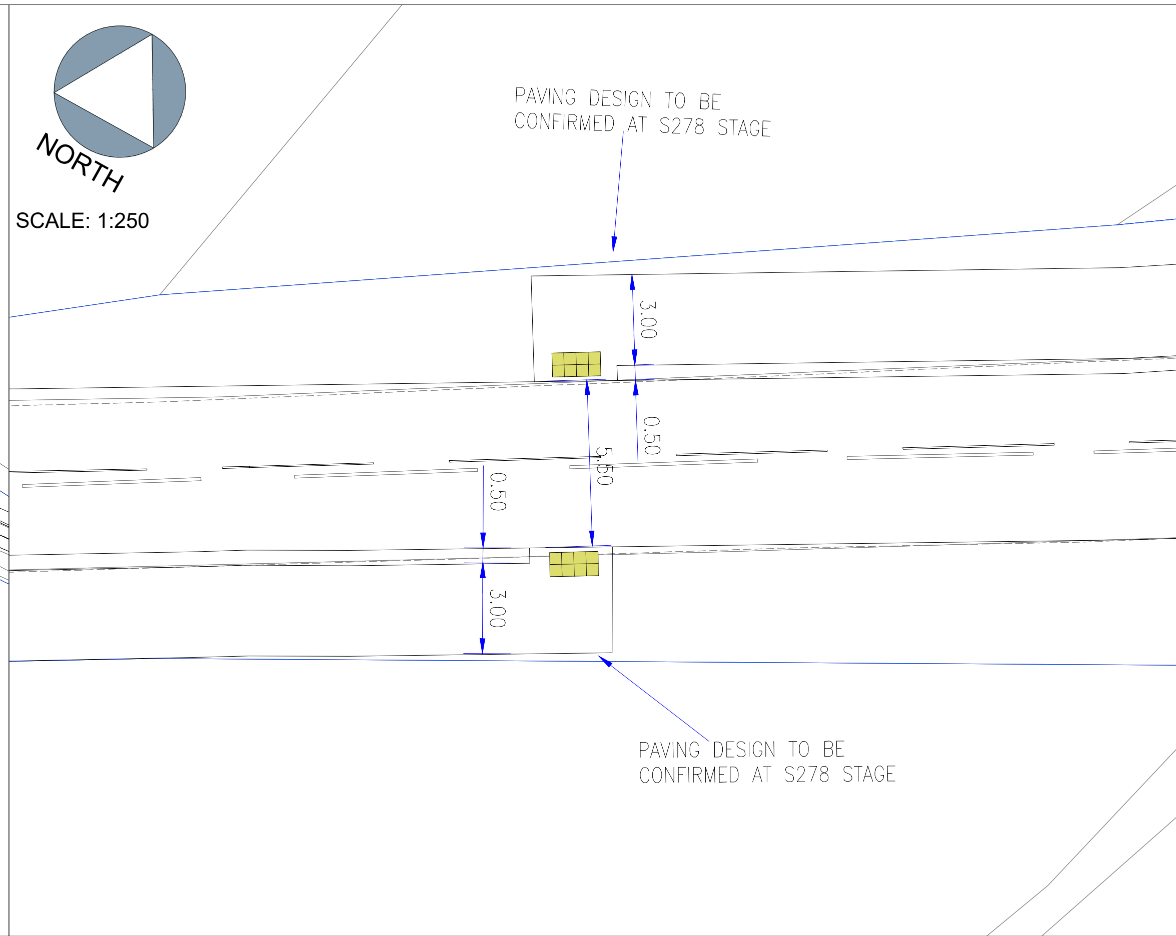
Project Phase
PRELIMINARY

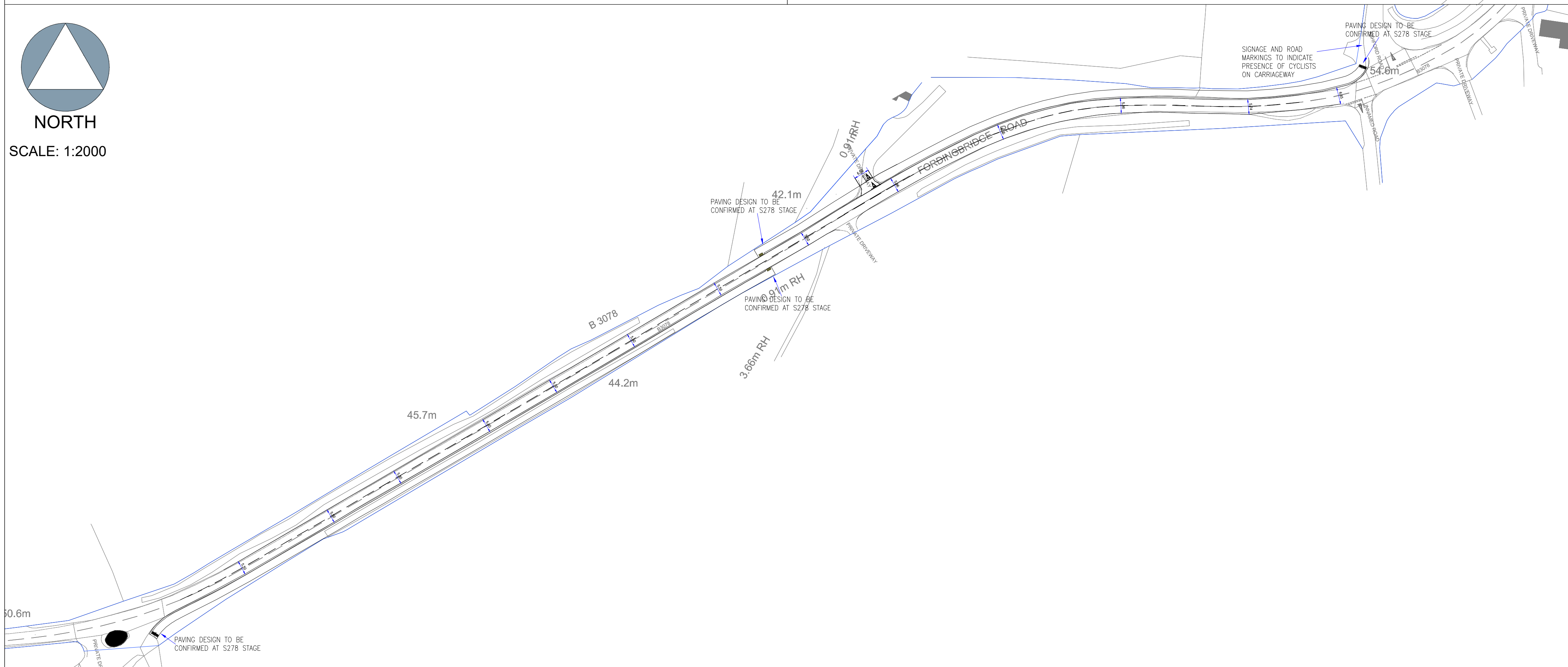
Date Created	Drawn By	Approved By	Suitability Code
30.04.24	THP	JNR	

PBA Project Number	Scale	
132.0001	1:500	(AT A2)

PBA Drawing No:	Revison
132.0001-0048	P01

Appendix G





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KEY

PEDESTRIAN CROSSING VISIBILITY SPLAYS
(IN ACCORDANCE WITH RECORDED 85TH PERCENTILE SPEEDS OF 46.6MPH EB AND 44.3MPH WB)

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P03	ADDITIONAL VISIBILITY AND GEOMETRY	01.05.24	LOM	JNR
P02	ADDITIONAL ANNOTATION	21.03.24	THP	JNR
P01	FIRST ISSUE	21.12.23	THP	JNR

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

Project Phase
PRELIMINARY

Title
PROPOSED FOOTWAY/
CYCLEWAY ALONG B3078

paulbasham associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Date Created	Drawn By	Approved By	Suitabilty Code
18.12.23	THP	JNR	-

PBA Project Number	Scale
132.0001	AS SHOWN (AT A3)

PBA Drawing No:	Revison
132.0001-0024	P03

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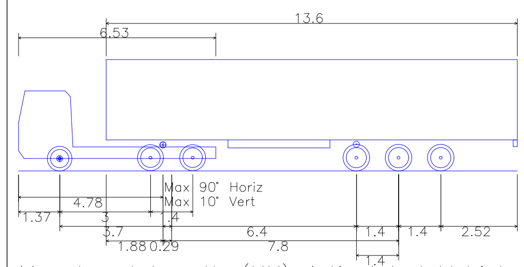
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	01.05.24	LOM	JNR

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

Project Phase
PRELIMINARY

Title
PROPOSED B3078 FOOTWAY/ CYCLEWAY WITH TWO-WAY 16.5M ARTICULATED VEHICLE SWEPT PATH ANALYSIS

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Date Created	Drawn By	Approved By	Suitabilty Code
01.05.24	LOM	JNR	-

PBA Project Number: 132.0001
Scale: 1:2000 (AT A3)

PBA Drawing No: 132.0001-0047
Revison: P01

Appendix H

SITE: Fordingbridge Road (50.920644, -1.815214)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound
Total	**9868**	**9033**
Mean Speed	**39.8**	**37.6**
85%	**46.6**	**44.3**

CHARGE SURVEYS

SITE: Fordingbridge Road | LOCATION: Attached to "Hampshire" boundary sign

GRID REFERENCE: 50.920644, -1.815214 | DIRECTION: EASTBOUND | SPEED LIMIT: NSL?

04 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
1700	120	106	0	13	0	0	0	0	0	0	0	0	0	0	1	37.3	42.9
1800	82	77	0	5	0	0	0	0	0	0	0	0	0	0	0	37.3	45.4
1900	44	42	0	2	0	0	0	0	0	0	0	0	0	0	0	40	46.6
2000	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	40.9	47.8
2100	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	44.2	55.3
2200	15	13	0	1	0	0	0	0	0	0	0	0	0	1	0	42.5	52.6
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	47.5	-
07-19	**202**	**183**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**37.3**	**44.3**
06-22	**275**	**252**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**38.3**	**45.1**
06-00	**294**	**269**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**38.6**	**45.5**
00-00	**294**	**269**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**38.6**	**45.5**

05 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
0400	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0500	16	13	0	2	0	0	0	0	0	0	0	0	0	1	0	44.6	49.9
0600	43	35	1	6	0	0	0	0	0	0	0	0	0	0	1	43.9	51.2
0700	163	144	0	18	0	0	0	1	0	0	0	0	0	0	0	42.2	47.9
0800	208	193	1	12	1	0	0	0	0	0	0	0	0	0	1	41	46.1
0900	128	113	0	11	1	1	0	0	0	0	0	0	0	0	2	39.9	45.7
1000	115	109	0	6	0	0	0	0	0	0	0	0	0	0	0	39.9	44.9
1100	122	102	2	13	0	0	0	0	0	0	0	0	0	0	5	39.1	45.3
1200	116	100	0	12	0	2	0	0	0	0	0	0	0	2	0	39.5	46.3

1300	114	103	1	9	0	1	0	0	0	0	0	0	0	0	0	40.1	45.8
1400	103	100	0	3	0	0	0	0	0	0	0	0	0	0	0	40.1	45.7
1500	123	112	0	11	0	0	0	0	0	0	0	0	0	0	0	40.3	46.8
1600	130	118	1	10	0	0	0	0	0	0	0	0	0	1	0	41.2	47.1
1700	118	105	0	12	0	0	0	0	0	0	0	0	0	0	1	40.6	46.1
1800	99	98	0	1	0	0	0	0	0	0	0	0	0	0	0	40.6	45.9
1900	49	46	1	2	0	0	0	0	0	0	0	0	0	0	0	42.5	50.1
2000	27	23	0	4	0	0	0	0	0	0	0	0	0	0	0	43.2	50.8
2100	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	47.2
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	-
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	45	-
07-19	**1539**	**1397**	**5**	**118**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**9**	**40.5**	**46.1**
06-22	**1691**	**1534**	**7**	**130**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**10**	**40.7**	**46.4**
06-00	**1702**	**1545**	**7**	**130**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**10**	**40.7**	**46.4**
00-00	**1728**	**1568**	**7**	**132**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**10**	**40.7**	**46.5**

06 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	-
0400	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	43	-
0500	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	44.2	49.2
0600	48	40	0	8	0	0	0	0	0	0	0	0	0	0	0	43.5	48.8
0700	143	125	0	17	0	0	0	0	0	0	0	0	0	0	1	41.2	45.7
0800	207	192	0	14	1	0	0	0	0	0	0	0	0	0	0	41.8	45.9
0900	122	113	0	8	1	0	0	0	0	0	0	0	0	0	0	40.7	45.7
1000	123	103	1	15	2	0	0	0	1	0	0	0	0	0	1	40.6	46.3
1100	116	103	0	11	1	0	1	0	0	0	0	0	0	0	0	40	45.5
1200	121	103	1	14	0	1	0	0	0	0	0	0	0	0	2	40.1	46.5
1300	119	105	1	12	0	1	0	0	0	0	0	0	0	0	0	41.1	47.6
1400	146	126	1	14	0	2	0	0	0	0	0	0	0	1	2	37.9	44.6
1500	153	133	1	16	0	1	0	0	1	0	0	0	0	1	0	40.9	46.1
1600	162	145	1	15	1	0	0	0	0	0	0	0	0	0	0	39.6	44.5
1700	148	131	0	15	0	1	1	0	0	0	0	0	0	0	0	41.2	47
1800	82	77	0	5	0	0	0	0	0	0	0	0	0	0	0	41	45.6
1900	49	42	0	7	0	0	0	0	0	0	0	0	0	0	0	42.9	49.8
2000	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	43	48.7
2100	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	45.1	53

2200	10	9	0	1	0	0	0	0	0	0	0	0	0	0	42	-
2300	6	4	0	1	0	0	0	0	0	0	0	0	1	0	39.3	-
07-19	**1642**	**1456**	**6**	**156**	**6**	**6**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**6**	**40.5**	**45.8**
06-22	**1787**	**1584**	**6**	**173**	**6**	**6**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**6**	**40.8**	**46.3**
06-00	**1803**	**1597**	**6**	**175**	**6**	**6**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**6**	**40.8**	**46.3**
00-00	**1828**	**1616**	**6**	**181**	**6**	**6**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**6**	**40.8**	**46.4**

07 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
0400	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	47.7
0500	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	40.5	46.9
0600	49	43	0	6	0	0	0	0	0	0	0	0	0	0	0	39.7	46.5
0700	123	106	1	14	1	0	0	1	0	0	0	0	0	0	0	38.4	42.7
0800	177	163	0	13	0	0	0	0	0	0	0	0	0	0	1	39.6	44.4
0900	112	98	0	12	1	0	0	0	1	0	0	0	0	0	0	38.6	44.9
1000	111	101	1	8	1	0	0	0	0	0	0	0	0	0	0	38.3	44.7
1100	121	110	0	11	0	0	0	0	0	0	0	0	0	0	0	34.8	41
1200	90	79	0	10	0	0	0	1	0	0	0	0	0	0	0	35.3	41.5
1300	101	87	0	13	0	0	0	0	0	0	0	0	0	0	1	34.8	41.7
1400	129	119	0	10	0	0	0	0	0	0	0	0	0	0	0	33.9	40.7
1500	106	93	0	12	1	0	0	0	0	0	0	0	0	0	0	29.9	38.6
1600	108	92	0	16	0	0	0	0	0	0	0	0	0	0	0	23.5	30.2
1700	118	103	0	12	1	0	0	0	0	1	0	0	0	0	1	24	30.8
1800	82	75	0	7	0	0	0	0	0	0	0	0	0	0	0	27.1	33.6
1900	57	52	0	5	0	0	0	0	0	0	0	0	0	0	0	31.2	38.7
2000	40	38	0	2	0	0	0	0	0	0	0	0	0	0	0	35.7	41
2100	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	41.8	46.7
2200	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	38.9	44.7
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	-
07-19	**1378**	**1226**	**2**	**138**	**5**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**33.6**	**41.6**
06-22	**1546**	**1380**	**2**	**152**	**5**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**33.9**	**41.7**
06-00	**1564**	**1397**	**2**	**153**	**5**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**34**	**41.8**
00-00	**1589**	**1420**	**2**	**155**	**5**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**34.1**	**42**

08 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	44.4	-
0400	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0500	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	45	52.9
0600	46	40	1	5	0	0	0	0	0	0	0	0	0	0	0	43.9	49.2
0700	156	136	1	17	0	0	0	0	0	0	0	0	0	0	2	40.2	45.7
0800	194	175	0	17	0	0	0	1	0	0	0	0	0	1	0	42.4	46.9
0900	173	155	2	14	1	0	0	0	0	0	0	0	0	1	0	40.8	45.6
1000	181	162	1	16	0	1	1	0	0	0	0	0	0	0	0	40.2	44.5
1100	173	157	1	15	0	0	0	0	0	0	0	0	0	0	0	41.1	46.1
1200	141	133	0	8	0	0	0	0	0	0	0	0	0	0	0	41.8	47.9
1300	131	113	0	11	1	0	0	0	1	0	0	0	0	4	1	41.9	47.9
1400	172	155	0	15	0	0	0	0	0	0	0	0	0	0	2	39.7	45.4
1500	121	102	2	16	1	0	0	0	0	0	0	0	0	0	0	40.3	47.5
1600	171	160	0	9	0	0	0	0	0	0	0	0	0	2	0	39.5	45.5
1700	161	147	0	14	0	0	0	0	0	0	0	0	0	0	0	40.5	46.2
1800	150	144	0	5	0	1	0	0	0	0	0	0	0	0	0	41	46.6
1900	74	70	0	4	0	0	0	0	0	0	0	0	0	0	0	42.2	47.6
2000	28	22	0	5	0	0	0	0	0	0	0	0	0	1	0	43.7	53.6
2100	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	42.6	46.7
2200	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	53.7
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	-
07-19	**1924**	**1739**	**7**	**157**	**3**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**8**	**5**	**40.8**	**46.2**
06-22	**2095**	**1893**	**8**	**172**	**3**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**9**	**5**	**41**	**46.4**
06-00	**2126**	**1924**	**8**	**172**	**3**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**9**	**5**	**41**	**46.5**
00-00	**2160**	**1954**	**8**	**176**	**3**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**9**	**5**	**41**	**46.6**

09 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.9	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	47.2	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-

0400	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-
0500	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	39.7	47
0600	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	38.7	43.7
0700	34	27	0	7	0	0	0	0	0	0	0	0	0	0	0	38.2	45.2
0800	29	22	0	6	0	0	1	0	0	0	0	0	0	0	0	28.9	36.7
0900	43	33	0	10	0	0	0	0	0	0	0	0	0	0	0	27.7	37.3
1000	55	46	0	9	0	0	0	0	0	0	0	0	0	0	0	29.3	37
1100	83	34	0	48	0	0	1	0	0	0	0	0	0	0	0	35.6	48.8
1200	89	48	0	41	0	0	0	0	0	0	0	0	0	0	0	43	53.1
1300	134	96	0	38	0	0	0	0	0	0	0	0	0	0	0	47	53.1
1400	147	119	0	28	0	0	0	0	0	0	0	0	0	0	0	44.8	52.4
1500	121	99	0	20	0	0	0	1	0	0	0	0	0	0	1	43.9	51.8
1600	115	101	0	14	0	0	0	0	0	0	0	0	0	0	0	43.6	49.3
1700	70	62	0	8	0	0	0	0	0	0	0	0	0	0	0	45.8	52.1
1800	78	65	0	13	0	0	0	0	0	0	0	0	0	0	0	47.3	54.7
1900	43	41	0	2	0	0	0	0	0	0	0	0	0	0	0	47.3	56.4
2000	21	18	0	3	0	0	0	0	0	0	0	0	0	0	0	46.4	56.4
2100	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	44.7	50.1
2200	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	45.5	55.8
2300	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	44	49.6
07-19	**998**	**752**	**0**	**242**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**41.9**	**51.4**
06-22	**1099**	**846**	**0**	**249**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**42.2**	**51.6**
06-00	**1129**	**875**	**0**	**250**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**42.3**	**51.6**
00-00	**1164**	**907**	**0**	**253**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**42.2**	**51.4**

10 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	44	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	51.6	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.7	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0600	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	47.2	59
0700	20	17	0	3	0	0	0	0	0	0	0	0	0	0	0	45.1	52.7
0800	29	24	0	5	0	0	0	0	0	0	0	0	0	0	0	45.1	50.7
0900	79	70	0	7	1	1	0	0	0	0	0	0	0	0	0	44.2	53.4
1000	120	112	2	5	1	0	0	0	0	0	0	0	0	0	0	40.9	47
1100	168	154	3	11	0	0	0	0	0	0	0	0	0	0	0	38	44.3
1200	159	152	0	7	0	0	0	0	0	0	0	0	0	0	0	38.2	45.2

1300	131	122	0	7	0	0	0	1	0	0	0	0	0	0	1	38.5	44.9
1400	139	130	1	6	0	0	1	0	0	0	0	0	0	0	1	39.8	46.2
1500	124	115	2	7	0	0	0	0	0	0	0	0	0	0	0	40.1	45.6
1600	103	98	0	4	0	0	0	0	0	0	0	0	0	0	1	41.2	47.4
07-19	**1072**	**994**	**8**	**62**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**40**	**46.3**
06-22	**1086**	**1007**	**8**	**63**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**40.1**	**46.5**
06-00	**1086**	**1007**	**8**	**63**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**40.1**	**46.5**
00-00	**1105**	**1026**	**8**	**63**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**40.2**	**46.6**

Virtual								**HGVS**									
00-00	**1596**	**1415**	**5**	**160**	**3**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**5**	**40**	**47**
								168									

SITE: Fordingbridge Road

LOCATION: Attached to "Hampshire" bou

GRID REFERENCE: 50.920644, -1.815214

DIRECTION: EASTBOUND

SPEED

04 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62
1700	120	0	1	2	12	48	41	16	0	0
1800	82	0	0	1	12	35	17	14	3	0
1900	44	0	0	0	3	16	12	9	3	1
2000	16	0	0	0	0	5	6	4	1	0
2100	13	0	0	0	1	2	4	1	4	1
2200	15	0	0	0	1	3	5	3	3	0
2300	4	0	0	0	0	0	1	2	1	0
07-19	**202**	**0**	**1**	**3**	**24**	**83**	**58**	**30**	**3**	**0**
06-22	**275**	**0**	**1**	**3**	**28**	**106**	**80**	**44**	**11**	**2**
06-00	**294**	**0**	**1**	**3**	**29**	**109**	**86**	**49**	**15**	**2**
00-00	**294**	**0**	**1**	**3**	**29**	**109**	**86**	**49**	**15**	**2**

05 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62
0000	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	1	1	1	0	0
0400	7	0	0	0	0	2	1	4	0	0
0500	16	0	0	0	0	1	6	7	2	0
0600	43	0	1	0	1	1	20	12	7	1
0700	163	0	0	0	1	33	60	56	12	1
0800	208	0	1	1	12	30	99	52	9	4
0900	128	0	2	0	12	18	60	31	4	1
1000	115	1	0	0	3	26	61	20	3	1
1100	122	0	3	2	5	28	50	32	1	1
1200	116	0	1	1	7	35	44	22	6	0
1300	114	0	0	2	4	23	55	25	5	0
1400	103	0	2	1	4	20	51	18	7	0
1500	123	1	2	0	5	28	46	32	7	2
1600	130	0	0	0	3	34	49	32	9	3
1700	118	0	1	1	6	18	65	17	8	2
1800	99	0	0	0	5	19	48	18	6	3
1900	49	0	0	0	2	8	17	14	6	2
2000	27	0	0	0	1	5	7	8	6	0
2100	33	0	0	0	3	8	13	5	1	3
2200	4	0	0	0	0	1	1	1	0	0
2300	7	0	0	0	0	1	1	4	1	0
07-19	**1539**	**2**	**12**	**8**	**67**	**312**	**688**	**355**	**77**	**18**
06-22	**1691**	**2**	**13**	**8**	**74**	**334**	**745**	**394**	**97**	**24**
06-00	**1702**	**2**	**13**	**8**	**74**	**336**	**747**	**399**	**98**	**24**
00-00	**1728**	**2**	**13**	**8**	**74**	**340**	**755**	**411**	**100**	**24**

06 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62
0000	1	0	0	0	1	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	2	0	0	0
0400	6	0	0	0	0	2	1	1	2	0
0500	16	0	0	0	0	2	5	7	2	0
0600	48	0	0	0	1	4	20	19	4	0
0700	143	0	0	1	1	28	73	33	7	0
0800	207	0	0	0	6	28	104	56	10	0
0900	122	0	0	1	2	33	48	31	7	0
1000	123	0	2	0	3	27	57	25	6	3
1100	116	0	2	0	5	23	56	29	0	0
1200	121	0	1	2	5	34	47	25	4	2
1300	119	1	0	1	4	26	48	30	6	3
1400	146	2	5	1	1	50	59	24	4	0
1500	153	0	0	2	5	35	70	29	10	1
1600	162	0	0	1	10	44	75	23	7	0
1700	148	0	0	1	3	28	70	36	9	1
1800	82	0	0	0	1	17	39	18	7	0
1900	49	0	0	0	0	10	19	12	8	0
2000	29	0	0	1	1	3	8	14	1	0
2100	19	0	0	0	0	2	7	3	7	0
2200	10	0	0	0	0	3	2	4	1	0
2300	6	0	0	0	0	3	1	2	0	0
07-19	**1642**	**3**	**10**	**10**	**46**	**373**	**746**	**359**	**77**	**10**
06-22	**1787**	**3**	**10**	**11**	**48**	**392**	**800**	**407**	**97**	**10**
06-00	**1803**	**3**	**10**	**11**	**48**	**398**	**803**	**413**	**98**	**10**
00-00	**1828**	**3**	**10**	**11**	**49**	**402**	**811**	**421**	**102**	**10**

07 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62
0000	1	0	0	0	0	0	1	0	0	0
0100	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	1	0	0	0	0
0400	11	0	0	0	1	2	5	3	0	0
0500	12	0	0	0	1	1	6	4	0	0
0600	49	0	1	0	1	14	20	11	2	0
0700	123	0	0	0	10	36	62	11	2	2
0800	177	0	2	1	5	46	86	34	2	1
0900	112	0	2	0	6	36	47	17	3	1
1000	111	0	0	3	9	28	51	18	2	0
1100	121	0	2	8	22	50	34	3	1	1
1200	90	0	0	7	11	41	24	6	1	0
1300	101	2	1	6	13	43	28	7	1	0
1400	129	1	5	9	21	55	26	10	2	0
1500	106	1	8	20	31	27	15	4	0	0

1600	108	0	22	46	26	11	3	0	0	0
1700	118	1	24	43	35	10	5	0	0	0
1800	82	0	10	19	34	12	7	0	0	0
1900	57	0	4	6	19	17	8	2	1	0
2000	40	0	0	3	5	17	10	3	2	0
2100	22	0	0	0	0	3	12	5	2	0
2200	14	0	0	0	2	4	6	1	0	1
2300	4	0	0	0	0	0	2	1	1	0
07-19	**1378**	**5**	**76**	**162**	**223**	**395**	**388**	**110**	**14**	**5**
06-22	**1546**	**5**	**81**	**171**	**248**	**446**	**438**	**131**	**21**	**5**
06-00	**1564**	**5**	**81**	**171**	**250**	**450**	**446**	**133**	**22**	**6**
00-00	**1589**	**5**	**81**	**171**	**252**	**454**	**458**	**140**	**22**	**6**

08 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62
0000	3	0	1	0	0	1	1	0	0	0
0100	1	0	0	0	0	0	1	0	0	0
0200	1	0	0	0	0	1	0	0	0	0
0300	3	0	0	0	0	0	2	0	1	0
0400	10	0	0	0	0	3	3	4	0	0
0500	16	0	0	0	0	2	4	6	4	0
0600	46	0	0	0	2	2	19	18	5	0
0700	156	0	2	0	6	27	85	29	5	2
0800	194	0	0	1	2	27	74	83	7	0
0900	173	0	0	0	4	30	96	42	0	1
1000	181	1	0	0	3	43	96	33	2	3
1100	173	0	0	0	5	33	90	38	3	3
1200	141	0	0	0	4	23	62	44	5	2
1300	131	0	0	1	2	22	61	29	15	1
1400	172	0	2	0	13	44	68	40	4	1
1500	121	0	3	6	3	31	32	35	7	3
1600	171	1	1	2	7	42	76	32	9	1
1700	161	0	0	0	9	31	75	34	12	0
1800	150	0	0	0	1	33	74	35	6	1
1900	74	0	0	0	1	11	35	22	4	1
2000	28	0	0	0	0	8	10	3	4	1
2100	23	0	0	0	0	3	9	10	1	0
2200	21	0	0	0	0	1	10	4	5	1
2300	10	0	0	0	1	5	2	1	0	0
07-19	**1924**	**2**	**8**	**10**	**59**	**386**	**889**	**474**	**75**	**18**
06-22	**2095**	**2**	**8**	**10**	**62**	**410**	**962**	**527**	**89**	**20**
06-00	**2126**	**2**	**8**	**10**	**63**	**416**	**974**	**532**	**94**	**21**
00-00	**2160**	**2**	**9**	**10**	**63**	**423**	**985**	**542**	**99**	**21**

09 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62
0000	7	0	0	0	0	2	3	2	0	0
0100	1	0	0	0	0	0	0	1	0	0
0200	1	0	0	0	0	0	0	1	0	0
0300	4	0	0	0	1	1	1	1	0	0

0400	7	0	0	0	1	1	2	3	0	0
0500	15	0	0	0	0	3	9	3	0	0
0600	19	0	0	0	0	10	6	2	1	0
0700	34	0	0	0	6	12	9	5	2	0
0800	29	0	1	8	12	4	2	2	0	0
0900	43	0	5	13	13	6	5	1	0	0
1000	55	0	3	12	18	15	5	2	0	0
1100	83	0	5	6	25	16	10	10	7	2
1200	89	0	1	3	5	15	18	24	15	8
1300	134	0	0	0	1	10	29	49	32	8
1400	147	0	0	0	0	18	54	46	19	5
1500	121	1	0	0	5	17	36	34	19	4
1600	115	0	0	0	3	15	41	40	12	2
1700	70	0	0	0	0	3	24	28	12	3
1800	78	0	0	0	0	5	22	25	16	6
1900	43	0	0	0	0	6	11	11	7	7
2000	21	0	0	0	1	1	3	9	3	4
2100	18	0	0	0	0	2	7	7	1	1
2200	16	0	0	0	0	3	5	3	3	2
2300	14	0	0	0	0	0	6	6	2	0
07-19	**998**	**1**	**15**	**42**	**88**	**136**	**255**	**266**	**134**	**38**
06-22	**1099**	**1**	**15**	**42**	**89**	**155**	**282**	**295**	**146**	**50**
06-00	**1129**	**1**	**15**	**42**	**89**	**158**	**293**	**304**	**151**	**52**
00-00	**1164**	**1**	**15**	**42**	**91**	**165**	**308**	**315**	**151**	**52**

10 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62
0000	6	0	0	0	1	1	3	0	0	1
0100	2	0	0	0	0	0	0	2	0	0
0200	2	0	0	0	0	0	0	0	2	0
0300	1	0	0	0	0	0	0	1	0	0
0400	2	0	0	0	0	0	1	1	0	0
0500	6	0	0	0	0	1	1	2	1	1
0600	14	0	0	1	0	0	3	4	4	2
0700	20	0	0	0	0	2	9	5	2	2
0800	29	0	0	0	0	0	10	14	3	2
0900	79	0	2	2	1	6	26	24	10	6
1000	120	1	0	2	6	19	47	37	7	1
1100	168	0	0	1	22	57	61	21	4	2
1200	159	0	0	4	13	51	63	22	5	1
1300	131	0	0	5	11	35	49	26	4	1
1400	139	1	1	3	7	29	64	25	8	1
1500	124	0	0	0	3	34	57	27	2	1
1600	103	0	0	1	4	24	40	26	6	2
07-19	**1072**	**2**	**3**	**18**	**67**	**257**	**426**	**227**	**51**	**19**
06-22	**1086**	**2**	**3**	**19**	**67**	**257**	**429**	**231**	**55**	**21**
06-00	**1086**	**2**	**3**	**19**	**67**	**257**	**429**	**231**	**55**	**21**
00-00	**1105**	**2**	**3**	**19**	**68**	**259**	**434**	**237**	**58**	**23**

Grand Total

Time [--	Total	Vbin 6	Vbin 12	Vbin 19	Vbin 25	Vbin 31	Vbin 37	Vbin 43	Vbin 50	Vbin 56

		12	19	25	31	37	43	50	56	62
--	9868	15	132	264	626	2152	3837	2115	547	138

undary sign

LIMIT: NSL?

Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	0	0	37.3	42.9
0	0	0	0	0	0	37.3	45.4
0	0	0	0	0	0	40	46.6
0	0	0	0	0	0	40.9	47.8
0	0	0	0	0	0	44.2	55.3
0	0	0	0	0	0	42.5	52.6
0	0	0	0	0	0	47.5	-
0	**0**	**0**	**0**	**0**	**0**	**37.3**	**44.3**
0	**0**	**0**	**0**	**0**	**0**	**38.3**	**45.1**
0	**0**	**0**	**0**	**0**	**0**	**38.6**	**45.5**
0	**0**	**0**	**0**	**0**	**0**	**38.6**	**45.5**

Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	0	0	-	-
0	0	0	0	0	0	-	-
0	0	0	0	0	0	-	-
0	0	0	0	0	0	40.5	-
0	0	0	0	0	0	42.4	-
0	0	0	0	0	0	44.6	49.9
0	0	0	0	0	0	43.9	51.2
0	0	0	0	0	0	42.2	47.9
0	0	0	0	0	0	41	46.1
0	0	0	0	0	0	39.9	45.7
0	0	0	0	0	0	39.9	44.9
0	0	0	0	0	0	39.1	45.3
0	0	0	0	0	0	39.5	46.3
0	0	0	0	0	0	40.1	45.8
0	0	0	0	0	0	40.1	45.7
0	0	0	0	0	0	40.3	46.8
0	0	0	0	0	0	41.2	47.1
0	0	0	0	0	0	40.6	46.1
0	0	0	0	0	0	40.6	45.9
0	0	0	0	0	0	42.5	50.1
0	0	0	0	0	0	43.2	50.8
0	0	0	0	0	0	40.7	47.2
1	0	0	0	0	0	46.5	-
0	0	0	0	0	0	45	-
0	**0**	**0**	**0**	**0**	**0**	**40.5**	**46.1**
0	**0**	**0**	**0**	**0**	**0**	**40.7**	**46.4**
1	**0**	**0**	**0**	**0**	**0**	**40.7**	**46.4**
1	**0**	**0**	**0**	**0**	**0**	**40.7**	**46.5**

Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	0	0	30.6	-
0	0	0	0	0	0	-	-
0	0	0	0	0	0	-	-
0	0	0	0	0	0	40.5	-
0	0	0	0	0	0	43	-
0	0	0	0	0	0	44.2	49.2
0	0	0	0	0	0	43.5	48.8
0	0	0	0	0	0	41.2	45.7
1	1	1	0	0	0	41.8	45.9
0	0	0	0	0	0	40.7	45.7
0	0	0	0	0	0	40.6	46.3
1	0	0	0	0	0	40	45.5
0	0	0	0	1	0	40.1	46.5
0	0	0	0	0	0	41.1	47.6
0	0	0	0	0	0	37.9	44.6
0	0	0	0	1	0	40.9	46.1
1	1	0	0	0	0	39.6	44.5
0	0	0	0	0	0	41.2	47
0	0	0	0	0	0	41	45.6
0	0	0	0	0	0	42.9	49.8
1	0	0	0	0	0	43	48.7
0	0	0	0	0	0	45.1	53
0	0	0	0	0	0	42	-
0	0	0	0	0	0	39.3	-
3	**2**	**1**	**0**	**2**	**0**	**40.5**	**45.8**
4	**2**	**1**	**0**	**2**	**0**	**40.8**	**46.3**
4	**2**	**1**	**0**	**2**	**0**	**40.8**	**46.3**
4	**2**	**1**	**0**	**2**	**0**	**40.8**	**46.4**

Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	0	0	42	-
0	0	0	0	0	0	-	-
0	0	0	0	0	0	-	-
0	0	0	0	0	0	35.4	-
0	0	0	0	0	0	39.6	47.7
0	0	0	0	0	0	40.5	46.9
0	0	0	0	0	0	39.7	46.5
0	0	0	0	0	0	38.4	42.7
0	0	0	0	0	0	39.6	44.4
0	0	0	0	0	0	38.6	44.9
0	0	0	0	0	0	38.3	44.7
0	0	0	0	0	0	34.8	41
0	0	0	0	0	0	35.3	41.5
0	0	0	0	0	0	34.8	41.7
0	0	0	0	0	0	33.9	40.7
0	0	0	0	0	0	29.9	38.6

0	0	0	0	0	0	23.5	30.2
0	0	0	0	0	0	24	30.8
0	0	0	0	0	0	27.1	33.6
0	0	0	0	0	0	31.2	38.7
0	0	0	0	0	0	35.7	41
0	0	0	0	0	0	41.8	46.7
0	0	0	0	0	0	38.9	44.7
0	0	0	0	0	0	44.6	-
0	**0**	**0**	**0**	**0**	**0**	**33.6**	**41.6**
0	**0**	**0**	**0**	**0**	**0**	**33.9**	**41.7**
0	**0**	**0**	**0**	**0**	**0**	**34**	**41.8**
0	**0**	**0**	**0**	**0**	**0**	**34.1**	**42**

Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	0	0	30.8	-
0	0	0	0	0	0	39	-
0	0	0	0	0	0	36.6	-
0	0	0	0	0	0	44.4	-
0	0	0	0	0	0	41.8	-
0	0	0	0	0	0	45	52.9
0	0	0	0	0	0	43.9	49.2
0	0	0	0	0	0	40.2	45.7
0	0	0	0	0	0	42.4	46.9
0	0	0	0	0	0	40.8	45.6
0	0	0	0	0	0	40.2	44.5
1	0	0	0	0	0	41.1	46.1
1	0	0	0	0	0	41.8	47.9
0	0	0	0	0	0	41.9	47.9
0	0	0	0	0	0	39.7	45.4
0	1	0	0	0	0	40.3	47.5
0	0	0	0	0	0	39.5	45.5
0	0	0	0	0	0	40.5	46.2
0	0	0	0	0	0	41	46.6
0	0	0	0	0	0	42.2	47.6
1	1	0	0	0	0	43.7	53.6
0	0	0	0	0	0	42.6	46.7
0	0	0	0	0	0	45.3	53.7
1	0	0	0	0	0	39.5	-
2	**1**	**0**	**0**	**0**	**0**	**40.8**	**46.2**
3	**2**	**0**	**0**	**0**	**0**	**41**	**46.4**
4	**2**	**0**	**0**	**0**	**0**	**41**	**46.5**
4	**2**	**0**	**0**	**0**	**0**	**41**	**46.6**

Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	0	0	40.6	-
0	0	0	0	0	0	44.9	-
0	0	0	0	0	0	47.2	-
0	0	0	0	0	0	36.7	-

0	0	0	0	0	0	40.6	-
0	0	0	0	0	0	39.7	47
0	0	0	0	0	0	38.7	43.7
0	0	0	0	0	0	38.2	45.2
0	0	0	0	0	0	28.9	36.7
0	0	0	0	0	0	27.7	37.3
0	0	0	0	0	0	29.3	37
1	1	0	0	0	0	35.6	48.8
0	0	0	0	0	0	43	53.1
3	2	0	0	0	0	47	53.1
4	1	0	0	0	0	44.8	52.4
5	0	0	0	0	0	43.9	51.8
1	0	1	0	0	0	43.6	49.3
0	0	0	0	0	0	45.8	52.1
2	2	0	0	0	0	47.3	54.7
0	0	0	1	0	0	47.3	56.4
0	0	0	0	0	0	46.4	56.4
0	0	0	0	0	0	44.7	50.1
0	0	0	0	0	0	45.5	55.8
0	0	0	0	0	0	44	49.6
16	**6**	**1**	**0**	**0**	**0**	**41.9**	**51.4**
16	**6**	**1**	**1**	**0**	**0**	**42.2**	**51.6**
16	**6**	**1**	**1**	**0**	**0**	**42.3**	**51.6**
16	**6**	**1**	**1**	**0**	**0**	**42.2**	**51.4**

Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0	0	0	0	0	0	41.1	-
0	0	0	0	0	0	44	-
0	0	0	0	0	0	51.6	-
0	0	0	0	0	0	47.7	-
0	0	0	0	0	0	41.2	-
0	0	0	0	0	0	46.8	-
0	0	0	0	0	0	47.2	59
0	0	0	0	0	0	45.1	52.7
0	0	0	0	0	0	45.1	50.7
0	0	2	0	0	0	44.2	53.4
0	0	0	0	0	0	40.9	47
0	0	0	0	0	0	38	44.3
0	0	0	0	0	0	38.2	45.2
0	0	0	0	0	0	38.5	44.9
0	0	0	0	0	0	39.8	46.2
0	0	0	0	0	0	40.1	45.6
0	0	0	0	0	0	41.2	47.4
0	**0**	**2**	**0**	**0**	**0**	**40**	**46.3**
0	**0**	**2**	**0**	**0**	**0**	**40.1**	**46.5**
0	**0**	**2**	**0**	**0**	**0**	**40.1**	**46.5**
0	**0**	**2**	**0**	**0**	**0**	**40.2**	**46.6**

Vbin 62	Vbin 68	Vbin 75	Vbin 81	Vbin 87	Vbin 93	Mean	Vpp 85

68	75	81	87	93	99		
25	10	4	1	2	0	39.8	46.6

CHARGE SURVEYS

SITE: Fordingbridge Road LOCATION: Attached to "Hampshire" boundary sign

GRID REFERENCE: 50.920644, -1.815214 DIRECTION: EASTBOUND SPEED LI

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	04-Dec	05-Dec	06-Dec	07-Dec	08-Dec	09-Dec	10-Dec	1-5.	1-7.
Hour									
0000-010C	*	0	1	1	3	7	6	1.3	3
0100-020C	*	0	0	0	1	1	2	0.3	0.7
0200-030C	*	0	0	0	1	1	2	0.3	0.7
0300-040C	*	3	2	1	3	4	1	2.3	2.3
0400-050C	*	7	6	11	10	7	2	8.5	7.2
0500-060C	*	16	16	12	16	15	6	15	13.5
0600-070C	*	43	48	49	46	19	14	46.5	36.5
0700-080C	*	163	143	123	156	34	20	146.3	106.5
0800-090C	*	**208**	**207**	**177**	**194**	29	29	196.5	140.7
0900-100C	*	128	122	112	173	43	79	133.8	109.5
1000-110C	*	115	123	111	181	55	120	132.5	117.5
1100-120C	*	122	116	121	173	**83**	**168**	133	130.5
1200-130C	*	116	121	90	141	89	159	117	119.3
1300-140C	*	114	119	101	131	134	131	116.3	121.7
1400-150C	*	103	146	**129**	**172**	**147**	**139**	137.5	139.3
1500-160C	*	123	153	106	121	121	124	125.8	124.7
1600-170C	*	**130**	**162**	108	171	115	*	135.6	132.2
1700-180C	**120**	118	148	118	161	70	*	133	122.5
1800-190C	82	99	82	82	150	78	*	99	95.5
1900-200C	44	49	49	57	74	43	*	54.6	52.7
2000-210C	16	27	29	40	28	21	*	28	26.8
2100-220C	13	33	19	22	23	18	*	22	21.3
2200-230C	15	4	10	14	21	16	*	12.8	13.3
2300-240C	4	7	6	4	10	14	*	6.2	7.5
Totals									
0700-190C	*	1539	1642	1378	1924	998	*	1606.1	1459.8
0600-220C	*	1691	1787	1546	2095	1099	*	1757.2	1597.2
0600-000C	*	1702	1803	1564	2126	1129	*	1776.2	1618
0000-000C	*	1728	1828	1589	2160	1164	*	1803.7	1645.3
AM Peak	*	800	800	800	800	1100	1100		
	*	208	207	177	194	83	168		
PM Peak	*	1600	1600	1400	1400	1400	*		
	*	130	162	129	172	147	*		

MIT: NSL?

-

CHARGE SURVEYS

SITE: Fordingbridge Road

LOCATION: Attached to "Hampshire" boundary sign

GRID REFERENCE: 50.920644, -1.815214

DIRECTION: WESTBOUND

SPEED LIMIT: NSL?

04 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
1700	186	171	0	15	0	0	0	0	0	0	0	0	0	0	0	36.1	42.7
1800	102	88	2	12	0	0	0	0	0	0	0	0	0	0	0	37.4	43.8
1900	63	61	0	2	0	0	0	0	0	0	0	0	0	0	0	40.6	47.4
2000	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	44.3	52
2100	40	38	0	2	0	0	0	0	0	0	0	0	0	0	0	41.9	47.4
2200	15	13	0	1	0	1	0	0	0	0	0	0	0	0	0	39.4	46.9
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
07-19	**288**	**259**	**2**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.6**	**42.9**
06-22	**420**	**386**	**2**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.2**	**44.8**
06-00	**438**	**402**	**2**	**33**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.3**	**45.1**
00-00	**438**	**402**	**2**	**33**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.3**	**45.1**

05 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	49	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	43	-
0400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0500	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	45.4	-
0600	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	44.9	54.1
0700	79	62	0	15	1	1	0	0	0	0	0	0	0	0	0	41.8	47
0800	155	139	2	13	0	0	0	0	0	0	0	0	0	0	1	41.6	46.8
0900	106	86	0	15	3	1	0	0	0	0	0	0	0	0	1	40.1	45.7
1000	130	116	1	5	0	4	0	0	1	0	0	0	0	0	3	39.4	45.3
1100	119	105	0	10	0	2	0	0	0	0	0	0	0	0	2	40.9	46.1
1200	116	102	0	12	1	0	0	0	0	0	0	0	0	0	1	42.1	47.3

1300	132	122	0	9	0	0	0	0	0	0	0	0	0	1	0	40.9	46.7
1400	125	108	0	16	0	0	0	0	0	0	0	0	0	1	0	41.4	47.1
1500	181	168	0	11	0	0	0	0	0	0	0	0	0	1	1	41.1	46.3
1600	197	180	0	17	0	0	0	0	0	0	0	0	0	0	0	40.9	46.1
1700	202	185	0	15	0	0	0	0	0	0	0	0	0	2	0	40.6	45.6
1800	124	109	1	14	0	0	0	0	0	0	0	0	0	0	0	41.7	46.9
1900	80	77	0	3	0	0	0	0	0	0	0	0	0	0	0	42	48
2000	42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	47.7
2100	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	50
2200	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	43.9	50.3
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	-
07-19	**1666**	**1482**	**4**	**152**	**5**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**9**	**41**	**46.3**
06-22	**1852**	**1662**	**4**	**158**	**5**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**9**	**41.1**	**46.5**
06-00	**1875**	**1685**	**4**	**158**	**5**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**9**	**41.2**	**46.5**
00-00	**1890**	**1695**	**4**	**162**	**5**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**9**	**41.2**	**46.6**

06 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	43.9	-
0600	21	18	0	3	0	0	0	0	0	0	0	0	0	0	0	42	47
0700	79	68	0	10	0	0	0	0	0	0	0	0	0	0	1	41.3	47.6
0800	158	143	0	14	0	0	0	0	0	0	0	0	0	0	1	42.4	46.8
0900	112	90	1	20	1	0	0	0	0	0	0	0	0	0	0	39.9	46.1
1000	127	116	0	9	0	1	0	1	0	0	0	0	0	0	0	39.9	43.5
1100	119	105	1	11	1	0	1	0	0	0	0	0	0	0	0	40	44.7
1200	126	121	0	5	0	0	0	0	0	0	0	0	0	0	0	41.4	46.9
1300	125	111	0	11	0	2	0	0	0	0	0	0	0	0	1	40.5	47.8
1400	136	118	1	15	1	0	0	0	0	0	0	0	0	0	1	40.7	46.1
1500	198	180	0	17	1	0	0	0	0	0	0	0	0	0	0	41.4	46.2
1600	211	187	1	21	0	0	1	0	0	0	0	0	0	0	1	39.5	45.8
1700	183	172	0	11	0	0	0	0	0	0	0	0	0	0	0	40.3	46.2
1800	119	111	1	7	0	0	0	0	0	0	0	0	0	0	0	41	47.2
1900	64	59	0	5	0	0	0	0	0	0	0	0	0	0	0	44.1	49.3
2000	31	29	1	1	0	0	0	0	0	0	0	0	0	0	0	44	52.1
2100	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	43.7	51.4

2200	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	44.2	57.4
2300	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	38.2	-
07-19	**1693**	**1522**	**5**	**151**	**4**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**40.7**	**46.2**
06-22	**1834**	**1652**	**6**	**161**	**4**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**40.9**	**46.6**
06-00	**1861**	**1675**	**6**	**165**	**4**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**40.9**	**46.6**
00-00	**1872**	**1683**	**6**	**168**	**4**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**41**	**46.6**

07 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.7	-
0200	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	49.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0500	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0600	21	18	0	2	0	0	0	1	0	0	0	0	0	0	0	40.9	48.2
0700	75	62	0	12	0	0	0	0	0	0	0	0	0	0	1	37.4	42.4
0800	160	143	0	15	0	0	1	0	0	0	0	0	0	0	1	38.2	44.5
0900	94	77	0	14	3	0	0	0	0	0	0	0	0	0	0	38.4	44.5
1000	116	100	0	14	0	1	1	0	0	0	0	0	0	0	0	37.1	43
1100	120	108	2	10	0	0	0	0	0	0	0	0	0	0	0	36	43.4
1200	117	107	1	7	1	1	0	0	0	0	0	0	0	0	0	35.5	41.7
1300	97	84	0	13	0	0	0	0	0	0	0	0	0	0	0	36.6	42.7
1400	115	99	2	14	0	0	0	0	0	0	0	0	0	0	0	32.9	40.8
1500	190	174	0	15	0	0	0	0	0	0	0	0	0	1	0	29.3	39.9
1600	192	177	0	13	0	0	0	0	0	1	0	0	0	0	1	25.1	33.7
1700	179	173	0	5	1	0	0	0	0	0	0	0	0	0	0	26.5	35.2
1800	121	112	0	9	0	0	0	0	0	0	0	0	0	0	0	26.3	35.1
1900	69	65	0	3	1	0	0	0	0	0	0	0	0	0	0	29.4	37.2
2000	47	45	0	2	0	0	0	0	0	0	0	0	0	0	0	32	41.1
2100	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	43.2
2200	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	41.8
2300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	42.3
07-19	**1576**	**1416**	**5**	**141**	**5**	**2**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**3**	**32.3**	**41.4**
06-22	**1742**	**1572**	**5**	**149**	**6**	**2**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**3**	**32.4**	**41.3**
06-00	**1781**	**1611**	**5**	**149**	**6**	**2**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**3**	**32.4**	**41.3**
00-00	**1795**	**1621**	**5**	**152**	**6**	**2**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**3**	**32.5**	**41.5**

08 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	37	-
0600	20	17	1	2	0	0	0	0	0	0	0	0	0	0	0	36.5	40.7
0700	77	71	0	5	0	0	0	0	0	1	0	0	0	0	0	36.5	42.1
0800	157	147	0	10	0	0	0	0	0	0	0	0	0	0	0	38.8	43
0900	125	112	0	12	0	0	0	0	0	0	0	0	0	1	0	36.9	41.7
1000	145	131	0	11	0	0	1	0	0	0	0	0	0	2	0	37	41.2
1100	163	152	0	10	0	0	1	0	0	0	0	0	0	0	0	37.1	41.8
1200	146	139	2	4	0	0	0	0	0	0	0	0	0	1	0	37.1	41.7
1300	135	129	1	3	0	0	0	0	0	0	0	0	0	1	1	37.4	42.6
1400	161	146	1	10	1	1	0	0	0	0	0	0	0	2	0	37.1	42.4
1500	195	186	1	8	0	0	0	0	0	0	0	0	0	0	0	37.6	41.7
1600	224	214	2	5	1	0	1	0	0	0	0	0	0	1	0	36.3	39.9
1700	151	144	1	6	0	0	0	0	0	0	0	0	0	0	0	36.4	40.3
1800	98	94	0	4	0	0	0	0	0	0	0	0	0	0	0	36	39.8
1900	69	66	0	3	0	0	0	0	0	0	0	0	0	0	0	36.3	41
2000	35	33	0	1	0	0	0	0	0	0	0	0	0	1	0	38.2	44.3
2100	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	43.4
2200	40	39	0	0	0	1	0	0	0	0	0	0	0	0	0	38.3	43.6
2300	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	39.3	46.7
07-19	**1777**	**1665**	**8**	**88**	**2**	**1**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**8**	**1**	**37**	**41.7**
06-22	**1937**	**1817**	**9**	**94**	**2**	**1**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**9**	**1**	**37.1**	**41.7**
06-00	**2001**	**1879**	**9**	**95**	**2**	**2**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**9**	**1**	**37.1**	**41.8**
00-00	**2019**	**1896**	**9**	**96**	**2**	**2**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**9**	**1**	**37.1**	**41.7**

09 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35	-
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0700	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	36.4
0800	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	20.9	31.4
0900	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	22.6
1000	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	25.3
1100	38	37	0	0	0	0	0	0	0	0	0	0	0	1	0	18.5	25.9
1200	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	25.5	33.5
1300	25	24	0	0	0	0	0	0	0	0	0	0	0	0	1	28.4	34.5
1400	21	20	0	0	0	0	0	1	0	0	0	0	0	0	0	35.8	38.1
1500	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	36.9
1600	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	44.6
1700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
1800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**240**	**235**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**26.5**	**36.6**
06-22	**252**	**247**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**27**	**37.4**
06-00	**252**	**247**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**27**	**37.4**
00-00	**266**	**260**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**27.5**	**37.5**

10 December 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-
0800	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-
0900	29	27	1	0	1	0	0	0	0	0	0	0	0	0	0	39	42.5
1000	48	45	0	3	0	0	0	0	0	0	0	0	0	0	0	33.2	39.6
1100	119	114	0	5	0	0	0	0	0	0	0	0	0	0	0	35.4	40
1200	96	92	2	2	0	0	0	0	0	0	0	0	0	0	0	36.8	42.2

1300	128	126	0	2	0	0	0	0	0	0	0	0	0	0	0	35.2	39.9
1400	141	134	0	7	0	0	0	0	0	0	0	0	0	0	0	38.3	43.3
1500	113	112	0	0	1	0	0	0	0	0	0	0	0	0	0	37.6	41.9
1600	66	66	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	43.3
07-19	**752**	**728**	**3**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.7**	**41.8**
06-22	**752**	**728**	**3**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.7**	**41.8**
06-00	**752**	**728**	**3**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.7**	**41.8**
00-00	**753**	**729**	**3**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.7**	**41.8**

Virtual								**HGVS**									
00-00	**1433**	**1314**	**5**	**100**	**3**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**36**	**43**
								108									

SITE: Fordingbridge Road

LOCATION: Attached to "Hampshire" boundary sign

GRID REFERENCE: 50.920644, -1.815214

DIRECTION: WESTBOUND

SPEED LIMIT: NSL?

04 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
1700	186	1	1	1	39	69	55	15	4	1	0	0	0	0	0	0	36.1	42.7
1800	102	1	0	3	11	30	42	12	3	0	0	0	0	0	0	0	37.4	43.8
1900	63	0	0	0	2	15	28	15	1	2	0	0	0	0	0	0	40.6	47.4
2000	29	0	0	0	0	6	6	11	5	0	1	0	0	0	0	0	44.3	52
2100	40	0	0	0	0	11	17	8	2	1	1	0	0	0	0	0	41.9	47.4
2200	15	0	0	0	0	6	6	2	0	1	0	0	0	0	0	0	39.4	46.9
2300	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	40.5	-
07-19	**288**	**2**	**1**	**4**	**50**	**99**	**97**	**27**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**36.6**	**42.9**
06-22	**420**	**2**	**1**	**4**	**52**	**131**	**148**	**61**	**15**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**38.2**	**44.8**
06-00	**438**	**2**	**1**	**4**	**52**	**138**	**155**	**64**	**15**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**38.3**	**45.1**
00-00	**438**	**2**	**1**	**4**	**52**	**138**	**155**	**64**	**15**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**38.3**	**45.1**

05 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44.7	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	49	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43	-
0400	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	39.1	-
0500	9	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	45.4	-
0600	26	0	0	0	0	3	12	5	3	2	1	0	0	0	0	0	44.9	54.1
0700	79	0	0	0	1	14	34	27	3	0	0	0	0	0	0	0	41.8	47
0800	155	0	1	4	4	19	62	59	5	1	0	0	0	0	0	0	41.6	46.8
0900	106	0	0	0	6	22	54	20	3	1	0	0	0	0	0	0	40.1	45.7
1000	130	0	0	5	7	26	64	24	3	1	0	0	0	0	0	0	39.4	45.3
1100	119	1	0	1	4	21	56	28	6	2	0	0	0	0	0	0	40.9	46.1
1200	116	0	0	1	2	13	56	37	5	2	0	0	0	0	0	0	42.1	47.3

1300	132	0	0	0	2	30	63	26	9	0	2	0	0	0	0	0	40.9	46.7
1400	125	0	0	0	0	25	61	33	5	1	0	0	0	0	0	0	41.4	47.1
1500	181	0	0	1	3	29	93	48	4	3	0	0	0	0	0	0	41.1	46.3
1600	197	0	0	0	3	42	102	40	8	2	0	0	0	0	0	0	40.9	46.1
1700	202	0	1	0	2	48	94	46	11	0	0	0	0	0	0	0	40.6	45.6
1800	124	0	0	0	3	24	53	36	4	4	0	0	0	0	0	0	41.7	46.9
1900	80	0	0	0	1	17	30	25	6	1	0	0	0	0	0	0	42	48
2000	42	0	0	0	3	6	16	12	4	1	0	0	0	0	0	0	42.2	47.7
2100	38	0	0	0	0	13	13	6	5	0	0	1	0	0	0	0	41.7	50
2200	18	0	0	0	0	4	5	6	2	0	1	0	0	0	0	0	43.9	50.3
2300	5	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	41.9	-
07-19	**1666**	**1**	**2**	**12**	**37**	**313**	**792**	**424**	**66**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**41**	**46.3**
06-22	**1852**	**1**	**2**	**12**	**41**	**352**	**863**	**472**	**84**	**21**	**3**	**1**	**0**	**0**	**0**	**0**	**41.1**	**46.5**
06-00	**1875**	**1**	**2**	**12**	**41**	**358**	**868**	**481**	**86**	**21**	**4**	**1**	**0**	**0**	**0**	**0**	**41.2**	**46.5**
00-00	**1890**	**1**	**2**	**12**	**41**	**359**	**873**	**488**	**88**	**21**	**4**	**1**	**0**	**0**	**0**	**0**	**41.2**	**46.6**

06 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	44.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	8	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	43.9	-
0600	21	0	0	0	1	3	8	8	0	0	1	0	0	0	0	0	42	47
0700	79	0	3	0	1	13	37	20	1	4	0	0	0	0	0	0	41.3	47.6
0800	158	0	0	1	1	21	71	55	7	2	0	0	0	0	0	0	42.4	46.8
0900	112	0	4	1	6	23	40	30	8	0	0	0	0	0	0	0	39.9	46.1
1000	127	0	0	0	1	35	72	12	5	2	0	0	0	0	0	0	39.9	43.5
1100	119	0	0	2	6	20	66	22	3	0	0	0	0	0	0	0	40	44.7
1200	126	0	0	0	0	25	60	36	4	0	1	0	0	0	0	0	41.4	46.9
1300	125	1	0	3	5	29	48	26	11	1	1	0	0	0	0	0	40.5	47.8
1400	136	0	1	1	1	29	68	27	9	0	0	0	0	0	0	0	40.7	46.1
1500	198	0	1	0	0	42	101	38	13	3	0	0	0	0	0	0	41.4	46.2
1600	211	0	0	1	11	68	84	37	8	2	0	0	0	0	0	0	39.5	45.8
1700	183	0	0	0	3	58	78	34	9	1	0	0	0	0	0	0	40.3	46.2
1800	119	0	0	1	2	24	57	28	7	0	0	0	0	0	0	0	41	47.2
1900	64	0	0	0	0	9	23	25	5	1	0	1	0	0	0	0	44.1	49.3
2000	31	0	0	0	0	2	14	8	7	0	0	0	0	0	0	0	44	52.1
2100	25	0	0	0	0	4	10	6	4	1	0	0	0	0	0	0	43.7	51.4

2200	22	0	0	0	0	5	7	4	3	2	1	0	0	0	0	0	44.2	57.4
2300	5	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	38.2	-
07-19	**1693**	**1**	**9**	**10**	**37**	**387**	**782**	**365**	**85**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**40.7**	**46.2**
06-22	**1834**	**1**	**9**	**10**	**38**	**405**	**837**	**412**	**101**	**17**	**3**	**1**	**0**	**0**	**0**	**0**	**40.9**	**46.6**
06-00	**1861**	**1**	**9**	**10**	**39**	**411**	**845**	**418**	**104**	**19**	**4**	**1**	**0**	**0**	**0**	**0**	**40.9**	**46.6**
00-00	**1872**	**1**	**9**	**10**	**39**	**412**	**850**	**422**	**105**	**19**	**4**	**1**	**0**	**0**	**0**	**0**	**41**	**46.6**

07 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.7	-
0200	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	49.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.6	-
0500	10	0	0	0	2	2	2	3	1	0	0	0	0	0	0	0	39.7	-
0600	21	0	0	0	0	6	9	4	1	0	1	0	0	0	0	0	40.9	48.2
0700	75	0	0	5	4	27	30	5	2	2	0	0	0	0	0	0	37.4	42.4
0800	160	0	2	6	15	36	69	30	1	1	0	0	0	0	0	0	38.2	44.5
0900	94	0	0	2	4	35	37	12	4	0	0	0	0	0	0	0	38.4	44.5
1000	116	0	2	5	6	45	45	11	2	0	0	0	0	0	0	0	37.1	43
1100	120	1	3	12	6	40	42	14	2	0	0	0	0	0	0	0	36	43.4
1200	117	1	6	4	9	42	49	5	1	0	0	0	0	0	0	0	35.5	41.7
1300	97	1	2	5	6	33	39	8	2	1	0	0	0	0	0	0	36.6	42.7
1400	115	3	7	15	12	40	31	5	2	0	0	0	0	0	0	0	32.9	40.8
1500	190	4	32	35	28	49	30	9	2	1	0	0	0	0	0	0	29.3	39.9
1600	192	14	32	49	51	32	11	2	1	0	0	0	0	0	0	0	25.1	33.7
1700	179	7	27	38	49	41	16	0	1	0	0	0	0	0	0	0	26.5	35.2
1800	121	4	21	29	31	28	7	0	1	0	0	0	0	0	0	0	26.3	35.1
1900	69	0	11	6	23	20	6	2	1	0	0	0	0	0	0	0	29.4	37.2
2000	47	1	3	6	8	16	10	3	0	0	0	0	0	0	0	0	32	41.1
2100	29	0	0	1	2	16	6	4	0	0	0	0	0	0	0	0	36.6	43.2
2200	28	0	0	0	9	11	7	1	0	0	0	0	0	0	0	0	34.4	41.8
2300	11	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	36.6	42.3
07-19	**1576**	**35**	**134**	**205**	**221**	**448**	**406**	**101**	**21**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**32.3**	**41.4**
06-22	**1742**	**36**	**148**	**218**	**254**	**506**	**437**	**114**	**23**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**32.4**	**41.3**
06-00	**1781**	**36**	**148**	**218**	**263**	**523**	**449**	**115**	**23**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**32.4**	**41.3**
00-00	**1795**	**36**	**148**	**218**	**265**	**525**	**452**	**120**	**25**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**32.5**	**41.5**

08 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	36.8	-
0100	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	7	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	37	-
0600	20	0	0	0	2	8	10	0	0	0	0	0	0	0	0	0	36.5	40.7
0700	77	0	0	2	8	37	24	5	1	0	0	0	0	0	0	0	36.5	42.1
0800	157	0	0	0	2	55	85	15	0	0	0	0	0	0	0	0	38.8	43
0900	125	0	0	1	12	56	44	11	1	0	0	0	0	0	0	0	36.9	41.7
1000	145	0	0	0	6	81	47	10	1	0	0	0	0	0	0	0	37	41.2
1100	163	0	0	0	9	88	53	11	2	0	0	0	0	0	0	0	37.1	41.8
1200	146	0	0	1	10	66	57	12	0	0	0	0	0	0	0	0	37.1	41.7
1300	135	1	0	0	8	63	47	12	4	0	0	0	0	0	0	0	37.4	42.6
1400	161	0	0	2	22	64	55	15	3	0	0	0	0	0	0	0	37.1	42.4
1500	195	0	0	3	11	85	77	14	3	2	0	0	0	0	0	0	37.6	41.7
1600	224	0	0	1	25	97	91	9	1	0	0	0	0	0	0	0	36.3	39.9
1700	151	0	0	1	15	70	57	6	2	0	0	0	0	0	0	0	36.4	40.3
1800	98	0	0	0	11	48	35	4	0	0	0	0	0	0	0	0	36	39.8
1900	69	0	0	1	5	39	18	6	0	0	0	0	0	0	0	0	36.3	41
2000	35	0	0	0	6	8	14	5	1	1	0	0	0	0	0	0	38.2	44.3
2100	36	0	0	0	4	12	15	4	1	0	0	0	0	0	0	0	38.1	43.4
2200	40	0	0	0	2	17	15	5	0	1	0	0	0	0	0	0	38.3	43.6
2300	24	0	0	0	2	7	11	2	2	0	0	0	0	0	0	0	39.3	46.7
07-19	**1777**	**1**	**0**	**11**	**139**	**810**	**672**	**124**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**41.7**
06-22	**1937**	**1**	**0**	**12**	**156**	**877**	**729**	**139**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**37.1**	**41.7**
06-00	**2001**	**1**	**0**	**12**	**160**	**901**	**755**	**146**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**37.1**	**41.8**
00-00	**2019**	**1**	**0**	**12**	**165**	**905**	**763**	**147**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**37.1**	**41.7**

09 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	33.8	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.2	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	7	0	0	1	1	1	4	0	0	0	0	0	0	0	0	0	35	-
0600	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	35.7	-
0700	14	0	0	3	6	4	0	1	0	0	0	0	0	0	0	0	30.5	36.4
0800	22	4	7	3	5	3	0	0	0	0	0	0	0	0	0	0	20.9	31.4
0900	23	2	13	8	0	0	0	0	0	0	0	0	0	0	0	0	17.5	22.6
1000	12	4	3	3	2	0	0	0	0	0	0	0	0	0	0	0	17.4	25.3
1100	38	7	11	13	7	0	0	0	0	0	0	0	0	0	0	0	18.5	25.9
1200	36	3	5	6	15	4	3	0	0	0	0	0	0	0	0	0	25.5	33.5
1300	25	1	1	2	15	3	3	0	0	0	0	0	0	0	0	0	28.4	34.5
1400	21	0	0	0	2	15	2	2	0	0	0	0	0	0	0	0	35.8	38.1
1500	16	0	0	0	5	9	2	0	0	0	0	0	0	0	0	0	33.4	36.9
1600	19	0	0	0	1	5	10	2	1	0	0	0	0	0	0	0	39.5	44.6
1700	7	0	0	0	4	2	0	1	0	0	0	0	0	0	0	0	32.9	-
1800	7	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	38.9	-
1900	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	37.4	-
2000	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	38.3	-
2100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**240**	**21**	**40**	**38**	**62**	**47**	**25**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.5**	**36.6**
06-22	**252**	**21**	**40**	**38**	**62**	**53**	**30**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**37.4**
06-00	**252**	**21**	**40**	**38**	**62**	**53**	**30**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**37.4**
00-00	**266**	**21**	**40**	**39**	**66**	**56**	**36**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.5**	**37.5**

10 December 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	38.8	-
0800	8	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	37	-
0900	29	0	0	0	2	9	15	2	1	0	0	0	0	0	0	0	39	42.5
1000	48	2	5	0	6	19	13	3	0	0	0	0	0	0	0	0	33.2	39.6
1100	119	0	0	2	20	55	36	5	1	0	0	0	0	0	0	0	35.4	40
1200	96	0	0	1	12	36	41	6	0	0	0	0	0	0	0	0	36.8	42.2

1300	128	1	1	3	19	60	39	5	0	0	0	0	0	0	0	0	35.2	39.9
1400	141	0	1	0	11	39	70	19	1	0	0	0	0	0	0	0	38.3	43.3
1500	113	0	0	1	5	49	48	9	1	0	0	0	0	0	0	0	37.6	41.9
1600	66	0	0	0	1	29	28	6	2	0	0	0	0	0	0	0	38.5	43.3
07-19	**752**	**3**	**7**	**7**	**76**	**303**	**293**	**57**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.7**	**41.8**
06-22	**752**	**3**	**7**	**7**	**76**	**303**	**293**	**57**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.7**	**41.8**
06-00	**752**	**3**	**7**	**7**	**76**	**303**	**293**	**57**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.7**	**41.8**
00-00	**753**	**3**	**7**	**7**	**76**	**303**	**294**	**57**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.7**	**41.8**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**9033**	**65**	**207**	**302**	**704**	**2698**	**3423**	**1305**	**262**	**54**	**11**	**2**	**0**	**0**	**0**	**0**	**37.6**	**44.3**

SITE: Fordingbridge Road

LOCATION: Attached to "Hampshire" boundary sign

GRID REFERENCE: 50.920644, -1.815214

DIRECTION: WESTBOUND

SPEED LII

	Mon	Tue	Wed	Thu	Fri	Sat	Sun		Averages	
	04-Dec	05-Dec	06-Dec	07-Dec	08-Dec	09-Dec	10-Dec		1-5.	1-7.
Hour								|		
0000-010C	*	1	3	0	7	4	1	|	2.8	2.7
0100-020C	*	1	0	1	3	1	0	|	1.3	1
0200-030C	*	0	0	2	0	2	0	|	0.5	0.7
0300-040C	*	1	0	0	1	0	0	|	0.5	0.3
0400-050C	*	3	0	1	0	0	0	|	1	0.7
0500-060C	*	9	8	10	7	7	0	|	8.5	6.8
0600-070C	*	26	21	21	20	4	0	|	22	15.3
0700-080C	*	79	79	75	77	14	4	|	77.5	54.7
0800-090C	*	**155**	**158**	**160**	157	22	8	|	157.5	110
0900-100C	*	106	112	94	125	23	29	|	109.3	81.5
1000-110C	*	130	127	116	145	12	48	|	129.5	96.3
1100-120C	*	119	119	120	**163**	**38**	**119**	|	130.3	113
1200-130C	*	116	126	117	146	**36**	96	|	126.3	106.2
1300-140C	*	132	125	97	135	25	128	|	122.3	107
1400-150C	*	125	136	115	161	21	**141**	|	134.3	116.5
1500-160C	*	181	198	190	195	16	113	|	191	148.8
1600-170C	*	197	**211**	**192**	**224**	19	*	|	199.8	169.7
1700-180C	**186**	**202**	183	179	151	7	*	|	180.2	151.3
1800-190C	102	124	119	121	98	7	*	|	112.8	95.2
1900-200C	63	80	64	69	69	2	*	|	69	57.8
2000-210C	29	42	31	47	35	5	*	|	36.8	31.5
2100-220C	40	38	25	29	36	1	*	|	33.6	28.2
2200-230C	15	18	22	28	40	0	*	|	24.6	20.5
2300-240C	3	5	5	11	24	0	*	|	9.6	8
Totals								|		
0700-190C	*	1666	1693	1576	1777	240	*	|	1670.5	1350.2
0600-220C	*	1852	1834	1742	1937	252	*	|	1831.9	1483
0600-000C	*	1875	1861	1781	2001	252	*	|	1866.1	1511.5
0000-000C	*	1890	1872	1795	2019	266	*	|	1880.6	1523.7
AM Peak	*	800	800	800	1100	1100	1100	|		
	*	155	158	160	163	38	119	|		
PM Peak	*	1700	1600	1600	1600	1200	*	|		
	*	202	211	192	224	36	*	|		

MIT: NSL?

-

Appendix I

CHARGE SURVEYS

SITE: Ashford Road Site 3 (50.924985, -1.809593)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound
Total	668	640
Mean Speed	19.8	22
85%	24.3	25.7

SITE: Ashford Road Site 3 LOCATION: Attached to telegaph pole

GRID REFERENCE: 50.924985, -1.809593 DIRECTION: EASTBOUND SPEED LIMIT: NSL

21 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
0700	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	27.3
0800	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	21	-
0900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1000	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	22.5	-
1100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	16.8	-
1200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1300	17	15	0	0	1	0	0	0	0	0	0	0	0	0	1	19.7	24.1
1400	11	9	0	1	0	0	0	0	0	0	0	0	0	0	1	22.1	29.4
1500	6	4	0	0	1	1	0	0	0	0	0	0	0	0	0	22	-
1600	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	25.2
1700	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	16.6	-
1800	10	5	0	1	3	0	0	0	0	0	0	0	0	0	1	16.4	-
1900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**104**	**88**	**0**	**5**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**19.8**	**24.3**
06-22	**112**	**96**	**0**	**5**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**19.7**	**24**
06-00	**112**	**96**	**0**	**5**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**19.7**	**24**
00-00	**112**	**96**	**0**	**5**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**19.7**	**24**

22 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	4	2	0	0	2	0	0	0	0	0	0	0	0	0	0	16	-
0700	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
0800	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	22	25.2
0900	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	22.6	-
1000	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	18.1	22.2
1100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1300	12	9	0	1	2	0	0	0	0	0	0	0	0	0	0	19.4	27
1400	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1500	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	26.2	-
1600	10	8	0	0	2	0	0	0	0	0	0	0	0	0	0	22.3	-
1700	14	11	0	1	2	0	0	0	0	0	0	0	0	0	0	21.8	24.8
1800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-
1900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
2000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.5	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
07-19	**94**	**80**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**25.1**
06-22	**105**	**88**	**0**	**7**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**25**
06-00	**108**	**91**	**0**	**7**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**24.9**
00-00	**108**	**91**	**0**	**7**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**24.9**

23 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
0900	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1200	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	13.8	-
1300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1500	9	7	0	1	1	0	0	0	0	0	0	0	0	0	0	16	-
1600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
1900	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	21.2	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**58**	**52**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**24.3**
06-22	**64**	**57**	**1**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**24.1**
06-00	**66**	**59**	**1**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**24**
00-00	**67**	**60**	**1**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**24.2**

24 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
0800	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	18.6	-
0900	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
1200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-

1400	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	20.1	-
1500	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	17.9	-
1600	3	1	0	1	0	0	0	0	0	0	0	0	0	1	0	23.6	-
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
1800	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	18	-
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**54**	**46**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**19.8**	**23.2**
06-22	**62**	**54**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**19.6**	**23.2**
06-00	**62**	**54**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**19.6**	**23.2**
00-00	**63**	**55**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**19.7**	**23.2**

25 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	14.2	-
0700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
0800	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
0900	10	9	0	0	0	1	0	0	0	0	0	0	0	0	0	16.8	-
1000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
1100	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	16.9	-
1300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1400	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1500	10	8	0	1	1	0	0	0	0	0	0	0	0	0	0	18.7	-
1600	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	20.1	-
1700	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	22.2	-
1800	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	17.1	-
1900	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2000	5	3	0	1	1	0	0	0	0	0	0	0	0	0	0	20.6	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-

2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
07-19	**94**	**86**	**0**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**19.6**	**25.1**
06-22	**109**	**97**	**0**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**19.5**	**24.6**
06-00	**111**	**99**	**0**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**19.4**	**24.2**
00-00	**111**	**99**	**0**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**19.4**	**24.2**

26 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
0700	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
0900	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	20	-
1000	8	6	0	1	1	0	0	0	0	0	0	0	0	0	0	20.3	-
1100	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	21	-
1200	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1300	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	21	-
1400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1500	11	9	0	0	2	0	0	0	0	0	0	0	0	0	0	18.9	22
1600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1700	5	1	0	2	2	0	0	0	0	0	0	0	0	0	0	19.3	-
1800	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	16	-
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**91**	**76**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**19.9**	**24.8**
06-22	**98**	**83**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**19.8**	**24.6**
06-00	**99**	**84**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**19.8**	**24.6**
00-00	**99**	**84**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**19.8**	**24.6**

27 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	18.2	-
0700	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	20.1	22.9
0800	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	22.1	27.1
0900	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	19.8	-
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1100	12	8	0	3	1	0	0	0	0	0	0	0	0	0	0	18.2	23.8
1200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
1300	9	7	0	1	1	0	0	0	0	0	0	0	0	0	0	20.7	-
1400	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	18	-
1500	10	7	0	1	2	0	0	0	0	0	0	0	0	0	0	20	-
1600	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	20.1	26.1
1700	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	20.6	-
1800	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**100**	**85**	**0**	**7**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.2**	**25.1**
06-22	**108**	**92**	**0**	**7**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**20.1**	**25.1**
06-00	**108**	**92**	**0**	**7**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**20.1**	**25.1**
00-00	**108**	**92**	**0**	**7**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**20.1**	**25.1**

SITE: Ashford Road Site 3 LOCATION: Attached to telegaph pole

GRID REFERENCE: 50.924985, -1.809593 DIRECTION: EASTBOUND SPEED LIMIT: NSL

21 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
0700	11	1	6	2	2	0	0	0	0	0	0	0	0	0	0	0	19.1	27.3
0800	10	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	21	-
0900	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1000	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1100	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
1200	6	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1300	17	0	6	10	1	0	0	0	0	0	0	0	0	0	0	0	19.7	24.1
1400	11	0	3	4	4	0	0	0	0	0	0	0	0	0	0	0	22.1	29.4
1500	6	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	22	-
1600	13	0	4	7	2	0	0	0	0	0	0	0	0	0	0	0	20.6	25.2
1700	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
1800	10	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1900	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**104**	**3**	**41**	**47**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**24.3**
06-22	**112**	**3**	**46**	**50**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**24**
06-00	**112**	**3**	**46**	**50**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**24**
00-00	**112**	**3**	**46**	**50**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**24**

22 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
0700	10	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	21.2	-
0800	12	0	1	9	2	0	0	0	0	0	0	0	0	0	0	0	22	25.2
0900	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
1000	11	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	18.1	22.2
1100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1300	12	1	6	3	2	0	0	0	0	0	0	0	0	0	0	0	19.4	27
1400	8	0	4	1	3	0	0	0	0	0	0	0	0	0	0	0	21	-
1500	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	26.2	-
1600	10	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1700	14	0	2	11	1	0	0	0	0	0	0	0	0	0	0	0	21.8	24.8
1800	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-
1900	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	22.8	-
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
2200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
07-19	**94**	**2**	**27**	**50**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**25.1**
06-22	**105**	**3**	**32**	**53**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**25**
06-00	**108**	**3**	**34**	**54**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**24.9**
00-00	**108**	**3**	**34**	**54**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**24.9**

23 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
0800	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	19	-
0900	7	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1000	7	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1100	5	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1200	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-
1300	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1400	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1500	9	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	16	-
1600	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
1700	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1800	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	20.5	-
1900	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-
2200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**58**	**9**	**17**	**26**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**24.3**
06-22	**64**	**9**	**18**	**31**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**24.1**
06-00	**66**	**10**	**18**	**32**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**24**
00-00	**67**	**10**	**18**	**32**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**24.2**

24 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
0600	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
0800	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
0900	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1000	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1100	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
1200	8	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
1300	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	24.1	-

1400	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
1500	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
1600	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1700	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
1800	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1900	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**54**	**2**	**15**	**34**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**23.2**
06-22	**62**	**2**	**21**	**36**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**23.2**
06-00	**62**	**2**	**21**	**36**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**23.2**
00-00	**63**	**2**	**21**	**37**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**23.2**

25 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-
0700	8	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	21.1	-
0800	10	1	3	1	5	0	0	0	0	0	0	0	0	0	0	0	21.6	-
0900	10	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	16.8	-
1000	8	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
1100	9	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1200	8	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-
1300	5	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1400	8	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1500	10	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1600	4	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	20.1	-
1700	7	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1800	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
1900	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2000	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	20.6	-
2100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-

2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
07-19	**94**	**5**	**35**	**40**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**25.1**
06-22	**109**	**6**	**43**	**44**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.5**	**24.6**
06-00	**111**	**6**	**44**	**45**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.4**	**24.2**
00-00	**111**	**6**	**44**	**45**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.4**	**24.2**

26 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
0700	9	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0800	6	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	21.8	-
0900	8	1	0	6	1	0	0	0	0	0	0	0	0	0	0	0	20	-
1000	8	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	20.3	-
1100	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	21	-
1200	10	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1300	8	1	0	5	2	0	0	0	0	0	0	0	0	0	0	0	21	-
1400	5	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1500	11	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	18.9	22
1600	7	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1700	5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
1800	9	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	16	-
1900	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**91**	**6**	**24**	**48**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**24.8**
06-22	**98**	**6**	**27**	**52**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**24.6**
06-00	**99**	**6**	**27**	**53**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**24.6**
00-00	**99**	**6**	**27**	**53**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**24.6**

27 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-
0700	11	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	20.1	22.9
0800	11	0	3	4	4	0	0	0	0	0	0	0	0	0	0	0	22.1	27.1
0900	7	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	19.8	-
1000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1100	12	1	6	4	1	0	0	0	0	0	0	0	0	0	0	0	18.2	23.8
1200	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
1300	9	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1400	6	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1500	10	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	20	-
1600	11	1	3	4	3	0	0	0	0	0	0	0	0	0	0	0	20.1	26.1
1700	8	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	20.6	-
1800	9	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1900	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.9	-
07-19	**100**	**3**	**33**	**46**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.2**	**25.1**
06-22	**108**	**3**	**37**	**49**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.1**	**25.1**
06-00	**108**	**3**	**37**	**49**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.1**	**25.1**
00-00	**108**	**3**	**37**	**49**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.1**	**25.1**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**668**	**33**	**227**	**320**	**87**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**24.3**

CHARGE SURVEYS

SITE: Ashford Road Site 3 LOCATION: Attached to telegaph pole

GRID REFERENCE: 50.924985, -1.809593 DIRECTION: EASTBOUND SPEED LIMIT: NSL

	Thu 21-Mar	Fri 22-Mar	Sat 23-Mar	Sun 24-Mar	Mon 25-Mar	Tue 26-Mar	Wed 27-Mar	Averages 1-5.	1-7.
Hour									
0000-010C	0	0	0	0	0	0	0	0	0
0100-020C	0	0	0	0	0	0	0	0	0
0200-030C	0	0	0	0	0	0	0	0	0
0300-040C	0	0	0	0	0	0	0	0	0
0400-050C	0	0	0	0	0	0	0	0	0
0500-060C	0	0	1	1	0	0	0	0	0.3
0600-070C	1	4	0	2	3	2	3	2.6	2.1
0700-080C	**11**	10	1	1	8	**9**	11	9.8	7.3
0800-090C	10	**12**	3	3	10	6	11	9.8	7.9
0900-100C	4	4	7	5	**10**	8	7	6.6	6.4
1000-110C	6	11	**7**	4	8	8	2	7	6.6
1100-120C	5	4	5	**9**	9	5	**12**	7	7
1200-130C	6	1	5	**8**	8	10	4	5.8	6
1300-140C	**17**	12	5	4	5	8	9	10.2	8.6
1400-150C	11	8	3	4	8	5	6	7.6	6.4
1500-160C	6	4	**9**	5	**10**	**11**	10	8.2	7.9
1600-170C	13	10	6	3	4	7	**11**	9	7.7
1700-180C	5	**14**	3	2	7	5	8	7.8	6.3
1800-190C	10	4	4	6	7	9	9	7.8	7
1900-200C	5	5	4	4	5	4	3	4.4	4.3
2000-210C	1	1	1	2	5	1	1	1.8	1.7
2100-220C	1	1	1	0	2	0	1	1	0.9
2200-230C	0	2	2	0	1	1	0	0.8	0.9
2300-240C	0	1	0	0	1	0	0	0.4	0.3
Totals									
0700-190C	104	94	58	54	94	91	100	96.6	85
0600-220C	112	105	64	62	109	98	108	106.4	94
0600-000C	112	108	66	62	111	99	108	107.6	95.1
0000-000C	112	108	67	63	111	99	108	107.6	95.4
AM Peak	700	800	1000	1100	900	700	1100		
	11	12	7	9	10	9	12		
PM Peak	1300	1700	1500	1200	1500	1500	1600		
	17	14	9	8	10	11	11		

CHARGE SURVEYS

SITE: Ashford Road Site 3 LOCATION: Attached to telegaph pole

GRID REFERENCE: 50.924985, -1.809593 DIRECTION: WESTBOUND SPEED LIMIT: NSL

21 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0700	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	21	-
0800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
0900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
1000	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
1200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
1300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-
1400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
1500	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	23.9	-
1600	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	23.8	24.9
1700	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
1800	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**80**	**76**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.8**	**26.7**
06-22	**91**	**87**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**26.4**
06-00	**91**	**87**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**26.4**
00-00	**92**	**88**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**26.4**

22 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
0700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
0800	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	22.7	23.7
0900	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1000	10	7	0	2	1	0	0	0	0	0	0	0	0	0	0	18.8	-
1100	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1300	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	24	-
1400	10	7	0	1	1	1	0	0	0	0	0	0	0	0	0	21.9	-
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
1600	18	17	0	0	1	0	0	0	0	0	0	0	0	0	0	20.7	24
1700	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	23.7	26.6
1800	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-
1900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**108**	**96**	**0**	**7**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.4**	**25**
06-22	**119**	**107**	**0**	**7**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.4**	**24.8**
06-00	**120**	**108**	**0**	**7**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.3**	**24.8**
00-00	**121**	**109**	**0**	**7**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.3**	**24.8**

23 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
0800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
1000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-
1100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1200	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	20.8	-
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1400	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1500	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	19.7	-
1600	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	21	-
1700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
1800	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**56**	**50**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.5**	**25**
06-22	**62**	**56**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.7**	**25.3**
06-00	**62**	**56**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.7**	**25.3**
00-00	**63**	**57**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.7**	**25.3**

24 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-
0900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1000	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	22.7	-
1100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-

1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
1500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
1600	7	3	0	2	2	0	0	0	0	0	0	0	0	0	0	19	-
1700	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	23.5	-
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**48**	**41**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**22**	**25.5**
06-22	**52**	**45**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**21.6**	**25.4**
06-00	**52**	**45**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**21.6**	**25.4**
00-00	**52**	**45**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**21.6**	**25.4**

25 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
0800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0900	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
1000	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1100	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1400	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1500	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1600	13	10	0	2	0	0	0	0	0	0	0	0	0	0	1	21.1	24.8
1700	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	23.2	26.7
1800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**87**	**77**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**23**	**26.4**
06-22	**95**	**85**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**22.7**	**26**
06-00	**95**	**85**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**22.7**	**26**
00-00	**97**	**87**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**22.7**	**25.9**

26 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
0700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
0800	5	3	0	0	2	0	0	0	0	0	0	0	0	0	0	22.5	-
0900	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	22.1	-
1000	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	20.6	-
1100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1200	8	5	0	1	0	1	0	0	0	0	0	0	0	0	1	15.1	-
1300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
1400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1500	8	6	0	0	2	0	0	0	0	0	0	0	0	0	0	19.1	-
1600	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
1700	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	24.8	-
1800	9	7	0	1	0	1	0	0	0	0	0	0	0	0	0	19.9	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
07-19	**89**	**76**	**0**	**5**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**21.7**	**26.5**
06-22	**93**	**80**	**0**	**5**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**21.9**	**27.2**
06-00	**95**	**82**	**0**	**5**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**22.1**	**27.7**
00-00	**96**	**83**	**0**	**5**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**22.1**	**27.6**

27 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0800	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	27.2
0900	12	11	0	0	1	0	0	0	0	0	0	0	0	0	0	17.8	22.1
1000	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1200	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1300	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
1400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
1500	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	27.6
1600	19	13	0	4	1	0	0	0	0	0	0	0	0	0	1	21.3	25.9
1700	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	28.9
1800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
07-19	**110**	**95**	**1**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**21.8**	**25.4**
06-22	**117**	**102**	**1**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**22**	**25.7**
06-00	**118**	**103**	**1**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**21.9**	**25.7**
00-00	**119**	**104**	**1**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**21.9**	**25.7**

SITE: Ashford Road Site 3 LOCATION: Attached to telegaph pole

GRID REFERENCE: 50.924985, -1.809593 DIRECTION: WESTBOUND SPEED LIMIT: NSL

21 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0600	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0700	8	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	21	-
0800	6	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	23.5	-
0900	7	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	22.4	-
1000	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
1200	7	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	21.7	-
1300	5	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	26	-
1400	6	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	27.8	-
1500	8	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	23.9	-
1600	11	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	23.8	24.9
1700	10	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	22.4	-
1800	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1900	6	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	20.8	-
2000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-
2100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**80**	**0**	**12**	**47**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.8**	**26.7**
06-22	**91**	**0**	**13**	**55**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**26.4**
06-00	**91**	**0**	**13**	**55**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**26.4**
00-00	**92**	**0**	**13**	**55**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**26.4**

22 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
0600	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
0700	9	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	22.4	-
0800	13	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	22.7	23.7
0900	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1000	10	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	18.8	-
1100	10	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1200	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1300	7	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	24	-
1400	10	0	1	8	1	0	0	0	0	0	0	0	0	0	0	0	21.9	-
1500	6	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
1600	18	0	5	12	1	0	0	0	0	0	0	0	0	0	0	0	20.7	24
1700	12	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	23.7	26.6
1800	5	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	16.2	-
1900	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	22.9	-
2000	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**108**	**4**	**17**	**69**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.4**	**25**
06-22	**119**	**5**	**17**	**78**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.4**	**24.8**
06-00	**120**	**5**	**18**	**78**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.3**	**24.8**
00-00	**121**	**5**	**18**	**79**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.3**	**24.8**

23 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
0800	6	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0900	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	20.8	-
1000	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	24	-
1100	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1200	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	20.8	-
1300	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1400	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1500	8	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
1600	7	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1700	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
1800	6	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	22	-
1900	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26.4	-
2000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-
2100	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**56**	**0**	**13**	**34**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.5**	**25**
06-22	**62**	**0**	**14**	**36**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.7**	**25.3**
06-00	**62**	**0**	**14**	**36**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.7**	**25.3**
00-00	**63**	**0**	**14**	**37**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.7**	**25.3**

24 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-
0900	5	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1000	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	22.7	-
1100	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1200	8	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1300	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-

1400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
1500	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
1600	7	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	19	-
1700	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1800	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1900	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
2000	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**48**	**0**	**9**	**30**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**25.5**
06-22	**52**	**1**	**10**	**32**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.6**	**25.4**
06-00	**52**	**1**	**10**	**32**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.6**	**25.4**
00-00	**52**	**1**	**10**	**32**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.6**	**25.4**

25 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	6	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	25.4	-
0800	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0900	9	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	25.2	-
1000	7	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1100	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1300	6	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1400	6	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1500	8	1	0	3	3	1	0	0	0	0	0	0	0	0	0	0	23.7	-
1600	13	0	1	11	1	0	0	0	0	0	0	0	0	0	0	0	21.1	24.8
1700	13	0	1	8	4	0	0	0	0	0	0	0	0	0	0	0	23.2	26.7
1800	6	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1900	6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
2000	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**87**	**1**	**4**	**63**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**26.4**
06-22	**95**	**1**	**6**	**69**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**26**
06-00	**95**	**1**	**6**	**69**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**26**
00-00	**97**	**1**	**6**	**71**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**25.9**

26 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.2	-
0700	9	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	23.4	-
0800	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0900	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1000	9	1	1	6	1	0	0	0	0	0	0	0	0	0	0	0	20.6	-
1100	6	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1200	8	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-
1300	7	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	25.9	-
1400	5	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1500	8	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1600	10	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	21.1	-
1700	8	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	24.8	-
1800	9	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	19.9	-
1900	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	26.9	-
2000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.7	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.4	-
07-19	**89**	**3**	**17**	**46**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.7**	**26.5**
06-22	**93**	**3**	**17**	**47**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.9**	**27.2**
06-00	**95**	**3**	**17**	**47**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.1**	**27.7**
00-00	**96**	**3**	**17**	**48**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.1**	**27.6**

27 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	9	0	2	4	2	1	0	0	0	0	0	0	0	0	0	0	22.6	-
0800	11	0	3	6	1	1	0	0	0	0	0	0	0	0	0	0	21.5	27.2
0900	12	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	17.8	22.1
1000	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1100	6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1200	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1300	9	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	21.8	-
1400	6	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	22.7	-
1500	11	0	1	7	3	0	0	0	0	0	0	0	0	0	0	0	22.6	27.6
1600	19	0	5	9	5	0	0	0	0	0	0	0	0	0	0	0	21.3	25.9
1700	11	0	1	5	5	0	0	0	0	0	0	0	0	0	0	0	24.3	28.9
1800	6	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1900	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	23.6	-
2000	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	25.5	-
2100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	26.1	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
07-19	**110**	**1**	**19**	**67**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.8**	**25.4**
06-22	**117**	**1**	**19**	**70**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**25.7**
06-00	**118**	**1**	**20**	**70**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.9**	**25.7**
00-00	**119**	**1**	**20**	**71**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.9**	**25.7**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**640**	**11**	**98**	**393**	**130**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**25.7**

SITE: Ashford Road Site 3

LOCATION: Attached to telegaph pole

GRID REFERENCE: 50.924985, -1.809593

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

	Thu 21-Mar	Fri 22-Mar	Sat 23-Mar	Sun 24-Mar	Mon 25-Mar	Tue 26-Mar	Wed 27-Mar	Averages 1-5.	1-7.
Hour									
0000-010C	0	0	0	0	0	0	0	0	0
0100-020C	0	0	0	0	0	0	0	0	0
0200-030C	0	0	0	0	0	0	0	0	0
0300-040C	0	0	0	0	1	0	0	0.2	0.1
0400-050C	0	0	0	0	0	0	0	0	0
0500-060C	1	1	1	0	1	1	1	1	0.9
0600-070C	2	3	0	0	0	1	0	1.2	0.9
0700-080C	**8**	9	2	1	6	9	9	8.2	6.3
0800-090C	6	**13**	**6**	1	4	5	11	7.8	6.6
0900-100C	7	3	4	5	**9**	5	**12**	7.2	6.4
1000-110C	6	10	3	5	7	**9**	5	7.4	6.4
1100-120C	1	10	3	**6**	7	6	6	6	5.6
1200-130C	7	5	4	**8**	2	8	5	5.4	5.6
1300-140C	5	7	4	3	6	7	9	6.8	5.9
1400-150C	6	10	4	1	6	5	6	6.6	5.4
1500-160C	8	6	**8**	4	8	8	11	8.2	7.6
1600-170C	**11**	**18**	7	7	13	**10**	**19**	14.2	12.1
1700-180C	10	12	5	5	**13**	8	11	10.8	9.1
1800-190C	5	5	6	2	6	9	6	6.2	5.6
1900-200C	6	5	2	1	6	2	2	4.2	3.4
2000-210C	2	3	1	3	2	1	3	2.2	2.1
2100-220C	1	0	3	0	0	0	2	0.6	0.9
2200-230C	0	1	0	0	0	1	0	0.4	0.3
2300-240C	0	0	0	0	0	1	1	0.4	0.3
Totals									
0700-190C	80	108	56	48	87	89	110	94.8	82.6
0600-220C	91	119	62	52	95	93	117	103	89.9
0600-000C	91	120	62	52	95	95	118	103.8	90.4
0000-000C	92	121	63	52	97	96	119	105	91.4
AM Peak	700	800	800	1100	900	1000	900		
	8	13	6	6	9	9	12		
PM Peak	1600	1600	1500	1200	1700	1600	1600		
	11	18	8	8	13	10	19		

Appendix J

Tom Peters

Subject: FW: 132.0001 - Alderholt

From: Steve Savage [redacted]
Sent: Friday, June 17, 2022 11:17 AM
To: Tom Peters [redacted]
Cc: Helen Jackson [redacted] Clare Marshall [redacted]
Subject: RE: 132.0001 - Alderholt

Hi Tom

Thank you for forwarding me your Pre-Application Scoping Note (Ref 132.0001/PSN/1) for consideration and comment. I have addressed the various points that you are seeking acceptance of below. It is noted that it is your client's intention to submit an Outline planning application with all matters reserved except access.

The identified reports and scope of the assessment are acceptable and appropriate to the Highway Authority.

Stage 1 Road Safety Audits (RSA) will be required for the two proposed accesses into the development site. It is presumed that as access is not a reserved matter, details of the pedestrian access points along the site's northern boundary will form part of the submission.

With regard to your Trip Internalisation Report (May 2022), my Transport Planning colleagues have responded as follows:

"At a meeting held on the 28 February 2022 with officers from the Dorset Council Transport Planning and representatives from transport consultants Paul Basham Associates (minutes and actions in Appendix B of the Pre-App Scoping Note), we discussed the methodology and assumptions used in the TIR. The outcome of the meeting was for some minor amendments to be made to the assumptions. The updated TIR has taken these adjustments into account and I can confirm that we agree in principle to the methodology used in the report. However, we have not commented on any other scoping for Transport Assessment work required in advance of a planning submission, the outputs of any transport work or the adherence (or otherwise) to current planning policy, other than maintaining our position of concern regarding the accessibility of Alderholt for significant housing development."

The trip distribution that was previously agreed in earlier discussions about the site still remains valid.

I am unaware of any Committed Development sites that need to be accounted for but would advise that you clarify this particular matter with the Planning Authority. I agree with your conclusion regarding the developments identified within New Forest District Council's Local Plan.

Allowing for the collection date of some of the survey data, it is agreed that TEMPRO should be used to factor up the baseline traffic surveys to the respective forecast years. The TA should confirm where the ATCs where located, where the junction counts took place, etc.

I can confirm that the suggested modelling scenarios are appropriate and that the sensitivity assessment is welcomed.

The suggested junctions to be modelled are accepted. Is there a reason why the new connection (change in priority with the spine road and northern arm of Ringwood Road) to the northwest hasn't been mentioned?

You mention parking and the detail will be dealt with at Reserved Matters stages. The TA should refer to the Authority's parking guidance and associated calculator - https://www.dorsetcouncil.gov.uk/w/car-and-cycle-parking-standards?p_l_back_url=%2Fsearch%3Fq%3Dcar%2Bparking%2Bguidance.

The TA should also mention EV charging and how the details of this will be provided at the Reserved Matters stages.

There are a few other items that I presume you will include within your TA:

- An up-to-date accident analysis for the locality.
- Traffic impact of site construction works.
- Development phasing (where applicable)

I must also add that this advice is given without prejudice to the formal consideration of any subsequent planning applications, which will be subject to public consultation and be ultimately decided by the Planning Authority.

All the best

Steve

Steve Savage
Transport Development Liaison Manager
Highways
Dorset Council

[redacted]
dorsetcouncil.gov.uk

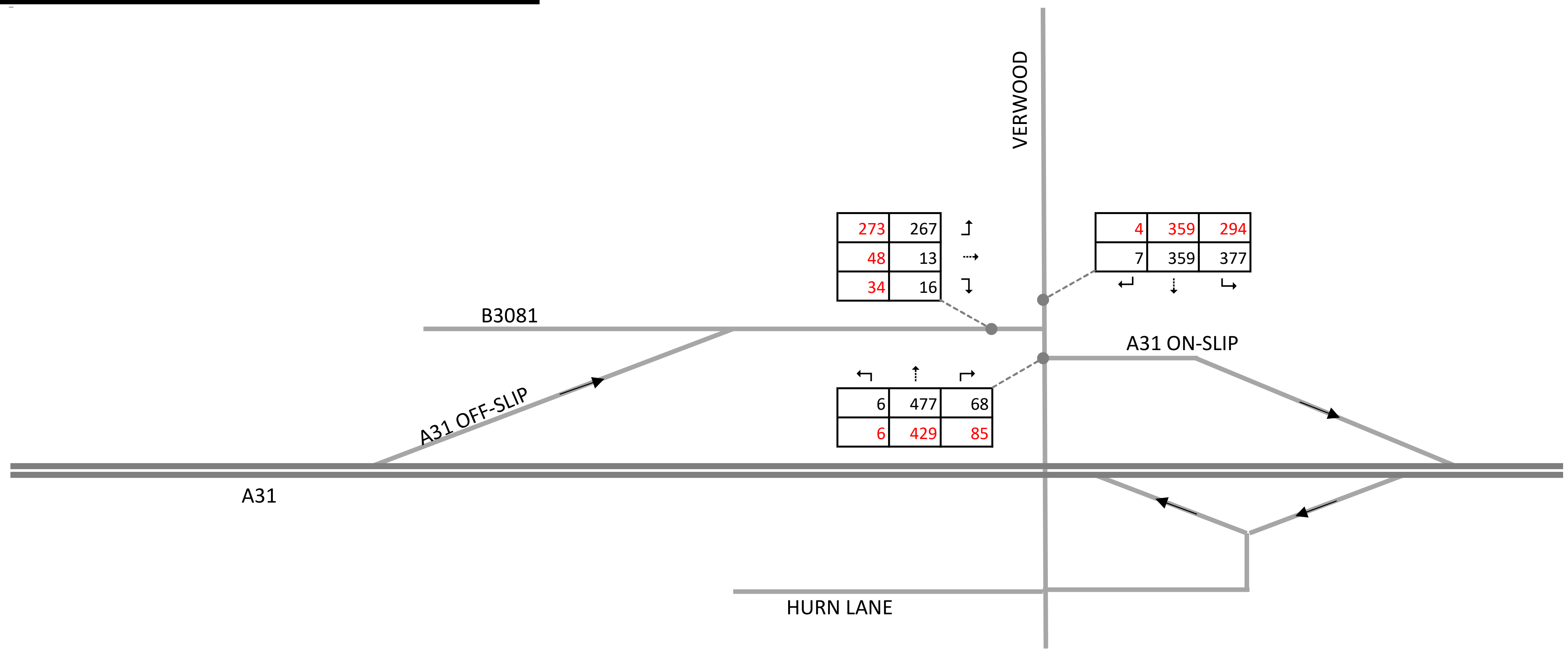
Dorset Council

Appendix K

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2023 Base Surveys

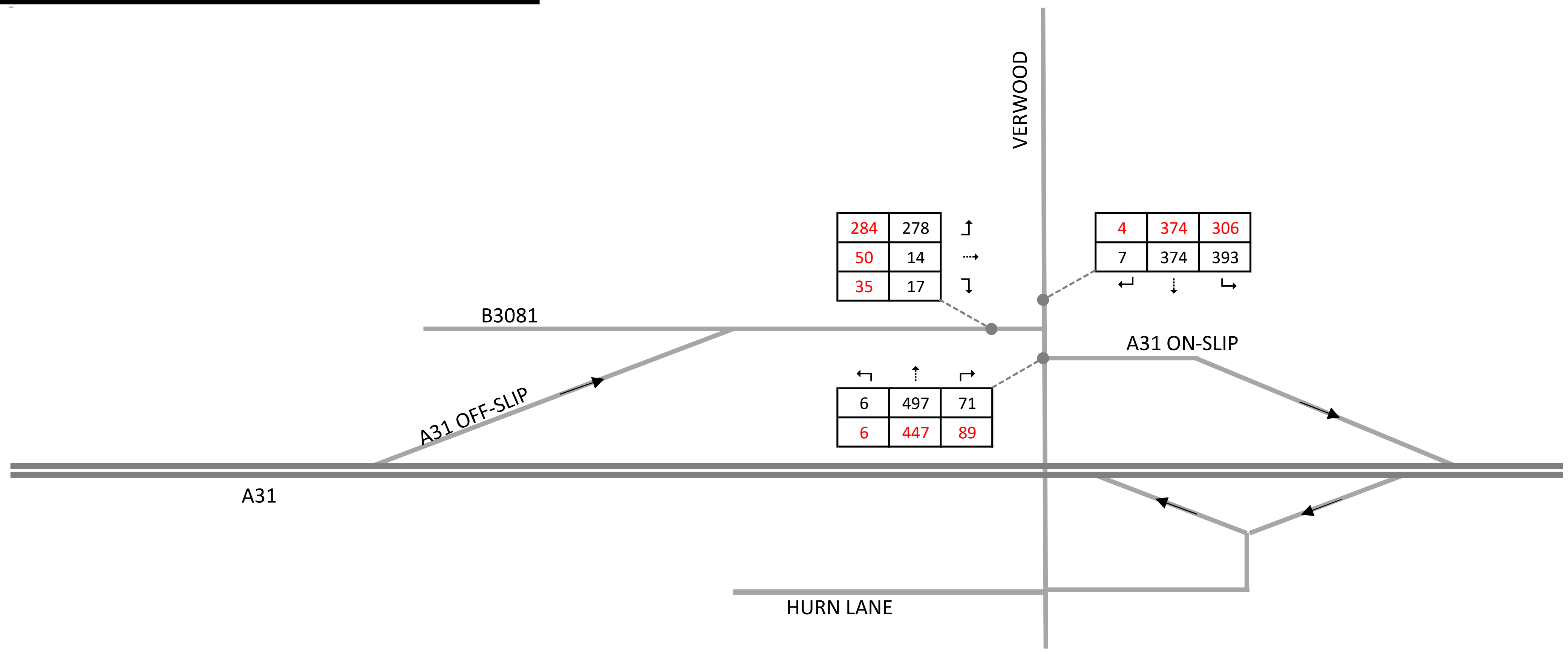
XXX AM (0800-0900)
XXX PM (1700-1800)



Notes: Data taken from August 2023 surveys undertaken as per NH specification during peak seasonality month for a Friday as Friday flows were heavier

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

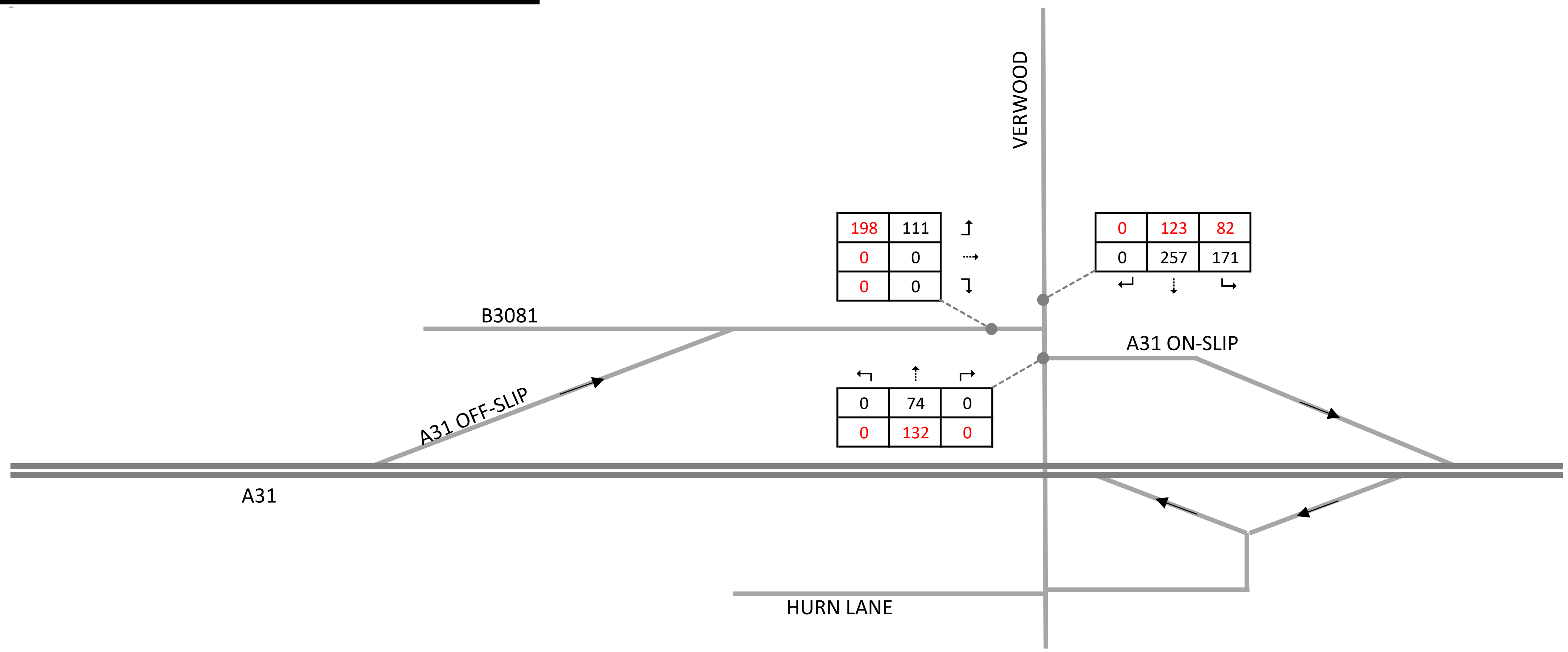
Scenario: 2027 Forecast With Spine Road



Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

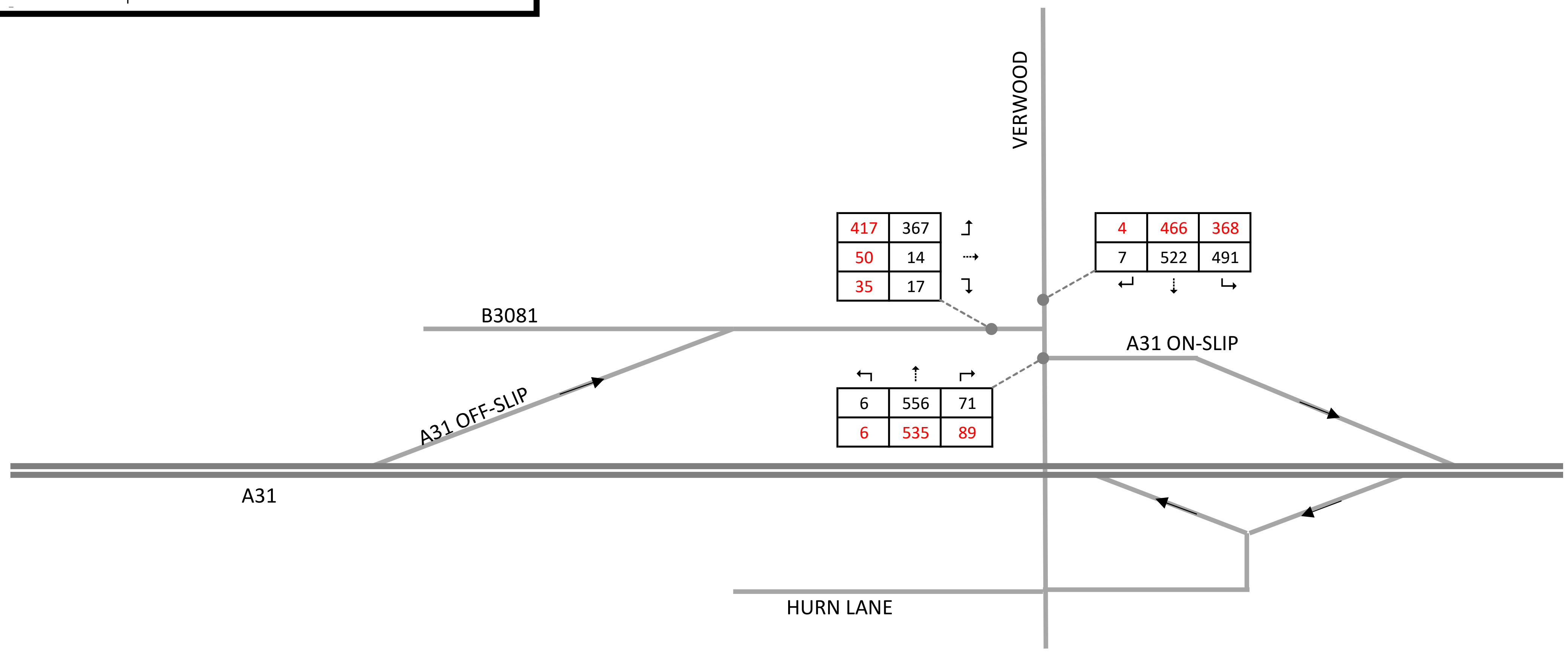
Scenario: Total Assignment



Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2027 Forecast (WSR) + Proposed Development



Notes:

Appendix L

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Verwood Road B3081 Junction Modelling_2024_NH TRIP RATES.j9
Path: P:\Southern\130-139\132 Intelligent Land\132.0001 South Alderholt Strategic Site\Modelling\2023 Post-App\Verwood Road B3081 Junction\2024 NH
Report generation date: 3/18/2024 4:00:51 PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Baseline							
Stream B-C	2.6	28.57	0.73	D	31.5	286.32	1.17	F
Stream B-AD	0.4	38.11	0.30	E	14.4	332.58	1.14	F
Stream A-BCD	0.3	9.02	0.16	A	1.2	11.84	0.43	B
Stream D-ABC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-ABD	0.0	8.35	0.02	A	0.0	8.06	0.00	A
	2027 Forecast							
Stream B-C	3.4	36.34	0.79	E	44.5	425.02	1.27	F
Stream B-AD	0.6	51.54	0.38	F	19.6	456.91	1.24	F
Stream A-BCD	0.3	9.08	0.17	A	1.5	12.34	0.46	B
Stream D-ABC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-ABD	0.0	8.44	0.02	A	0.0	8.14	0.01	A
	2027 Forecast + Dev							
Stream B-C	33.4	247.06	1.15	F	184.8	1857.53	1.85	F
Stream B-AD	4.6	443.70	1.10	F	57.1	1888.16	1.82	F
Stream A-BCD	0.4	10.03	0.21	B	2.9	14.24	0.57	B
Stream D-ABC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-ABD	0.0	8.56	0.02	A	0.0	8.55	0.01	A

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

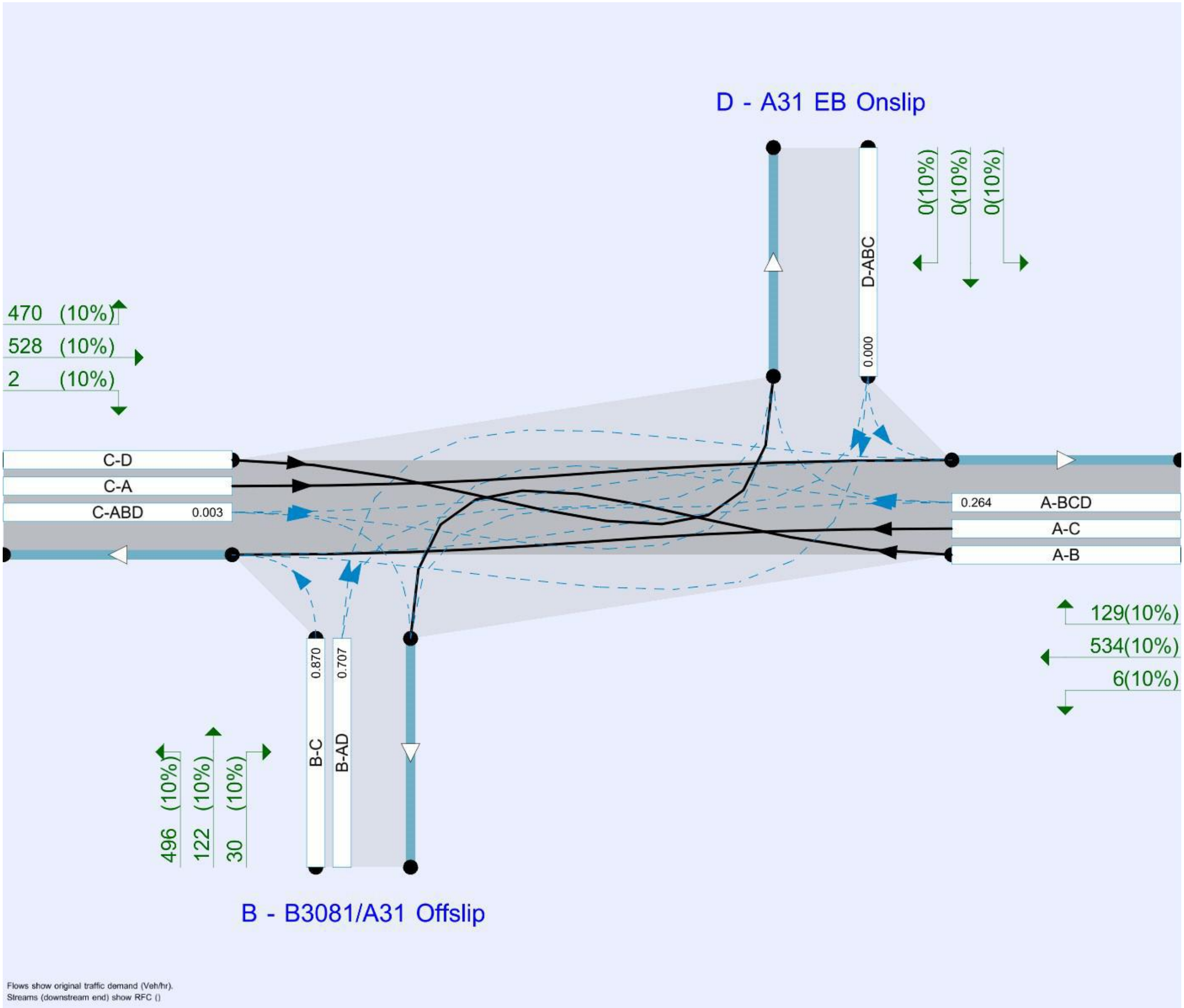
File summary

File Description

Title	Verwood Road/B3081
Location	Alderholt
Site number	
Date	8/22/2018
Version	
Status	Preliminary
Identifier	
Client	
Jobnumber	132.0001
Enumerator	PC-PBASH-MODEL\Cad PC
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Baseline	AM	ONE HOUR	07:30	09:00	15	✓
D2	2023 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D3	2027 Forecast	AM	ONE HOUR	07:30	09:00	15	✓
D4	2027 Forecast	PM	ONE HOUR	15:45	17:15	15	✓
D5	2027 Forecast + Dev	AM	ONE HOUR	07:30	09:00	15	✓
D6	2027 Forecast + Dev	PM	ONE HOUR	15:45	17:15	15	✓

2023 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Verwood Road/B3081	Right-Left Stagger	Two-way	6.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Verwood Road E		Major
B	B3081/A31 Offslip		Minor
C	Verwood Road NW		Major
D	A31 EB Onslip		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Verwood Road E	7.00			90.0	✓	1.00
C - Verwood Road NW	7.00			50.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B3081/A31 Offslip	One lane plus flare		10.00	5.50	4.00	4.00	3.00		1.00	80	50
D - A31 EB Onslip	One lane	4.00								0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	626	-	-	-	0.232	0.232	0.232	-	0.232	-	-
1	B-AD	517	0.090	0.228	-	-	-	0.143	0.326	0.143	0.090	0.228
1	B-C	733	0.107	0.272	-	-	-	-	-	-	0.107	0.272
1	C-B	603	0.223	0.223	-	-	-	-	-	-	0.223	0.223
1	D-A	686	-	-	-	0.254	0.101	0.254	-	0.101	-	-
1	D-BC	526	0.146	0.146	0.331	0.231	0.092	0.231	-	0.092	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Baseline	AM	ONE HOUR	07:30	09:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Verwood Road E		ONE HOUR	✓	596	100.000
B - B3081/A31 Offslip		ONE HOUR	✓	347	100.000
C - Verwood Road NW		ONE HOUR	✓	777	100.000
D - A31 EB Onslip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Verwood Road E	B - B3081/A31 Offslip	C - Verwood Road NW	D - A31 EB Onslip
From	A - Verwood Road E	0	7	535	54
	B - B3081/A31 Offslip	24	0	310	13
	C - Verwood Road NW	368	8	0	401
	D - A31 EB Onslip	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Verwood Road E	B - B3081/A31 Offslip	C - Verwood Road NW	D - A31 EB Onslip
From	A - Verwood Road E	10	10	10	10
	B - B3081/A31 Offslip	10	10	10	10
	C - Verwood Road NW	10	10	10	10
	D - A31 EB Onslip	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.73	28.57	2.6	D	284	427
B-AD	0.30	38.11	0.4	E	34	51
A-BCD	0.16	9.02	0.3	A	60	90
A-B					6	9
A-C					480	721
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.02	8.35	0.0	A	8	11
C-D					368	552
C-A					338	506

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	233	58	541	0.432	230	0.0	0.7	11.493	B
B-AD	28	7	271	0.103	27	0.0	0.1	14.774	B
A-BCD	45	11	476	0.095	45	0.0	0.1	8.335	A
A-B	5	1			5				
A-C	398	100			398				
D-ABC	0	0	386	0.000	0	0.0	0.0	0.000	A
C-ABD	6	2	468	0.013	6	0.0	0.0	7.789	A
C-D	302	75			302				
C-A	277	69			277				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	279	70	512	0.544	277	0.7	1.2	15.183	C
B-AD	33	8	219	0.152	33	0.1	0.2	19.305	C
A-BCD	57	14	472	0.121	57	0.1	0.2	8.666	A
A-B	6	2			6				
A-C	472	118			472				
D-ABC	0	0	354	0.000	0	0.0	0.0	0.000	A
C-ABD	7	2	456	0.016	7	0.0	0.0	8.031	A
C-D	360	90			360				
C-A	331	83			331				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	341	85	467	0.731	336	1.2	2.5	26.504	D
B-AD	41	10	138	0.294	40	0.2	0.4	36.193	E
A-BCD	78	20	478	0.164	78	0.2	0.3	8.995	A
A-B	7	2			7				
A-C	570	143			570				
D-ABC	0	0	308	0.000	0	0.0	0.0	0.000	A
C-ABD	9	2	440	0.021	9	0.0	0.0	8.353	A
C-D	441	110			441				
C-A	405	101			405				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	341	85	465	0.733	341	2.5	2.6	28.566	D
B-AD	41	10	135	0.302	41	0.4	0.4	38.112	E
A-BCD	78	20	478	0.164	78	0.3	0.3	9.015	A
A-B	7	2			7				
A-C	570	143			570				
D-ABC	0	0	308	0.000	0	0.0	0.0	0.000	A
C-ABD	9	2	440	0.021	9	0.0	0.0	8.354	A
C-D	441	110			441				
C-A	405	101			405				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	279	70	511	0.545	284	2.6	1.2	16.203	C
B-AD	33	8	216	0.154	34	0.4	0.2	19.899	C
A-BCD	57	14	472	0.121	58	0.3	0.2	8.694	A
A-B	6	2			6				
A-C	472	118			472				
D-ABC	0	0	354	0.000	0	0.0	0.0	0.000	A
C-ABD	7	2	456	0.016	7	0.0	0.0	8.034	A
C-D	360	90			360				
C-A	331	83			331				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	233	58	540	0.432	235	1.2	0.8	11.875	B
B-AD	28	7	269	0.103	28	0.2	0.1	14.951	B
A-BCD	45	11	476	0.095	45	0.2	0.1	8.361	A
A-B	5	1			5				
A-C	398	100			398				
D-ABC	0	0	386	0.000	0	0.0	0.0	0.000	A
C-ABD	6	2	468	0.013	6	0.0	0.0	7.791	A
C-D	302	75			302				
C-A	277	69			277				

2023 Baseline, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Verwood Road/B3081	Right-Left Stagger	Two-way	80.63	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Verwood Road E		Major
B	B3081/A31 Offslip		Minor
C	Verwood Road NW		Major
D	A31 EB Onslip		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Verwood Road E	7.00			90.0	✓	1.00
C - Verwood Road NW	7.00			50.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B3081/A31 Offslip	One lane plus flare		10.00	5.50	4.00	4.00	3.00		1.00	80	50
D - A31 EB Onslip	One lane	4.00								0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	626	-	-	-	0.232	0.232	0.232	-	0.232	-	-
1	B-AD	545	0.095	0.240	-	-	-	0.151	0.343	0.151	0.095	0.240
1	B-C	749	0.110	0.278	-	-	-	-	-	-	0.110	0.278
1	C-B	603	0.223	0.223	-	-	-	-	-	-	0.223	0.223
1	D-A	686	-	-	-	0.254	0.101	0.254	-	0.101	-	-
1	D-BC	526	0.146	0.146	0.331	0.231	0.092	0.231	-	0.092	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Verwood Road E		ONE HOUR	✓	555	100.000
B - B3081/A31 Offslip		ONE HOUR	✓	491	100.000
C - Verwood Road NW		ONE HOUR	✓	808	100.000
D - A31 EB Onslip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Verwood Road E	B - B3081/A31 Offslip	C - Verwood Road NW	D - A31 EB Onslip
From	A - Verwood Road E	0	6	425	124
	B - B3081/A31 Offslip	29	0	345	117
	C - Verwood Road NW	416	2	0	390
	D - A31 EB Onslip	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Verwood Road E	B - B3081/A31 Offslip	C - Verwood Road NW	D - A31 EB Onslip
From	A - Verwood Road E	10	10	10	10
	B - B3081/A31 Offslip	10	10	10	10
	C - Verwood Road NW	10	10	10	10
	D - A31 EB Onslip	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.17	286.32	31.5	F	317	475
B-AD	1.14	332.58	14.4	F	134	201
A-BCD	0.43	11.84	1.2	B	165	247
A-B					5	7
A-C					340	509
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	8.06	0.0	A	2	3
C-D					358	537
C-A					382	573

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	260	65	509	0.510	256	0.0	1.0	13.999	B
B-AD	110	27	287	0.383	108	0.0	0.6	19.778	C
A-BCD	113	28	489	0.232	112	0.0	0.4	9.528	A
A-B	4	1			4				
A-C	300	75			300				
D-ABC	0	0	365	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.38	479	0.003	2	0.0	0.0	7.540	A
C-D	294	73			294				
C-A	313	78			313				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	310	78	437	0.710	305	1.0	2.2	26.433	D
B-AD	131	33	219	0.599	128	0.6	1.4	38.418	E
A-BCD	151	38	500	0.301	150	0.4	0.6	10.283	B
A-B	5	1			5				
A-C	343	86			343				
D-ABC	0	0	327	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.45	466	0.004	2	0.0	0.0	7.752	A
C-D	351	88			351				
C-A	374	93			374				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	380	95	334	1.136	321	2.2	17.0	133.029	F
B-AD	161	40	143	1.124	131	1.4	8.7	179.019	F
A-BCD	227	57	541	0.420	225	0.6	1.1	11.445	B
A-B	5	1			5				
A-C	378	95			378				
D-ABC	0	0	273	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.56	449	0.005	2	0.0	0.0	8.055	A
C-D	429	107			429				
C-A	458	115			458				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	380	95	324	1.172	322	17.0	31.5	286.323	F
B-AD	161	40	142	1.135	138	8.7	14.4	332.584	F
A-BCD	231	58	538	0.429	231	1.1	1.2	11.839	B
A-B	5	1			5				
A-C	375	94			375				
D-ABC	0	0	269	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.56	449	0.005	2	0.0	0.0	8.060	A
C-D	429	107			429				
C-A	458	115			458				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	310	78	366	0.847	355	31.5	20.4	262.877	F
B-AD	131	33	158	0.828	148	14.4	10.2	293.895	F
A-BCD	153	38	492	0.312	156	1.2	0.7	10.834	B
A-B	5	1			5				
A-C	341	85			341				
D-ABC	0	0	319	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.45	466	0.004	2	0.0	0.0	7.759	A
C-D	351	88			351				
C-A	374	93			374				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	260	65	443	0.586	335	20.4	1.5	54.284	F
B-AD	110	27	231	0.476	147	10.2	1.0	58.581	F
A-BCD	114	29	481	0.237	115	0.7	0.4	9.881	A
A-B	4	1			4				
A-C	299	75			299				
D-ABC	0	0	359	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.38	479	0.003	2	0.0	0.0	7.543	A
C-D	294	73			294				
C-A	313	78			313				

2027 Forecast, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Verwood Road/B3081	Right-Left Stagger	Two-way	8.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Verwood Road E		Major
B	B3081/A31 Offslip		Minor
C	Verwood Road NW		Major
D	A31 EB Onslip		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Verwood Road E	7.00			90.0	✓	1.00
C - Verwood Road NW	7.00			50.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B3081/A31 Offslip	One lane plus flare		10.00	5.50	4.00	4.00	3.00		1.00	80	50
D - A31 EB Onslip	One lane	4.00								0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	626	-	-	-	0.232	0.232	0.232	-	0.232	-	-
1	B-AD	518	0.090	0.228	-	-	-	0.143	0.326	0.143	0.090	0.228
1	B-C	733	0.107	0.272	-	-	-	-	-	-	0.107	0.272
1	C-B	603	0.223	0.223	-	-	-	-	-	-	0.223	0.223
1	D-A	686	-	-	-	0.254	0.101	0.254	-	0.101	-	-
1	D-BC	526	0.146	0.146	0.331	0.231	0.092	0.231	-	0.092	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 Forecast	AM	ONE HOUR	07:30	09:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Verwood Road E		ONE HOUR	✓	621	100.000
B - B3081/A31 Offslip		ONE HOUR	✓	362	100.000
C - Verwood Road NW		ONE HOUR	✓	810	100.000
D - A31 EB Onslip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Verwood Road E	B - B3081/A31 Offslip	C - Verwood Road NW	D - A31 EB Onslip
From	A - Verwood Road E	0	7	558	56
	B - B3081/A31 Offslip	25	0	323	14
	C - Verwood Road NW	384	8	0	418
	D - A31 EB Onslip	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Verwood Road E	B - B3081/A31 Offslip	C - Verwood Road NW	D - A31 EB Onslip
From	A - Verwood Road E	10	10	10	10
	B - B3081/A31 Offslip	10	10	10	10
	C - Verwood Road NW	10	10	10	10
	D - A31 EB Onslip	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.79	36.34	3.4	E	296	445
B-AD	0.38	51.54	0.6	F	36	54
A-BCD	0.17	9.08	0.3	A	64	96
A-B					6	9
A-C					500	750
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.02	8.44	0.0	A	8	12
C-D					383	575
C-A					352	528

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	243	61	535	0.455	240	0.0	0.8	12.087	B
B-AD	29	7	260	0.113	29	0.0	0.1	15.526	C
A-BCD	47	12	475	0.100	47	0.0	0.1	8.409	A
A-B	5	1			5				
A-C	415	104			415				
D-ABC	0	0	379	0.000	0	0.0	0.0	0.000	A
C-ABD	6	2	465	0.013	6	0.0	0.0	7.845	A
C-D	315	79			315				
C-A	289	72			289				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	290	73	504	0.576	288	0.8	1.3	16.530	C
B-AD	35	9	205	0.171	35	0.1	0.2	21.101	C
A-BCD	60	15	472	0.128	60	0.1	0.2	8.742	A
A-B	6	2			6				
A-C	492	123			492				
D-ABC	0	0	345	0.000	0	0.0	0.0	0.000	A
C-ABD	7	2	452	0.017	7	0.0	0.0	8.099	A
C-D	376	94			376				
C-A	345	86			345				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	356	89	454	0.784	348	1.3	3.1	32.157	D
B-AD	43	11	118	0.365	42	0.2	0.5	46.578	E
A-BCD	84	21	481	0.174	83	0.2	0.3	9.054	A
A-B	7	2			7				
A-C	593	148			593				
D-ABC	0	0	297	0.000	0	0.0	0.0	0.000	A
C-ABD	9	2	436	0.022	9	0.0	0.0	8.437	A
C-D	460	115			460				
C-A	423	106			423				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	356	89	451	0.788	355	3.1	3.4	36.343	E
B-AD	43	11	112	0.383	43	0.5	0.6	51.538	F
A-BCD	84	21	481	0.174	84	0.3	0.3	9.079	A
A-B	7	2			7				
A-C	593	148			593				
D-ABC	0	0	296	0.000	0	0.0	0.0	0.000	A
C-ABD	9	2	436	0.022	9	0.0	0.0	8.440	A
C-D	460	115			460				
C-A	423	106			423				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	290	73	502	0.578	298	3.4	1.4	18.273	C
B-AD	35	9	200	0.175	37	0.6	0.2	22.202	C
A-BCD	60	15	472	0.128	61	0.3	0.2	8.776	A
A-B	6	2			6				
A-C	492	123			492				
D-ABC	0	0	345	0.000	0	0.0	0.0	0.000	A
C-ABD	7	2	452	0.017	8	0.0	0.0	8.103	A
C-D	376	94			376				
C-A	345	86			345				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	243	61	534	0.455	245	1.4	0.9	12.576	B
B-AD	29	7	258	0.114	30	0.2	0.1	15.768	C
A-BCD	47	12	474	0.100	48	0.2	0.1	8.441	A
A-B	5	1			5				
A-C	415	104			415				
D-ABC	0	0	379	0.000	0	0.0	0.0	0.000	A
C-ABD	6	2	465	0.013	6	0.0	0.0	7.847	A
C-D	315	79			315				
C-A	289	72			289				

2027 Forecast, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Verwood Road/B3081	Right-Left Stagger	Two-way	116.30	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Verwood Road E		Major
B	B3081/A31 Offslip		Minor
C	Verwood Road NW		Major
D	A31 EB Onslip		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Verwood Road E	7.00			90.0	✓	1.00
C - Verwood Road NW	7.00			50.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B3081/A31 Offslip	One lane plus flare		10.00	5.50	4.00	4.00	3.00		1.00	80	50
D - A31 EB Onslip	One lane	4.00								0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	626	-	-	-	0.232	0.232	0.232	-	0.232	-	-
1	B-AD	545	0.095	0.240	-	-	-	0.151	0.343	0.151	0.095	0.240
1	B-C	749	0.110	0.278	-	-	-	-	-	-	0.110	0.278
1	C-B	603	0.223	0.223	-	-	-	-	-	-	0.223	0.223
1	D-A	686	-	-	-	0.254	0.101	0.254	-	0.101	-	-
1	D-BC	526	0.146	0.146	0.331	0.231	0.092	0.231	-	0.092	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 Forecast	PM	ONE HOUR	15:45	17:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Verwood Road E		ONE HOUR	✓	578	100.000
B - B3081/A31 Offslip		ONE HOUR	✓	511	100.000
C - Verwood Road NW		ONE HOUR	✓	841	100.000
D - A31 EB Onslip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Verwood Road E	B - B3081/A31 Offslip	C - Verwood Road NW	D - A31 EB Onslip
From	A - Verwood Road E	0	6	443	129
	B - B3081/A31 Offslip	30	0	359	122
	C - Verwood Road NW	433	2	0	406
	D - A31 EB Onslip	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Verwood Road E	B - B3081/A31 Offslip	C - Verwood Road NW	D - A31 EB Onslip
From	A - Verwood Road E	10	10	10	10
	B - B3081/A31 Offslip	10	10	10	10
	C - Verwood Road NW	10	10	10	10
	D - A31 EB Onslip	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.27	425.02	44.5	F	329	494
B-AD	1.24	456.91	19.6	F	139	209
A-BCD	0.46	12.34	1.5	B	180	269
A-B					5	7
A-C					346	519
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.01	8.14	0.0	A	2	3
C-D					373	559
C-A					397	596

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	270	68	497	0.544	266	0.0	1.2	15.304	C
B-AD	114	29	275	0.416	112	0.0	0.7	21.735	C
A-BCD	120	30	490	0.245	119	0.0	0.4	9.663	A
A-B	4	1			4				
A-C	311	78			311				
D-ABC	0	0	357	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.38	476	0.003	2	0.0	0.0	7.586	A
C-D	306	76			306				
C-A	326	81			326				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	323	81	414	0.780	315	1.2	3.0	34.226	D
B-AD	137	34	199	0.686	132	0.7	1.9	50.513	F
A-BCD	162	40	505	0.321	161	0.4	0.6	10.466	B
A-B	5	1			5				
A-C	353	88			353				
D-ABC	0	0	318	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.45	463	0.004	2	0.0	0.0	7.809	A
C-D	365	91			365				
C-A	389	97			389				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	395	99	322	1.226	314	3.0	23.2	176.554	F
B-AD	167	42	138	1.210	130	1.9	11.1	222.791	F
A-BCD	251	63	554	0.452	248	0.6	1.4	11.791	B
A-B	5	1			5				
A-C	381	95			381				
D-ABC	0	0	261	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.56	445	0.005	2	0.0	0.0	8.130	A
C-D	447	112			447				
C-A	477	119			477				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	395	99	311	1.269	310	23.2	44.5	399.029	F
B-AD	167	42	135	1.239	133	11.1	19.6	440.456	F
A-BCD	256	64	552	0.465	256	1.4	1.5	12.338	B
A-B	5	1			5				
A-C	375	94			375				
D-ABC	0	0	255	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.56	445	0.005	2	0.0	0.0	8.136	A
C-D	447	112			447				
C-A	477	119			477				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	323	81	353	0.913	346	44.5	38.7	425.021	F
B-AD	137	34	152	0.899	149	19.6	16.4	456.912	F
A-BCD	167	42	494	0.337	169	1.5	0.8	11.239	B
A-B	5	1			5				
A-C	348	87			348				
D-ABC	0	0	307	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.45	462	0.004	2	0.0	0.0	7.818	A
C-D	365	91			365				
C-A	389	97			389				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	270	68	392	0.689	382	38.7	10.7	242.002	F
B-AD	114	29	166	0.689	157	16.4	5.9	273.311	F
A-BCD	122	31	478	0.255	123	0.8	0.4	10.196	B
A-B	4	1			4				
A-C	309	77			309				
D-ABC	0	0	348	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.38	476	0.003	2	0.0	0.0	7.590	A
C-D	306	76			306				
C-A	326	81			326				

2027 Forecast + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Verwood Road/B3081	Right-Left Stagger	Two-way	55.09	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Verwood Road E		Major
B	B3081/A31 Offslip		Minor
C	Verwood Road NW		Major
D	A31 EB Onslip		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Verwood Road E	7.00			90.0	✓	1.00
C - Verwood Road NW	7.00			50.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B3081/A31 Offslip	One lane plus flare		10.00	5.50	4.00	4.00	3.00		1.00	80	50
D - A31 EB Onslip	One lane	4.00								0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	626	-	-	-	0.232	0.232	0.232	-	0.232	-	-
1	B-AD	515	0.090	0.227	-	-	-	0.143	0.324	0.143	0.090	0.227
1	B-C	734	0.108	0.272	-	-	-	-	-	-	0.108	0.272
1	C-B	603	0.223	0.223	-	-	-	-	-	-	0.223	0.223
1	D-A	686	-	-	-	0.254	0.101	0.254	-	0.101	-	-
1	D-BC	526	0.146	0.146	0.331	0.231	0.092	0.231	-	0.092	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 Forecast + Dev	AM	ONE HOUR	07:30	09:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Verwood Road E		ONE HOUR	✓	683	100.000
B - B3081/A31 Offslip		ONE HOUR	✓	455	100.000
C - Verwood Road NW		ONE HOUR	✓	1057	100.000
D - A31 EB Onslip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Verwood Road E	B - B3081/A31 Offslip	C - Verwood Road NW	D - A31 EB Onslip
From	A - Verwood Road E	0	7	620	56
	B - B3081/A31 Offslip	25	0	416	14
	C - Verwood Road NW	532	8	0	517
	D - A31 EB Onslip	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Verwood Road E	B - B3081/A31 Offslip	C - Verwood Road NW	D - A31 EB Onslip
From	A - Verwood Road E	10	10	10	10
	B - B3081/A31 Offslip	10	10	10	10
	C - Verwood Road NW	10	10	10	10
	D - A31 EB Onslip	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.15	247.06	33.4	F	382	573
B-AD	1.10	443.70	4.6	F	36	54
A-BCD	0.21	10.03	0.4	B	71	106
A-B					6	9
A-C					550	825
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.02	8.56	0.0	A	8	12
C-D					474	711
C-A					488	732

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	313	78	519	0.603	307	0.0	1.5	16.594	C
B-AD	29	7	197	0.149	29	0.0	0.2	21.245	C
A-BCD	49	12	443	0.111	49	0.0	0.1	9.117	A
A-B	5	1			5				
A-C	460	115			460				
D-ABC	0	0	338	0.000	0	0.0	0.0	0.000	A
C-ABD	6	2	459	0.014	6	0.0	0.0	7.957	A
C-D	389	97			389				
C-A	400	100			400				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	374	93	480	0.779	367	1.5	3.1	30.253	D
B-AD	35	9	118	0.297	34	0.2	0.4	42.424	E
A-BCD	65	16	441	0.147	65	0.1	0.2	9.570	A
A-B	6	2			6				
A-C	543	136			543				
D-ABC	0	0	295	0.000	0	0.0	0.0	0.000	A
C-ABD	8	2	445	0.017	8	0.0	0.0	8.222	A
C-D	465	116			465				
C-A	478	120			478				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	458	115	413	1.108	398	3.1	18.0	117.876	F
B-AD	43	11	39	1.097	31	0.4	3.4	301.771	F
A-BCD	97	24	459	0.212	97	0.2	0.4	9.935	A
A-B	7	2			7				
A-C	647	162			647				
D-ABC	0	0	231	0.000	0	0.0	0.0	0.000	A
C-ABD	10	2	430	0.022	10	0.0	0.0	8.557	A
C-D	569	142			569				
C-A	585	146			585				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	458	115	399	1.147	396	18.0	33.4	247.058	F
B-AD	43	11	42	1.011	38	3.4	4.6	443.697	F
A-BCD	98	25	458	0.214	98	0.4	0.4	10.026	B
A-B	7	2			7				
A-C	647	162			647				
D-ABC	0	0	228	0.000	0	0.0	0.0	0.000	A
C-ABD	10	2	430	0.022	10	0.0	0.0	8.560	A
C-D	569	142			569				
C-A	585	146			585				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	374	93	455	0.821	442	33.4	16.4	207.634	F
B-AD	35	9	48	0.730	38	4.6	3.8	341.468	F
A-BCD	65	16	438	0.149	66	0.4	0.2	9.714	A
A-B	6	2			6				
A-C	543	136			543				
D-ABC	0	0	291	0.000	0	0.0	0.0	0.000	A
C-ABD	8	2	445	0.017	8	0.0	0.0	8.227	A
C-D	465	116			465				
C-A	478	120			478				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	313	78	502	0.624	372	16.4	1.8	38.721	E
B-AD	29	7	157	0.187	43	3.8	0.2	35.374	E
A-BCD	49	12	440	0.112	50	0.2	0.2	9.232	A
A-B	5	1			5				
A-C	460	115			460				
D-ABC	0	0	335	0.000	0	0.0	0.0	0.000	A
C-ABD	6	2	458	0.014	6	0.0	0.0	7.960	A
C-D	389	97			389				
C-A	400	100			400				

2027 Forecast + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Verwood Road/B3081	Right-Left Stagger	Two-way	522.99	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Verwood Road E		Major
B	B3081/A31 Offslip		Minor
C	Verwood Road NW		Major
D	A31 EB Onslip		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Verwood Road E	7.00			90.0	✓	1.00
C - Verwood Road NW	7.00			50.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B3081/A31 Offslip	One lane plus flare		10.00	5.50	4.00	4.00	3.00		1.00	80	50
D - A31 EB Onslip	One lane	4.00								0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	626	-	-	-	0.232	0.232	0.232	-	0.232	-	-
1	B-AD	536	0.093	0.236	-	-	-	0.149	0.337	0.149	0.093	0.236
1	B-C	724	0.106	0.268	-	-	-	-	-	-	0.106	0.268
1	C-B	603	0.223	0.223	-	-	-	-	-	-	0.223	0.223
1	D-A	686	-	-	-	0.254	0.101	0.254	-	0.101	-	-
1	D-BC	526	0.146	0.146	0.331	0.231	0.092	0.231	-	0.092	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 Forecast + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Verwood Road E		ONE HOUR	✓	669	100.000
B - B3081/A31 Offslip		ONE HOUR	✓	648	100.000
C - Verwood Road NW		ONE HOUR	✓	1000	100.000
D - A31 EB Onslip		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Verwood Road E	B - B3081/A31 Offslip	C - Verwood Road NW	D - A31 EB Onslip
From	A - Verwood Road E	0	6	534	129
	B - B3081/A31 Offslip	30	0	496	122
	C - Verwood Road NW	528	2	0	470
	D - A31 EB Onslip	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Verwood Road E	B - B3081/A31 Offslip	C - Verwood Road NW	D - A31 EB Onslip
From	A - Verwood Road E	10	10	10	10
	B - B3081/A31 Offslip	10	10	10	10
	C - Verwood Road NW	10	10	10	10
	D - A31 EB Onslip	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.85	1857.53	184.8	F	455	683
B-AD	1.82	1888.16	57.1	F	139	209
A-BCD	0.57	14.24	2.9	B	220	330
A-B					4	7
A-C					389	584
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.01	8.55	0.0	A	2	3
C-D					431	647
C-A					484	727

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	373	93	429	0.870	354	0.0	4.7	41.290	E
B-AD	114	29	162	0.707	107	0.0	1.9	59.315	F
A-BCD	129	32	489	0.264	127	0.0	0.5	9.915	A
A-B	4	1			4				
A-C	370	93			370				
D-ABC	0	0	326	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.38	461	0.003	2	0.0	0.0	7.827	A
C-D	354	88			354				
C-A	397	99			397				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	446	111	365	1.223	358	4.7	26.7	189.700	F
B-AD	137	34	113	1.206	106	1.9	9.6	255.877	F
A-BCD	183	46	516	0.354	181	0.5	0.8	10.771	B
A-B	5	1			5				
A-C	414	103			414				
D-ABC	0	0	278	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.46	446	0.004	2	0.0	0.0	8.112	A
C-D	423	106			423				
C-A	475	119			475				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	546	137	295	1.851	295	26.7	89.5	725.884	F
B-AD	167	42	93	1.800	92	9.6	28.3	794.562	F
A-BCD	321	80	602	0.533	315	0.8	2.3	12.693	B
A-B	5	1			5				
A-C	411	103			411				
D-ABC	0	0	204	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.56	424	0.005	2	0.0	0.0	8.527	A
C-D	517	129			517				
C-A	581	145			581				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	546	137	296	1.848	296	89.5	152.1	1487.367	F
B-AD	167	42	92	1.824	92	28.3	47.3	1532.891	F
A-BCD	345	86	606	0.570	343	2.3	2.9	14.235	B
A-B	4	1			4				
A-C	387	97			387				
D-ABC	0	0	191	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.56	424	0.005	2	0.0	0.0	8.545	A
C-D	517	129			517				
C-A	581	145			581				

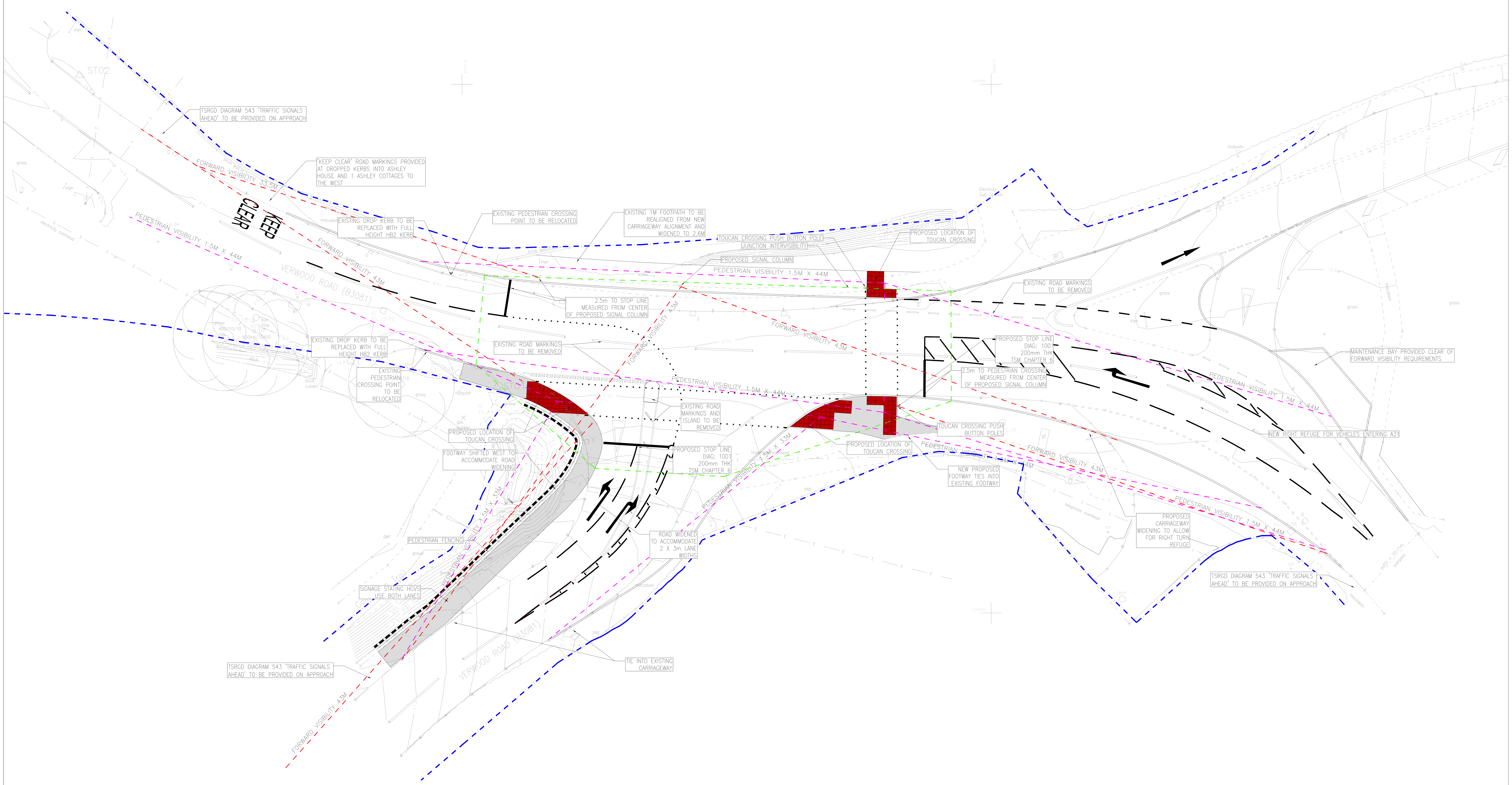
16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	446	111	332	1.342	332	152.1	180.5	1753.529	F
B-AD	137	34	103	1.331	103	47.3	55.8	1788.191	F
A-BCD	203	51	499	0.406	210	2.9	1.3	12.888	B
A-B	4	1			4				
A-C	394	99			394				
D-ABC	0	0	251	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.46	444	0.004	2	0.0	0.0	8.138	A
C-D	423	106			423				
C-A	475	119			475				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	373	93	356	1.048	356	180.5	184.8	1857.525	F
B-AD	114	29	110	1.042	109	55.8	57.1	1888.163	F
A-BCD	140	35	455	0.307	142	1.3	0.7	11.648	B
A-B	4	1			4				
A-C	360	90			360				
D-ABC	0	0	295	0.000	0	0.0	0.0	0.000	A
C-ABD	2	0.38	461	0.003	2	0.0	0.0	7.837	A
C-D	354	88			354				
C-A	397	99			397				

Appendix M



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
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6. DETAILS OF EXACT TACTILE PAVING ARRANGEMENT TO BE CONFIRMED AT DETAILED DESIGN

LEGEND

- INDICATIVE HIGHWAY BOUNDARY BASED ON DORSET COUNCIL VERWOOD ROAD MAP REF: 85/7 DATED: 03/11/2020
- PROPOSED FOOTWAY
- PROPOSED 400x400 TACTILE (RED)
- PROPOSED SIGNALS
- HB — 125 x 255 HB PRECAST CONCRETE KERB
- DK — 125 x 150 BN PRECAST CONCRETE KERB (FLUSH)
- 125 x 150 BN PRECAST CONCRETE DROPPER KERB
- FORWARD VISIBILITY BASED ON 30MPH SPEEDS
- JUNCTION INTERVISIBILITY
- PEDESTRIAN VISIBILITY
- PROPOSED PUSH BUTTON POLES

Rev	Description	Date	By	Chkd
E	MINOR AMENDMENTS	30.04.24	TP	JR
D	COLOUR CHANGES	16.04.24	TP	JR
C	MINOR AMENDMENTS	04.04.24	TP	JR
B	REVISED DESIGN	18.03.24	TP	JR
A	MINOR REVISIONS	24.11.23	TP	JR

paulbasham associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client: Intelligent Land

Project Name: SOUTH ALDERHOLT STRATEGIC SITES

Title: PRELIMINARY MITIGATION DESIGN VERWOOD ROAD

Project Phase: PRELIMINARY

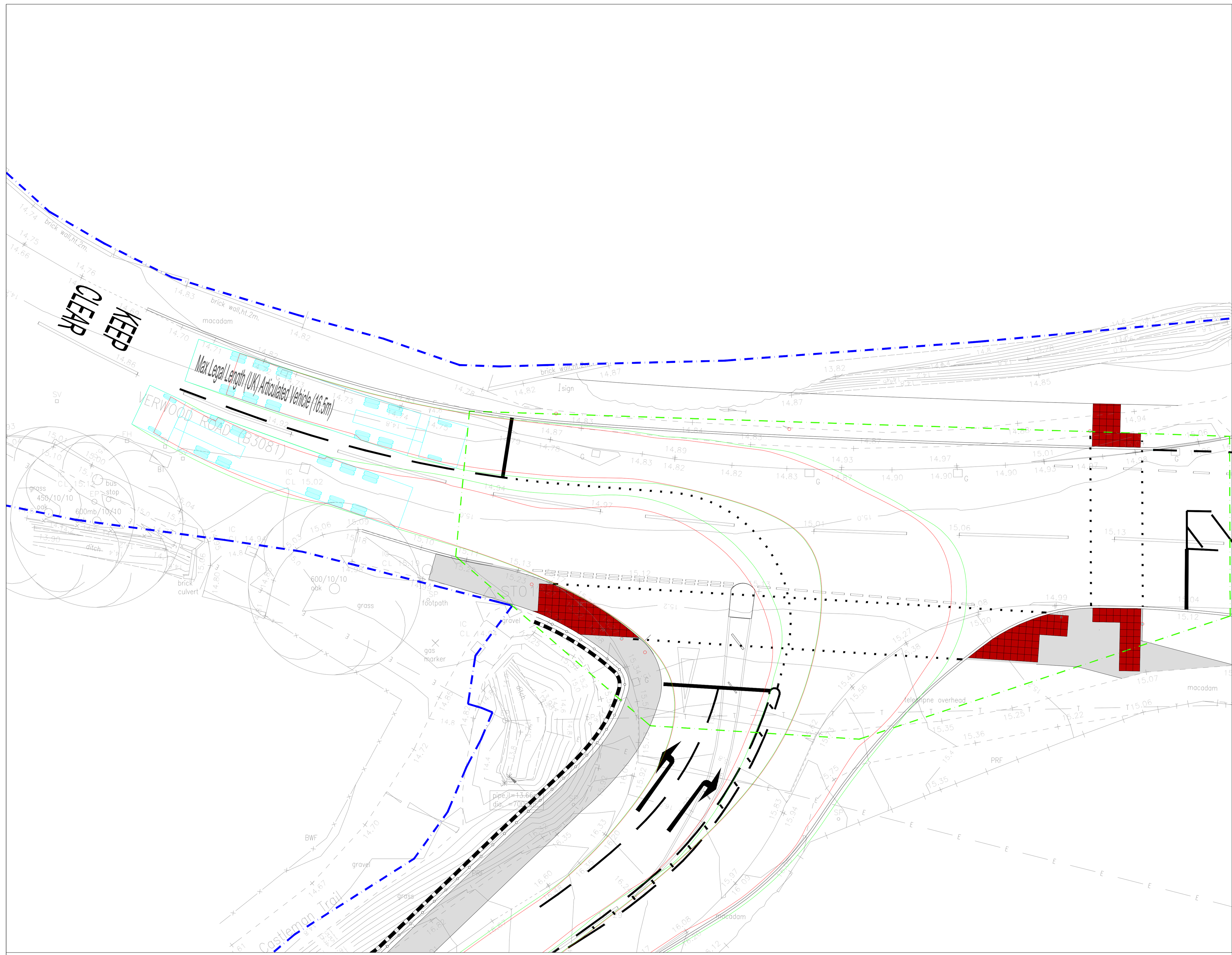
Checked By	Checked Date	Drawn By	Drawn Date
JR	19.08.22	TP	19.08.22

Client Drawing No.: -

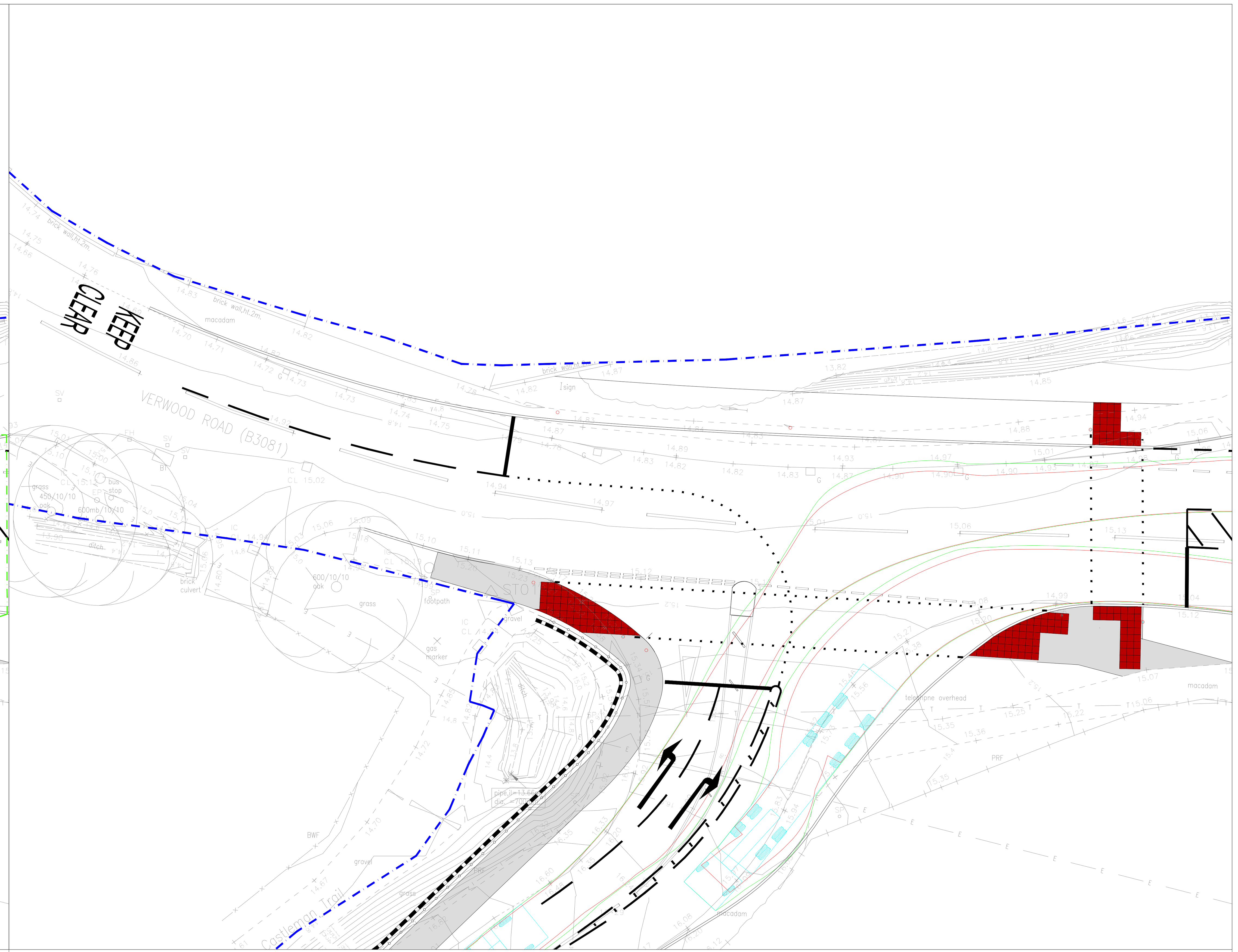
Scale: 1:200 (AT A1 SIZE)

PBA Drawing No.: 132.0001.017

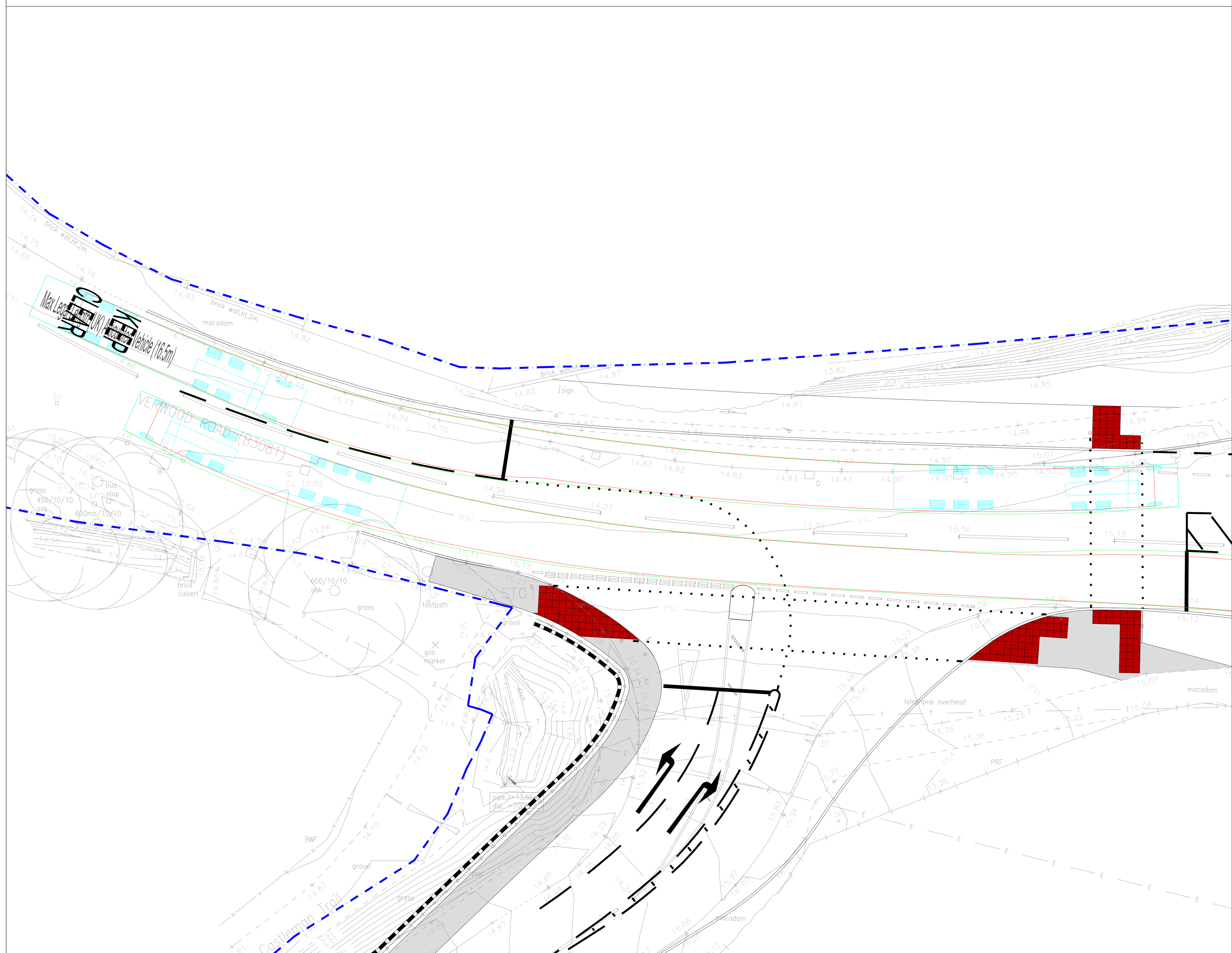
Revision: E



16.5M ARTICULATED HGV LEFT OUT/RIGHT IN



16.5M ARTICULATED HGV LEFT IN/RIGHT OUT



16.5M ARTICULATED HGV PASSING

16.5M ARTICULATED HGV RIGHT TURN AND PASSING

GENERAL NOTES

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LEGEND

INDICATIVE HIGHWAY BOUNDARY BASED ON DORSET COUNCIL VERWOOD ROAD MAP REF: 85/7 DATED: 03/11/2020

PROPOSED FOOTWAY

PROPOSED 400x400 TACTILE (RED)

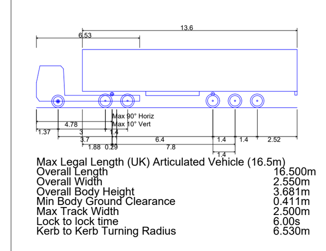
PROPOSED SIGNALS

125 x 255 HB PRECAST CONCRETE KERB

125 x 150 BN PRECAST CONCRETE KERB (FLUSH)

125 x 150 BN PRECAST CONCRETE DROPPER KERB

VEHICLE PROFILE



NORTH

Rev	Description	Date	By	Chkd
C	REVISED DESIGN	30.04.24	TP	JR
B	REVISED DESIGN	04.04.24	TP	JR
A	REVISED DESIGN	18.03.24	TP	JR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
SOUTH ALDERHOLT STRATEGIC SITES

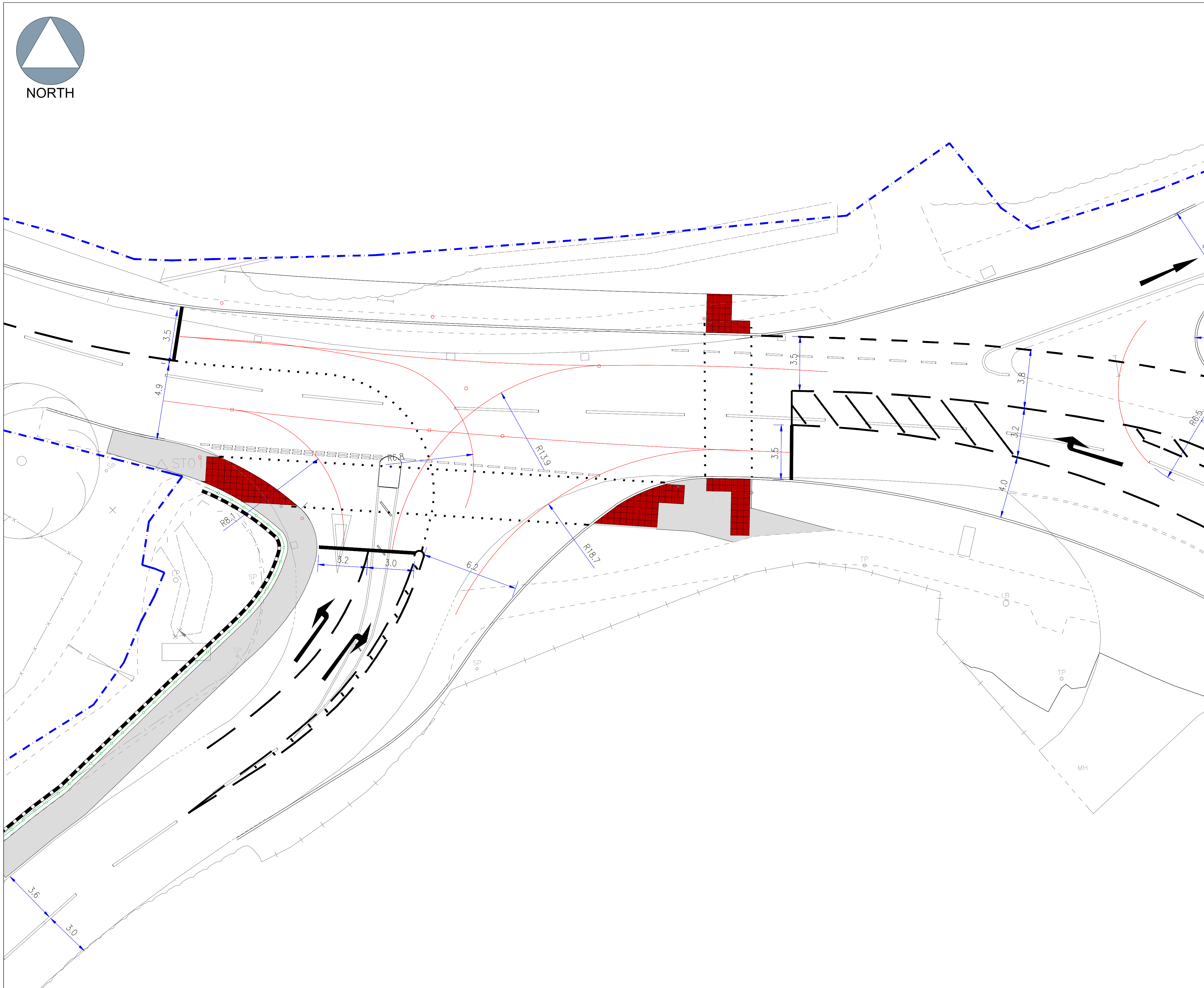
Title
SWEPT PATH ANALYSIS
VERWOOD ROAD

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JR	24.11.23	TP	24.11.23

Client Drawing No.	Scale
-	1:200 (AT A1 SIZE)

PBA Drawing No.	Revision
132.0001.018	C



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KEY

TURNING RADII

INTERGREEN INTERSECTIONS

LANE WIDTHS

Rev	Description	Date	By	App'd
P04	REVISED DESIGN	30.04.24	THP	JNR
P03	REVISED DESIGN	05.04.24	THP	JNR
P02	REVISED DESIGN	18.03.24	THP	JNR
P01	FIRST ISSUE	21.12.23	THP	JNR

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

Project Phase
PRELIMINARY

Title
SIGNAL MEASUREMENTS (INTERGREENS, TURNING RADII & LANE WIDTHS)

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Date Created	Drawn By	Approved By	Suitability Code
18.12.23	THP	JNR	-

PBA Project Number	Scale	
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PBA Drawing No:	Revison
132.0001-0025	P04

Appendix N

ALDERHOLT MEADOWS, ALDERHOLT

National Highways Walking, Cycling and Horse-Riding Assessment and Review

December 2023

Dudsbury Homes (Southern) Ltd

MIXED USE DEVELOPMENT
ALDERHOLT MEADOWS
ALDERHOLT

NATIONAL HIGHWAYS WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

CONTROLLED DOCUMENT

Document No:	132.0001/NHWCHAR/1	
Status:	Original	
	Name	*Date*
Prepared by:	Luke Millar	December 2023
Checked by:	Tom Peters	December 2023
Approved by:	James Rand	December 2023

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Rev.	*Date*	*By*	*Summary of Changes*	*Aprvd*

Dudsbury Homes (Southern) Ltd
The Studio
Ferndown Forest Golf Club
Forest Links Road
Ferndown
Dorset
BH22 9PH

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

MIXED USE DEVELOPMENT
ALDERHOLT MEADOWS
ALDERHOLT

NATIONAL HIGHWAYS WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

Contents

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Appendices

1. INTRODUCTION

1.1 This National Highways Walking, Cycling and Horse-Riding Assessment and Review (NHWCHAR) has been prepared by Paul Basham Associates on behalf of Dudsbury Homes (Southern) Ltd in relation to a planning application for a mixed-use development on Land at Alderholt, Fordingbridge, known as Alderholt Meadows (ref: P/OUT/2023/01166). The development comprises 1,700 dwellings with a wide variety of local facilities and amenities to benefit both existing and future residents including a large village square and 2ha of formal employment land.

1.2 National Highways' response to the planning application recommended that planning permission not to be granted for a period of time, requesting further information. The majority of the information is provided under separate cover, but this report has been prepared to address the following comment in relation to the A31/Verwood Road junction:

'For any preliminary scheme design to be acceptable to National Highways, it will also need to be subject to a satisfactory Stage 1 Road Safety Audit process (in accordance with GG119) and accompanied by a Walking, Cycling and Horseriding Assessment and Review (in accordance with GG142).'

1.3 Highway works are proposed at the A31/Verwood Road junction to mitigate the impact of the application on the operation of the junction. The proposed scheme consists of signalisation of the eastbound A31 on/off slips at their junction with Verwood Road. Details of the scheme are appended to this report.

1.4 The proposed highway scheme at the A31/Verwood Road junction is considered to meet the GG142 definition of "small", on the basis that that it consists of changes to an existing trunk road junction that affect the local highway network in a rural area. As a result, this report considers an area within 1km of the highway scheme as identified within **Figure 1**.

1.5 The survey area, as defined by the Lead Assessor, is indicated within **Figure 1** and includes Verwood Road and Hurn Lane within the vicinity of the A31 junction, the B3081 slip road, the Castleman Trailway, parts of Ringwood Road, West Street and Horton Road, and any other Public Rights of Way (PRoW) located within a 1.0km radius of the junction.

1.6 Paul Basham Associates previously prepared a Transport Assessment (TA), Travel Plan (TP) and Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) for the application, which should be referred to for specific information relating to the overall scheme. As stated above, this WCHAR specifically relates to the vicinity of the A31/Verwood Road junction.

Figure 1: WCHAR Survey Area

2. WALKING, CYCLING & HORSE-RIDING ASSESSMENT

2.1 Various documents have been considered as part of the development proposals and this assessment, as detailed within the submitted Transport Assessment (TA) and Travel Plan (TP). This includes the NPPF, GG142, DfT Circular 01/2022 and local transport plans. The aspects most relevant to this Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) are outlined below:

- NPPF Paragraph 108 (c):
  - Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: opportunities to promote walking, cycling and public transport use are identified and pursued.
- NPPF Paragraph 110 (d):
  - Planning policies should: provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- GG142 Walking, Cycling and Horse-Riding Assessment and Review:
  - The aims of carrying out a walking, cycling and horse-riding assessment are:
    - To gain an appropriate understanding of all relevant existing facilities for pedestrians, cyclists and equestrians (users) in the local area;
    - To provide background user information that can be referred to throughout the development of the highway scheme;
    - To identify opportunities for improvement for users.
  - The aims of carrying out a walking, cycling and horse-riding review are:
    - To continually review proposals for pedestrians, cyclists and equestrians throughout the development of the highway scheme design;
    - To review the potential impact of the proposed highway scheme on users in the area and on existing facilities;
    - To identify new opportunities for improvement (or removal of constraints) for users that may arise from the development of the highway scheme that were not evident during the assessment phase.
- DfT Circular 01/2022 Paragraph 23:
  - Capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined on a case-by-case basis. The general principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability

considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.

- DfT Circular 01/2022 Paragraph 25:
    - The DMRB set outs the details of the Secretary of State's requirements for access, design and audit in the highway scheme design process to which development proposals must conform. In this regard, GG 104 (or its subsequent update) identifies the framework and approach for safety risk assessment to be applied when undertaking any activity that may have an impact on safety on the SRN. Moreover, a Walking, Cycling & Horse-Riding Assessment and Review in compliance with GG 142 must be completed during the options or concept stage of a development that proposes modifications to the SRN, which enables opportunities for new or improved facilities for pedestrians, cyclists and horse-riders to be identified. In turn, development promoters should prepare a preliminary design and Stage 1 Road Safety Audit (see GG 119) before planning permission is applied for, to demonstrate that road safety issues have been considered. Early engagement with the company is therefore encouraged to ensure that the above and further highway standards in the DMRB are appropriately addressed.

Collision Data

2.2 An analysis of the historic road accident data on the highway within a 1.0km radius of the Verwood Road/A31 junction has been undertaken. Patterns in the data have been assessed with regards to the proximity, frequency and severity of incidents that have occurred, with further in-depth analysis where required.

2.3 Within their response to the outline application, National Highways outlined the importance of assessing Personal Injury Accident (PIA) data at the Verwood Road/A31 junction, stating the following:

'A review of PIA Data obtained from the CrashMap database for the five-year period from 1/1/17 to 31/12/21 has been provided within the TA. We note that the area the data covers does include the entire extents of the A31 slip roads at the A31/B3081 Verwood Road Junction nor does it include a short distance along the A31 to allow for any weaving collisions at the merges/diverges at this junction. However, from our own review of Crashmap we note that there does not appear to be a material change in the number of identified collisions when this additional area is included.'

2.4 Personal Injury Accident (PIA) data has been acquired from the Crashmap database to assess and consider the existing safety situation on the local road network within the survey area for the most recently recorded five-year period (for which data is available), from 01-01-2018 to 31-12-2022. **Figure 2** below indicates all incidents to have occurred within a 1.0km radius of the Verwood Road/A31 junction.

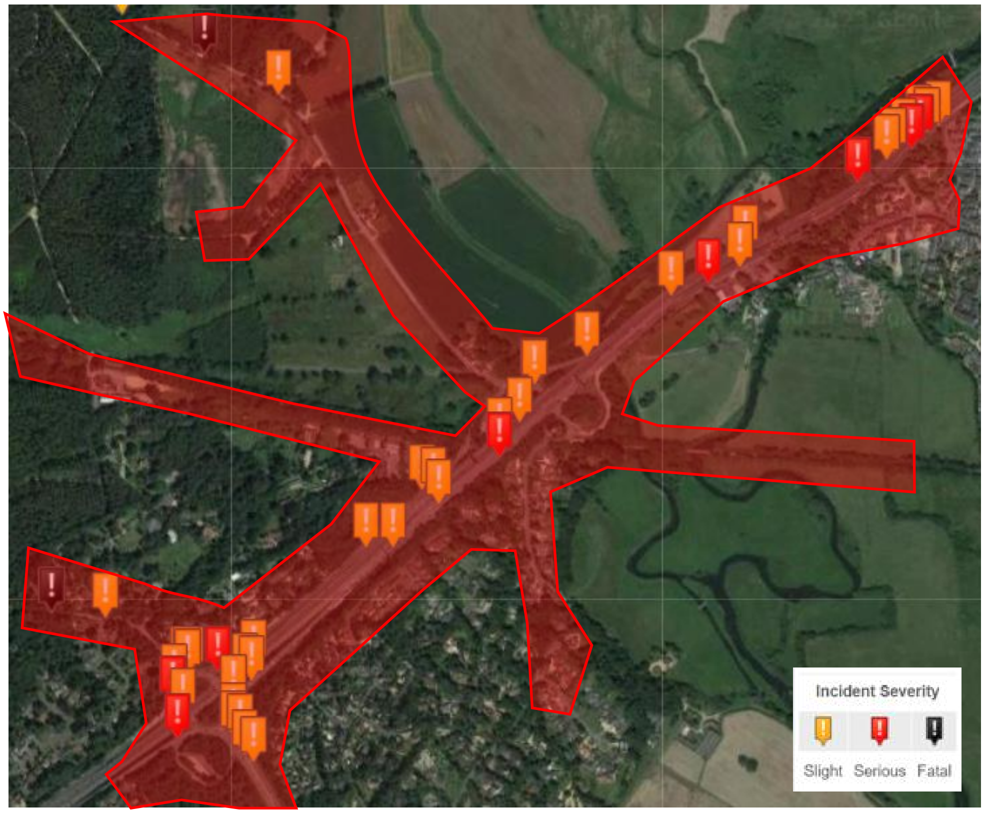

Figure 2: Personal Injury Accident (PIA) Data 2018 – 2022 (Source: Crashmap)

2.5 As outlined within **Figure 2**, there have been a total of 47 incidents inside a 1.0km radius of the Verwood Road/A31 junction within the most recently recorded 5-year period (2018 – 2022). Of these 48 incidents, 37 were classified as 'slight' on the severity scale, with 9 deemed 'serious' and 2 fatal. Due to the severity of the 2 fatal incidents, these have both been investigated further, with the Crashmap reports attached within **Appendix A** and summarised in the following paragraph.

2.6 The first fatal incident investigated occurred on Saturday 5th January 2019 at 15:21 during fine weather conditions. The incident took place along Horton Road approximately 1.0km southwest of the Verwood Road/A31 junction on the edge of the survey boundary and involved 2 vehicles. According to the Crashmap report, vehicle 2 was proceeding normally along the carriageway whilst vehicle 1 was changing lane to the right, which as this is a single carriageway road, implies that vehicle 1 veered into the oncoming lane. This then resulted in a head-on collision between the two cars resulting in a total of 5 casualties, with one in vehicle 1 and four in vehicle 2. The driver and 1 passenger in vehicle 2 suffered serious injuries, whereas the other two passengers suffered slight injuries, whilst the driver in vehicle 1 unfortunately suffered fatal injuries. Although regrettable, the Crashmap report does not appear to suggest that the incident was a result of any highways operational concern. Furthermore, the location of this incident is a considerable distance away from the Verwood Road/A31 junction and therefore is unlikely to attract many pedestrians, cyclists or equestrian movements associated with the Alderholt development.

2.7 The second fatal incident took place on Saturday 2nd November 2019 at 08:40 during rain and high winds. The incident took place along Verwood Road approximately 850m northwest of the Verwood Road/A31 junction and involved 1 vehicle. The Crashmap report simply states that the vehicle was proceeding normally along the carriageway when the fatal incident occurred. Further investigation into the incident has found that the incident was a result of fallen trees caused by the high winds, with the vehicle hit by one of the falling trees, regrettably resulting in the fatal injuries to the driver. It has therefore been concluded that, although unfortunate, the incident was not caused by any operational concerns with the local road network.

2.8 The number and type of collisions are considered in line with the nature of the search area, with 40 of the 47 incidents taking place on the Strategic Road Network (SRN) and 35 of these 40 incidents solely involving vehicles. Therefore, although there has been a reasonable number of incidents, the majority have occurred on the A31 and were associated with vehicles and consequently do not raise high concern in relation to pedestrian, cyclist and equestrian movement.

2.9 To further highlight the above conclusion, the Crashmap has been broken down further to highlight all incidents that involved a pedestrian, cyclist and/or equestrian causality.

2.10 Firstly, all incidents that involved a pedestrian casualty have been assessed, as outlined **Figure 3** below. This demonstrates that there have been zero incidents involving a pedestrian casualty within the assessment area.

Figure 3: Personal Injury Accident (PIA) Data 2018 – 2022 – Pedestrian Casualties (Source: Crashmap)

2.11 All incidents involving a cyclist casualty have also been analysed, with all incidents within the assessment area indicated within **Figure 4** below.

Figure 4: Personal Injury Accident (PIA) Data 2018 – 2022 – Cyclist Casualties (Source: Crashmap)

2.12 As per **Figure 4**, there have been a total of 2 incidents which involved cyclists within the assessment area. Both incidents took place along the A31 and were both serious in nature.

2.13 The first incident took place on Tuesday 31st July 2018 at 09:10am during dry road conditions and involved one cyclist and one van. The incident occurred at the access to an ESSO Petrol Filling Station (PFS)/Morrisons Daily store along the A31, with the cyclist proceeding along the A31 normally whilst the van was in the process of exiting the PFS/Morrisons. The van then collided into the side of the cyclist, resulting in serious injuries to the cyclist. Although regrettable, this incident is likely a result of driver error, with the van failing to look properly before exiting the PFS/Morrisons onto the A31.

2.14 The other incident involving a cyclist occurred on Friday 14th August 2020 at 08:11am during dry road conditions and involved a goods vehicle 7.5 tonnes and over. The incident took place along the A31, with both the cyclist and goods vehicle proceeding normally along the carriageway, when the goods vehicle collided into the back of the cyclist resulting in serious injuries. As with the first incident, this is likely a cause of driver error, with the goods vehicle driver failing to notice/judge the speed of the cyclist. Although permissible, the volume of cyclists on the A31 is minimal, with the latest DfT manual traffic count (2019) recording an Annual Average Daily Flow (AADF) of 0 cyclists along this part of the A31.

2.15 Lastly, all incidents that involved an equestrian casualty have been assessed, as outlined **Figure 5** below. This demonstrates that there have been zero incidents involving an equestrian casualty within the assessment area.

Figure 5: Personal Injury Accident (PIA) Data 2018 – 2022 – Equestrian Casualties (Source: Crashmap)

2.16 Overall, there were a total of 2 incidents involving pedestrians, cyclists and equestrian within the most recently recorded 5-year period inside the assessment area. The 2 incidents involved cyclists, likely a result of driver error. It is therefore considered that there is no accident history which demonstrates a substandard environment for pedestrians, cyclists or horse-riders within the assessment area.

Public Transport

2.17 There is a pair of bus stops located within the vicinity of the A31/Verwood Road junction, with one bus stop positioned along Verwood Road (B3081) whilst another stop is sited on the eastbound A31 on-slip. Both bus stops are identifiable by a single post with a flag and benefit from a layby, as well as pedestrian connections via 1.5m wide footways.

2.18 Both bus stops are served by the X6 service, which runs between Poole and Bournemouth via Verwood and Ringwood. The X6 bus serves the above bus stops on an hourly basis Monday – Saturday, and every 2 hours on Sundays.

2.19 Additional bus services are available from bus stops located along the A31 approximately 600m southwest of the Verwood Road/A31 junction. Both bus stops are identified by a single post with a flag and benefit from a printed timetable and layby. Both bus stops are also served by the aforementioned X6 service, but additionally the X3 and 38 services. The X3 provides a service between Salisbury and Bournemouth via Ringwood, running every 30 minutes Monday to Saturday and hourly on Sundays. Whilst the 38 provides a local service between Ringwood and Ferndown, running 5 times per day Monday to Saturday between the hours of 0900 – 1500.

Trip Generators

2.20 Trip generators within the assessment area include The Lantern Café and Shop, Ringwood Waldorf School, Morrisons Daily, Watchmoor Car Park, Castleman Trailway Car Park and The Fish Inn restaurant. Ringwood is also within walking distance of the A31/Verwood Road junction.

Consultation with Key Stakeholders

2.21 Multiple meetings have taken place with key stakeholders through the pre-application and planning application process, including Hampshire County Council, Dorset Council and National Highways. Further consultation events on the development proposals have taken place with members of the public through a public consultation, which took place on Friday 1st July 2022.

2.22 Existing pedestrian and cyclist facilities within the overall vicinity of the A31/Verwood Road junction have been discussed throughout the process. It is considered that improvements to the equestrian facilities are not considered necessary due to lack of demand and the nature of the development proposals.

Site Visit

2.23 A site visit has been undertaken to assess the entire survey area, with the following section detailing the existing conditions of each aspect of the survey area. This site visit has been completed in accordance with GG142 guidance.

3. EXISTING PEDESTRIAN, CYCLIST AND EQUESTRIAN FACILTIES

3.1 There are a number of walking, cycling and equestrian routes within the assessment area as indicated in **Figure 6**. As per GG142 guidance, the existing facilities relevant to the highway scheme have been assessed for the various mode of travel below.

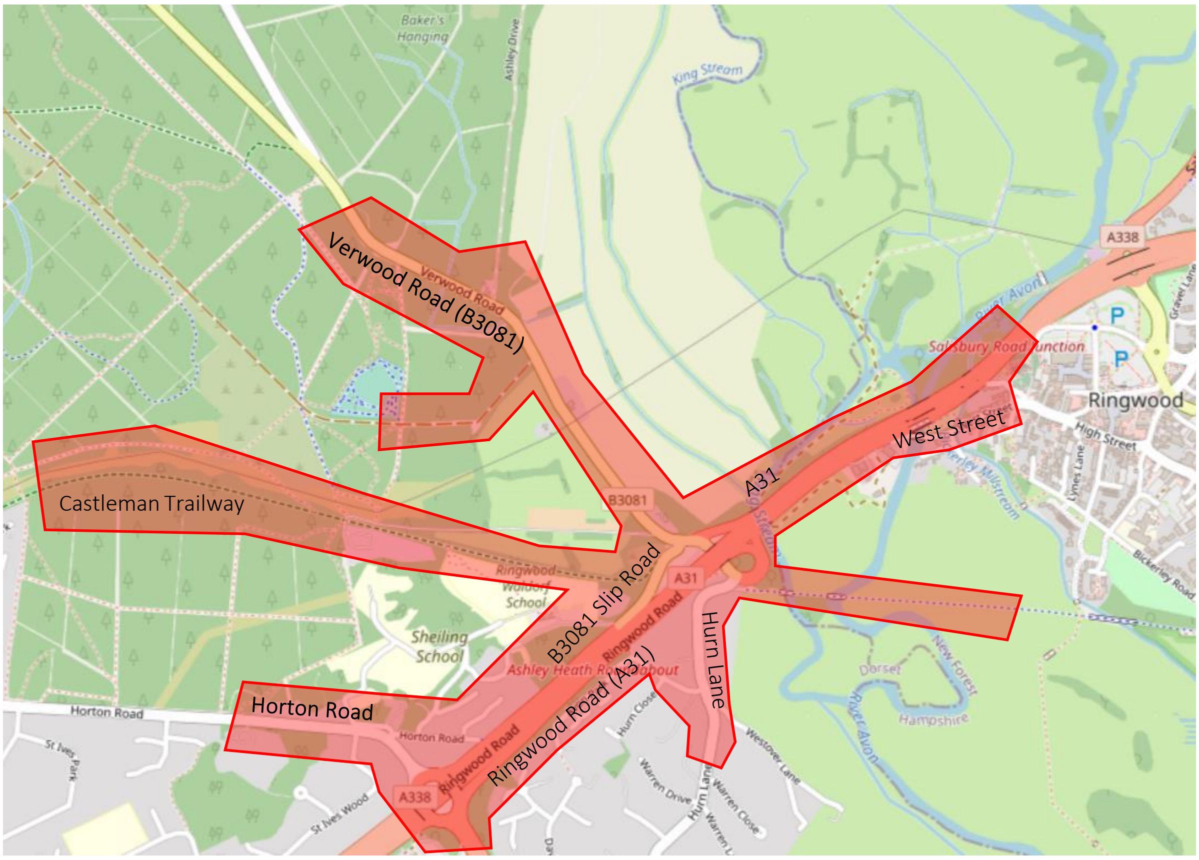

Figure 6: Walking, Cycling and Equestrian Routes in and around Verwood Road/A31 Junction

Verwood Road (B3081)

3.2 Verwood Road (B3081) is flanked on the northeastern side by a continuous 1.5m wide footway, as shown in **Photograph 1**, providing a connection to the bus stop located on the A31 slip-on road as well as the handful of dwellings located along Verwood Road in this location. Beyond the dwellings, this footway terminates to the north with no footway provided for the remainder of Verwood Road within the assessment area.

3.3 On the opposite side of Verwood Road (B3081), there is a short footway connection onto the B3081 slip road and the Castleman Trailway. Beyond the B3081 slip road junction, the footway continues along Verwood Road (B3081) leading underneath the A31, providing a safe and convenient pedestrian and cycle route to either side of the A31 as well as to Hurn Lane and another section of the Castleman Trailway. This footway connection is pictured in **Photograph 2**.

Photograph 1: Verwood Road (B3081) Northeastern Footway

Photograph 2: Verwood Road (B3081) Southern Footway

3.4 On the northern side of the A31, the footway along the southern side of Verwood Road (B3081) measures approximately 2.0m wide and is separated from the carriageway by a wide grass verge. The footway is interrupted at one point by a wide access to an industrial site, however, there are dropped kerbs on either side as well as demarcated red path measuring approximately 2.0m wide to support safe pedestrian, cyclist and equestrian movement across the access as displayed in **Photograph 3**. The footway then remains continuous through the underpass beneath the A31, remaining approximately 2.0m wide. The crossing over Hurn Lane has recently been upgraded, with dropped kerbs and tactile paving as can be seen in **Photograph 4**. This section of Verwood Road (B3081) also forms part of National Cycle Network (NCN) route 256, as indicated by signage, supporting cycle movement between Ringwood to the east and Wimborne Minster 15km to the southwest. This presents an excellent opportunity to promote cycle activity via this route.

Photograph 3: Crossing Facility at Industrial Access along Verwood Road (B3081)

Photograph 4: Hurn Lane Crossing Facility

3.5 On the southern side of the of the A31, the footway continues on Verwood Road (B3081), remaining 2.0m wide with a narrow verge separating the footway from the carriageway.

B3081 (A31 Eastbound off-slip)

3.6 As mentioned above, the footway along the southern side of Verwood Road (B3081) on the northern side of the A31 connects onto the B3081 slip road, which is flanked on the northwestern side by a shared foot/cycleway. This shared foot/cycleway, shown in **Photograph 5**, measures approximately 2.0m wide and leads towards Folly Farm Lane and beyond along the A31. Between Verwood Road (B3081) and Folly Farm Lane, there is a safety barrier that runs continuously alongside the shared foot/cycleway to prevent any accidents from occurring due to the level difference. At the Folly Farm Lane junction there are dropped kerbs on either side with a 1.5m wide demarcated red path to support safe pedestrian, cyclist and equestrian movement across the junction, as pictured in **Photograph 6**. Beyond the Folly Farm Lane junction there is a narrow grass verge to separate the shared foot/cycleway from the A31 carriageway.

Photograph 5: B3081 Shared Foot/Cycleway

Photograph 6: Folly Farm Lane Crossing Facility

Castleman Trailway

3.7 The Castleman Trailway is an off-road route accessible from Verwood Road (B3081) and Hurn Lane. The connection from Verwood Road (B3081) leads to West Moors and is approximately 6.0km in length. The track is rural in nature and measures approximately 2.0m wide, as can be seen in **Photograph 7**. There are two bollards at the access to the Castleman Trailway on Verwood Road (B3081) to prevent vehicle access as shown in **Photograph 8**.

Photograph 7: Castleman Trailway Existing Conditions

Photograph 8: Castleman Trailway Access from Verwood Road (B3081)

3.8 The connection to the Castleman Trailway from Hurn Lane is provided through a small, informal car park for users of the Castleman Trailway as pictured **Photograph 9**. The route is formed of a rural track measuring approximately 2.5m wide, as shown in **Photograph 10**, and is 1.1km in length, which leads directly into the centre of Ringwood. The route is classified as a Public Right of Way (PRoW) by Hampshire County Council and is labelled as Footpath 195/507/1.

Photograph 9: Castleman Trailway Existing Conditions

Photograph 10: Castleman Trailway Access from Hurn Lane

3.9 The Castleman Trailway is recognised by Dorset Council as a key walking, cycling and horse-riding route and is outlined as an ideal route for commuting and recreation. The Castleman Trailway is managed in partnership by Dorset Council, BCP Council and Hampshire County Council with support from other organisations, ensuring that the route is well maintained.

3.10 The Castleman Trailway also forms a large part of the aforementioned National Cycle Network (NCN) route 256 and would therefore be highly promoted to cyclists as a key route.

3.11 Overall, The Castleman Trailway provides a convenient and safe pedestrian, cyclist and equestrian route to reach a number of nearby locations – most notably Ringwood.

Hurn Lane

3.12 Hurn Lane is accessed via Verwood Road (B3081). A footway flanks the eastern side of Hurn Lane from Verwood Road that is 1.5 – 2.0m wide for approximately 100m, as displayed in **Photograph 11**. At the point where this terminates, there are dropped kerbs associated with private drives on either side of the carriageway which can be utilised to cross the road as shown in **Photograph 12**. A 1.5-2.0m wide footway is then available on the western side of Hurn Lane, which remains continuous into the residential area.

Photograph 11: Hurn Lane Footway

Photograph 12: Hurn Lane Dropped Kerbs Infrastructure

3.13 There is an alternative route from Verwood Road (B3081) onto Hurn Lane via an off-road footpath. The off-road footpath is accessible via two points on Verwood Road (B3081), which both lead to a single footpath measuring approximately 1.5m wide as shown in **Photographs 13** and **14**. The footpath runs between the A31 and a residential dwelling through a small, wooded area before exiting out onto Hurn Lane and connecting directly onto the footway which runs along the western side of Hurn Lane measuring approximately 1.5m wide.

Photograph 13: Off-Road Footpath via Hurn Lane

Photograph 14: Off-Road Footpath via Verwood Road

3.14 Although there are no dedicated cycle or equestrian facilities along Hurn Lane, the nature of the road means that it is conducive to such movement. Hurn Lane is a single carriageway road flanked on both sides by residential dwellings and subject to a 30mph speed limit, therefore is a low-speed environment suitable for cyclist and equestrian movement.

A31 (northeast of scheme location)

3.15 The footway along Verwood Road (B3081) continues onto the westbound A31 off-slip. The footway remains continuous along the A31 carriageway measuring approximately 1.5 – 2.0m wide, and for the most part is separated from the carriageway by a safety barrier and vegetation as pictured in **Photograph 15**. The footway leads directly to the amenities previously mentioned along the A31 including the ESSO PFS, Morrisons Daily and The Fish Inn, with the footway widening to 2.0m wide in this location.

3.16 The footway has recently been upgraded to a shared footway/cycleway, as shown in **Photograph 16**, enhancing active travel along this route. The upgrade works included improvements to the surfacing as well as providing pedestrian crossing infrastructure across both access points to the ESSO PFS/Morrisons Daily in the form of dropped kerbs with tactile paving. The shared foot/cycleway continues onto West Street beyond these facilities and into Ringwood.

Photograph 15: Footway along A31

Photograph 16: Shared Foot/Cycleway Infrastructure

3.17 Although there are no dedicated equestrian facilities in this location, the footway is conducive to equestrian movement as it is separated from the carriageway by a barrier/verge throughout, ensuring safe equestrian movement is achievable.

Ringwood Road (A31)

3.18 Southwest of the Verwood Road (B3081)/A31 junction, the A31 becomes Ringwood Road (A31), with the aforementioned 2.0m wide shared foot/cycleway along the B3081 slip road continuing along the northern side of A31 up to the Ashley Heath Roundabout as shown in **Photograph 17**.

3.19 On the southern side of Ringwood Road (A31), a 1.5m wide footway connects from Verwood Road (B3081) and Hurn Lane. This 1.5m wide footway, pictured in **Photograph 18**, is continuous to the slip road by the Ashely Heath Roundabout and is separated from the carriageway by sections of vegetation, barriers and grass verges.

Photograph 17: Shared Foot/Cycleway along Ringwood Road (A31)

Photograph 18: Footway along Ringwood Road (A31)

3.20 On the southern side, the footway terminates 130m prior to the roundabout along the slip road, with a 1.5m wide footway forming on the opposite side of the road with dropped kerbs in place to support crossing. This footway then continues north along the roundabout towards the Horton Road arm, though there are no formal crossing facilities in place here. There are no pedestrian or cyclist facilities south of the roundabout along the A338.

3.21 At the Ashley Heath Roundabout, there are pedestrian crossing facilities and on the northern arm, there is a refuge island equipped with dropped kerbs on all sides as well as demarcated red path either side of the refuge island measuring approximately 2.0m wide. The shared foot/cycleway then continues along the northern side of Ringwood Road (A31), with a separate footway proceeding north along Horton Road. The pedestrian/cyclist infrastructure in this location is illustrated in **Photographs 19** and **20**.

Photograph 19: Shared Foot/Cycleway

Photograph 20: Ashley Heath Roundabout Crossing Facility

Horton Road

3.22 As mentioned above, Horton Road is accessed from Ringwood Road (A31) via the Ashley Heath Roundabout. There is a 1.5m wide footway along the southwestern side of Horton Road, with a 1.0m wide grass verge to separate the footway from the carriageway as pictured in **Photograph 21**. This footway is continuous and provides a route into Ashley Heath.

3.23 There is an additional connection onto Horton Road 130m northwest of the roundabout, with a 1.5m footway connection from the A31 eastbound on-slip as shown in **Photograph 22**. This footway connection onto Horton Road runs along the northern side of a narrow residential part of Horton Road before connecting to the main part of Horton Road.

Photograph 21: Horton Road Footway

Photograph 22: Horton Road/A31 Footway Connection

4. USER OPPORTUNITIES

4.1 Opportunities to improve the existing pedestrian, cycle and equestrian facilities have been considered as part of this assessment and through the design process to ensure that such movements in and around the A31/Verwood Road junction are as safe and convenient as possible.

4.2 The highway scheme and features for pedestrians, cyclists and horse riders are set out below. The proposed scheme design is shown in **Appendix B**.

Highway Scheme overview

4.3 The highway scheme consists of the signalisation of the Verwood Road/B3081 junction, and carriageway widening to provide additional highway capacity. The signalisation of the junction would reduce conflict between pedestrians, cyclists and horse riders & vehicular traffic by providing a dedicated signal stage to the non-motorised users.

4.4 In addition, Verwood Road will be widened to accommodate a right-turn refuge for vehicles entering the A31. The existing road markings at the Verwood Road/A31 junction will be removed as part of the road widening and implementation of the right-turn refuge. The provision of the right turn facility will allow right turning vehicles to wait clear of through traffic.

4.5 The B3081 carriageway will also be upgraded as part of the mitigation measures by widening the western lane on approach to the Verwood Road junction to accommodate 2 x 3.0m wide lanes, with one designated to left-turn manoeuvres and the other dedicated to vehicles turning right.

Pedestrian, Cyclist & Equestrian Improvements

4.6 Improvements to infrastructure in the vicinity of the Verwood Road/B3081/A31 junctions are also proposed to enhance pedestrian, cyclist and equestrian connectivity. Firstly, the existing footway along the northern side of Verwood Road will be realigned and widened to 2m. Additionally, as part of the upgrade to a signalised junction, the crossing infrastructure will also be improved, with dedicated signalised crossings provided over both Verwood Road and the B3081, with dropped kerbs, tactile paving and road markings. This will create a safer and more convenient crossing point for pedestrians, cyclists and equestrian in comparison to the existing facility in line with the desired routes – most notably National Cycle Network (NCN) route 256 for cyclists and The Castleman Trailway for pedestrians, cyclists and horse-riders.

4.7 In order to accommodate the B3081 carriageway widening, the footway along the western side will be shifted further west. The safety barrier along the western side of the footway will also be retained and moved west in line with the footway. A retaining wall will also be provided along the western side of the footway, with the height and details to be confirmed at the detailed design stage.

4.8 There is an existing gated access to a property garden near to the eastern corner of the Verwood Road/B3081 junction. It is important to note that in line with the mitigation measures at this junction, the gated access to this property will be retained in line with the footway along the eastern side of the B3081 as per the existing arrangement.

4.9 In addition to the above, further mitigation measures will be considered through the detailed design process to enhance pedestrian, cyclist and equestrian connectivity.

5. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW TEAM STATEMENT

5.1 As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been produced in accordance with DMRB GG 142. The walking, cycling and horse-riding assessment was undertaken by the following assessment and review team:

Walking Cycling & Horse-Riding Lead Assessor

Tom Peters
BSc (Hons), MSc, MCIHT
Prinicple Transport Planner

Signed: *TOM PETERS*

Paul Basham Associates

Date: 21/12/2023

Walking, Cycling & Horse-Riding Assessor

Luke Millar
BA (Hons) Human Geography
Assistant Transport Planner

Signed: *LUKE MILLAR*

Paul Basham Associates

Date: 21/12/2023

5.2 As team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Design Team Leader

James Rand
BSc (Hons), MSc, MCIHT
Associate

Signed: *JAMES RAND*

Paul Basham Associates

Date: 21/12/2023

Appendix A

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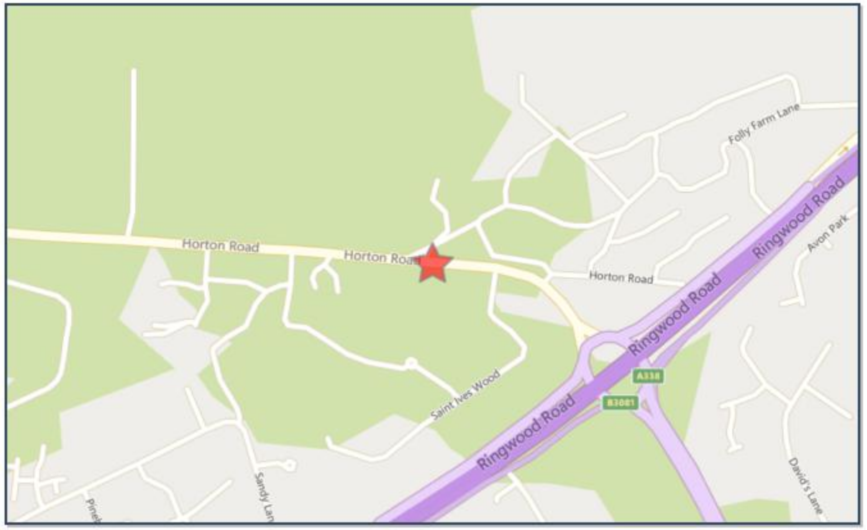
Validated Data

Crash Date:	Saturday, January 05, 2019	**Time of Crash:**	3:21:00 PM	**Crash Reference:**	**2019551900327**
Highest Injury Severity:	Fatal	**Road Number:**	U0	**Number of Casualties:**	5
Highway Authority:	Dorset			**Number of Vehicles:**	2
Local Authority:	East Dorset District			**OS Grid Reference:**	412958 104559
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Female	Over 75	Vehicle is changing lane to the right (including slip road)	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	12	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Female	Over 75	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	3	Serious	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other
2	5	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Saturday, November 02, 2019	**Time of Crash:**	8:40:00 AM	**Crash Reference:**	**2019551901083**

Highest Injury Severity:	Fatal	**Road Number:**	B3081	**Number of Casualties:**	1
Highway Authority:	Dorset			**Number of Vehicles:**	1
Local Authority:	East Dorset District			**OS Grid Reference:**	413229 105559
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

The request failed with HTTP status 401: Unauthorized.

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

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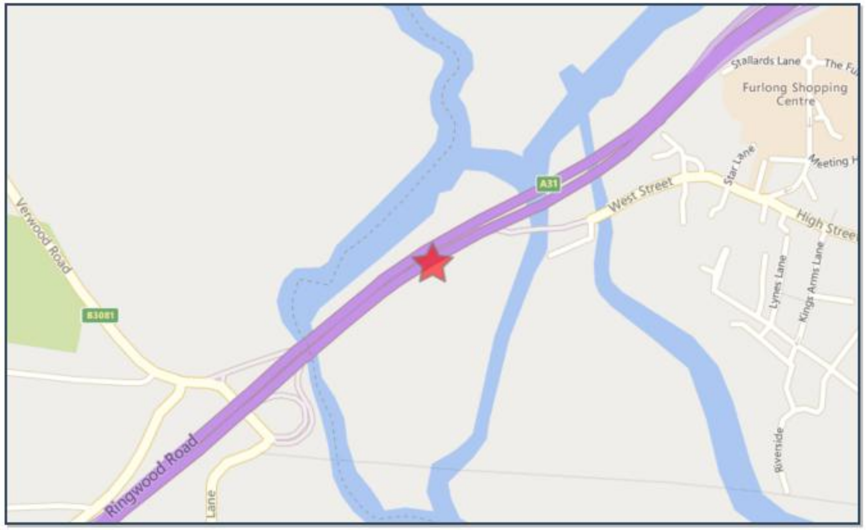
Validated Data

Crash Date: Tuesday, July 31, 2018 **Time of Crash:** 9:10:00 AM **Crash Reference:** **2018440288859**

Highest Injury Severity:	Serious
Road Number:	A31
Number of Casualties:	1
Highway Authority:	Hampshire
Number of Vehicles:	2
Local Authority:	New Forest District
OS Grid Reference:	414135 105150
Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	70
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	Using private drive or entrance
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres
Road Type:	Dual carriageway
Junction Control:	Give way or uncontrolled



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	2	Male	56 - 65	Vehicle is moving off	Front	Unknown	None	None
2	Pedal cycle	-1	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

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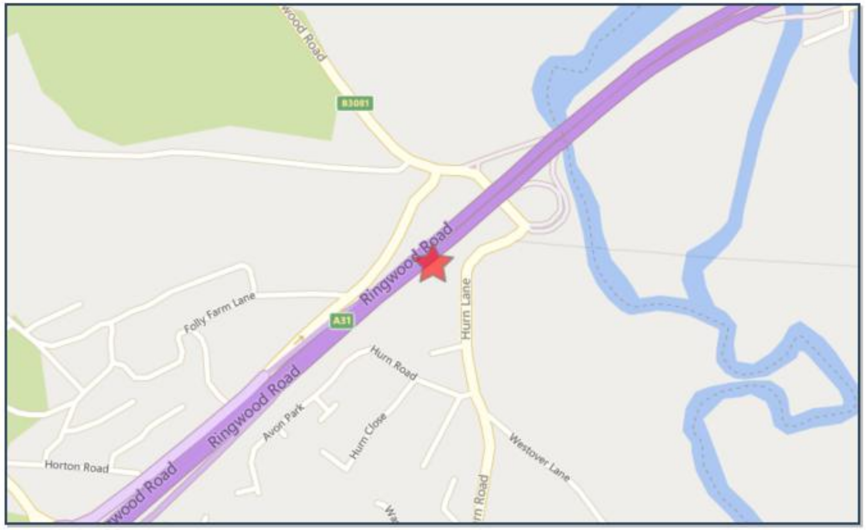
Validated Data

Crash Date:	Friday, August 14, 2020	**Time of Crash:**	8:11:00 AM	**Crash Reference:**	**2020552000917**

Highest Injury Severity:	Serious	**Road Number:**	A31	**Number of Casualties:**	1
Highway Authority:	Dorset			**Number of Vehicles:**	2
Local Authority:	East Dorset District			**OS Grid Reference:**	413760 104841

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	70
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	Not at or within 20 metres of junction
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres
Road Type:	Dual carriageway
Junction Control:	Not Applicable



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Validated Data

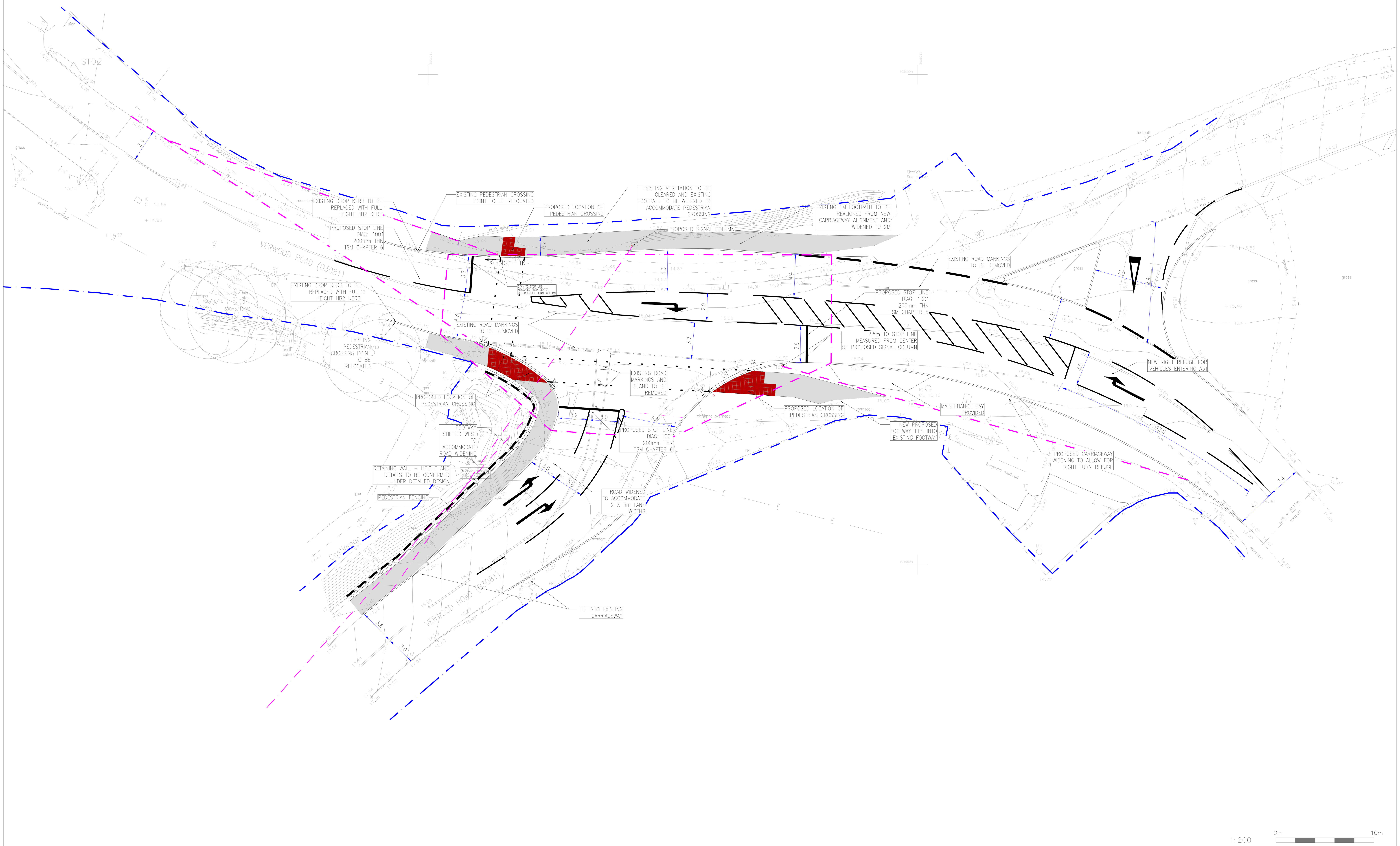
Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	0	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Appendix B



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LEGEND

INDICATIVE HIGHWAY BOUNDARY
BASED ON DORSET COUNCIL VERWOOD ROAD MAP
REF: 85/7 DATED: 03/11/2020

PROPOSED FOOTWAY

PROPOSED 400x400 TACTILE (RED)

PROPOSED SIGNALS

HB 125 x 255 HB PRECAST CONCRETE KERB

DK 125 x 150 BN PRECAST CONCRETE KERB (FLUSH)

125 x 150 BN PRECAST CONCRETE DROPPER KERB

FORWARD VISIBILITY BASED ON 30MPH SPEEDS

VISIBILITY ENVELOPE

NORTH

Rev	Description	Date	By	Chkd
A	MINOR REVISIONS	24.11.23	TP	JR

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client

Project Name
SOUTH ALDERHOLT STRATEGIC SITES

Title
PRELIMINARY MITIGATION DESIGN
VERWOOD ROAD

Project Phase
PRELIMINARY

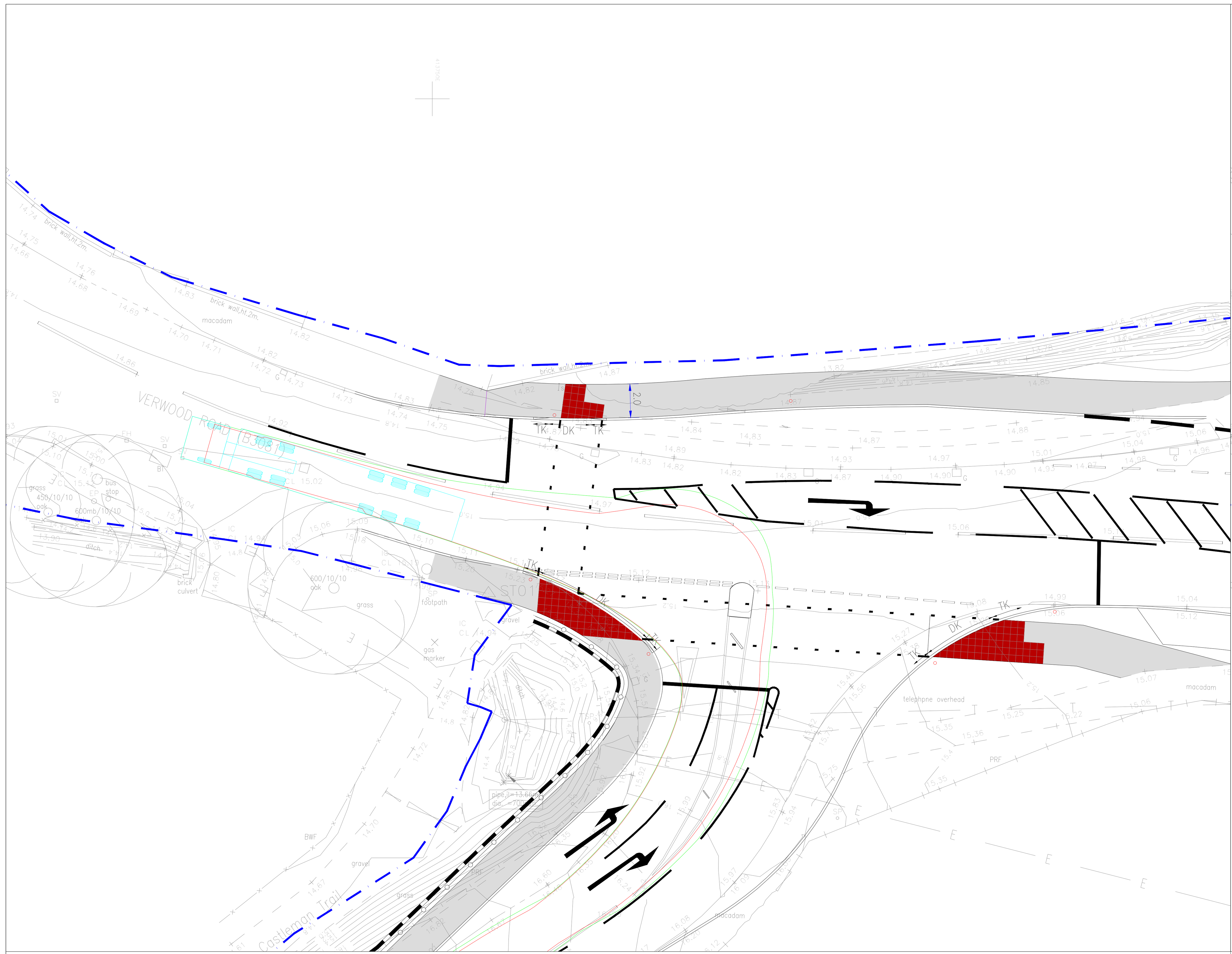
Checked By	Checked Date	Drawn By	Drawn Date
JR	19.08.22	TP	19.08.22

Client Drawing No. -

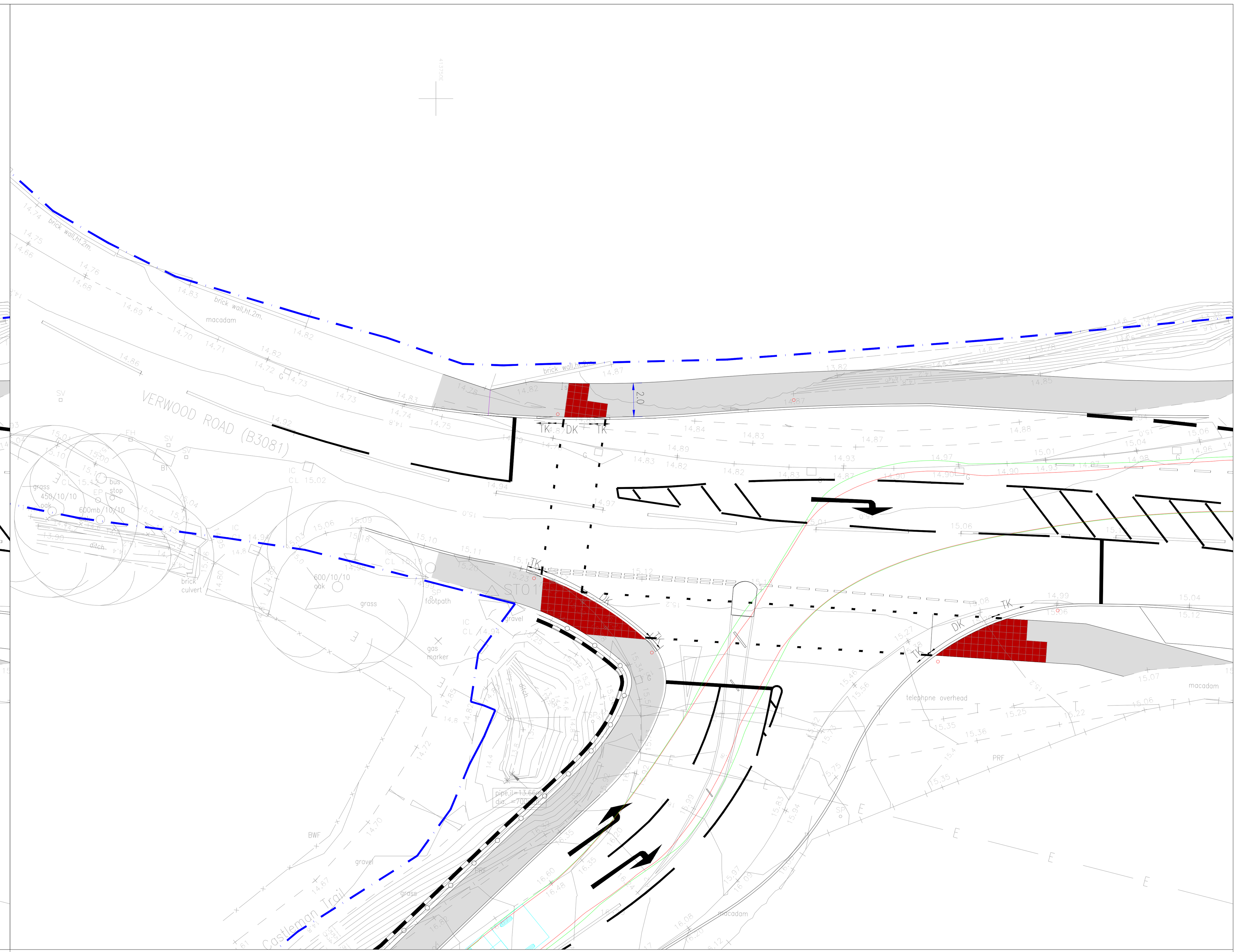
Scale 1:200 (AT A1 SIZE)

PBA Drawing No. 132.0001.017

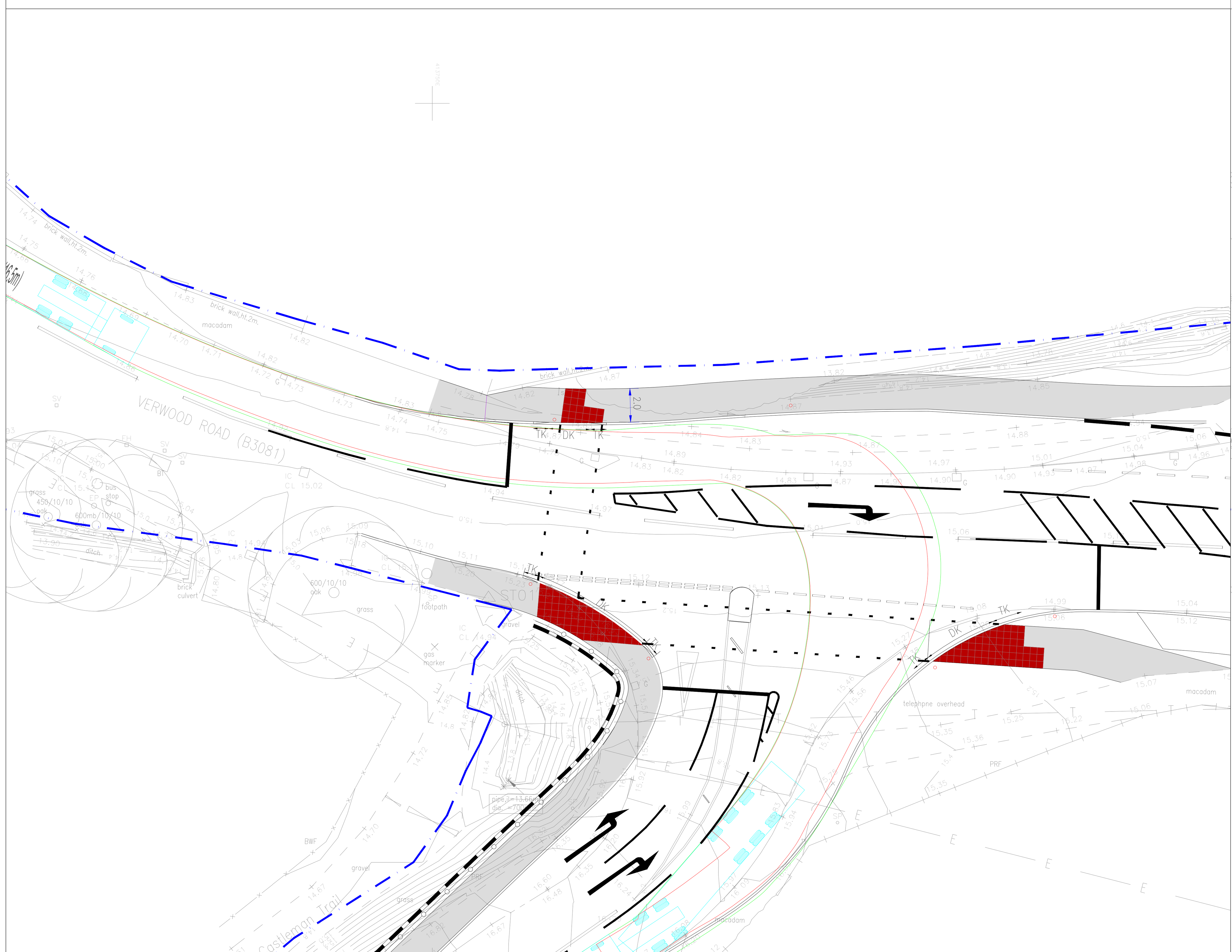
Revision A



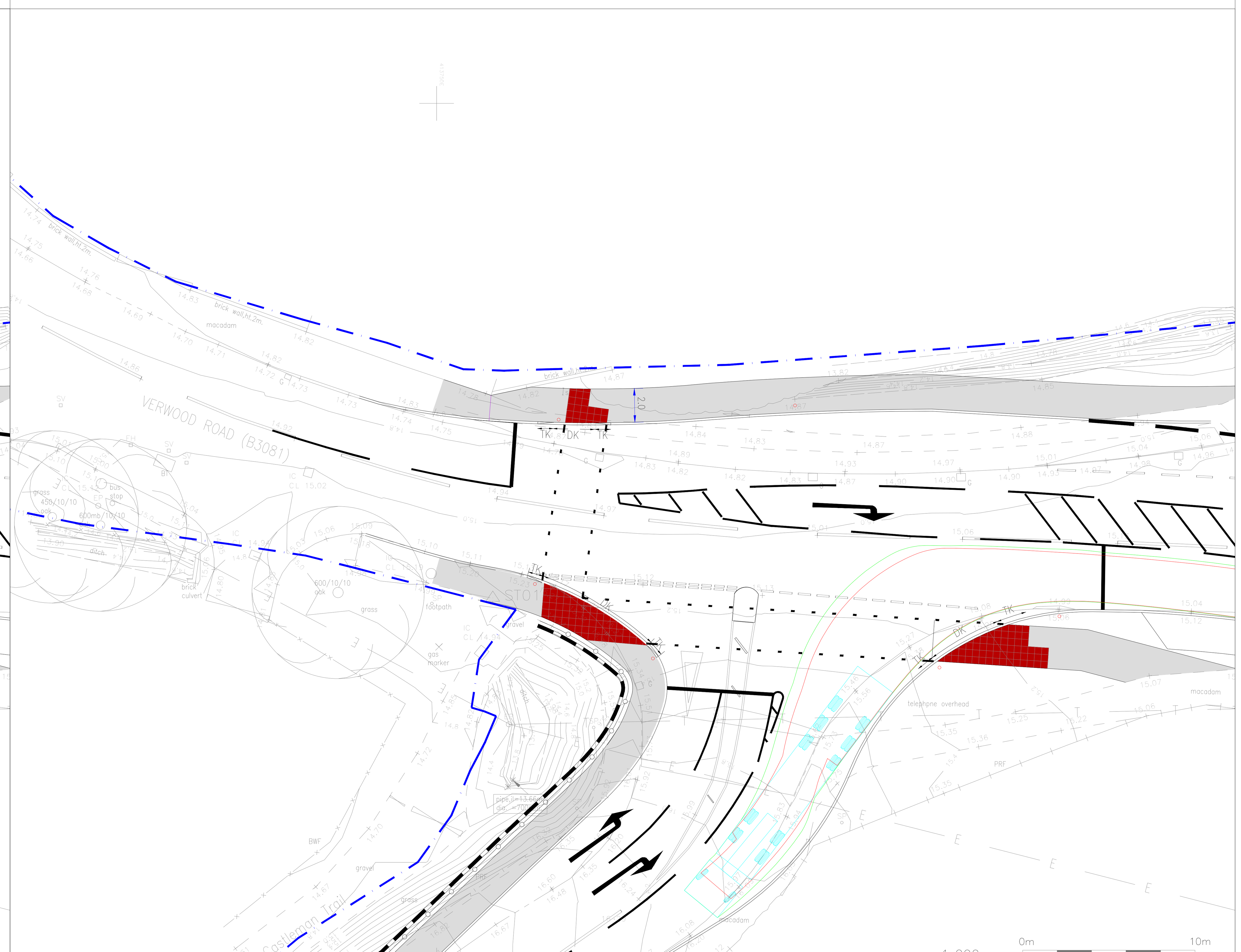
16.5M ARTICULATED HGV LEFT OUT



16.5M ARTICULATED HGV RIGHT OUT



16.5M ARTICULATED HGV RIGHT IN



16.5M ARTICULATED HGV LEFT IN

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LEGEND

INDICATIVE HIGHWAY BOUNDARY
BASED ON DORSET COUNCIL VERWOOD ROAD MAP
REF: 85/7 DATED: 03/11/2020

PROPOSED FOOTWAY

PROPOSED 400x400 TACTILE (RED)

PROPOSED SIGNALS

HB — 125 x 255 HB PRECAST CONCRETE KERB

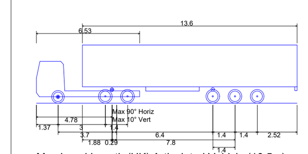
DK — 125 x 150 BN PRECAST CONCRETE KERB (FLUSH)

125 x 150 BN PRECAST CONCRETE DROPPER KERB

FORWARD VISIBILITY BASED ON 30MPH SPEEDS

VISIBILITY ENVELOPE

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

NORTH

Rev	Description	Date	By	Chkd
-	-	--.--.--	-	-

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client: Intelligent Land

Project Name: SOUTH ALDERHOLT STRATEGIC SITES

Title: SWEPT PATH ANALYSIS
VERWOOD ROAD

Project Phase: PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JR	24.11.23	TP	24.11.23

Client Drawing No.: -

Scale: 1:200 (AT A1 SIZE)

PBA Drawing No.: 132.0001.018

Revision: -

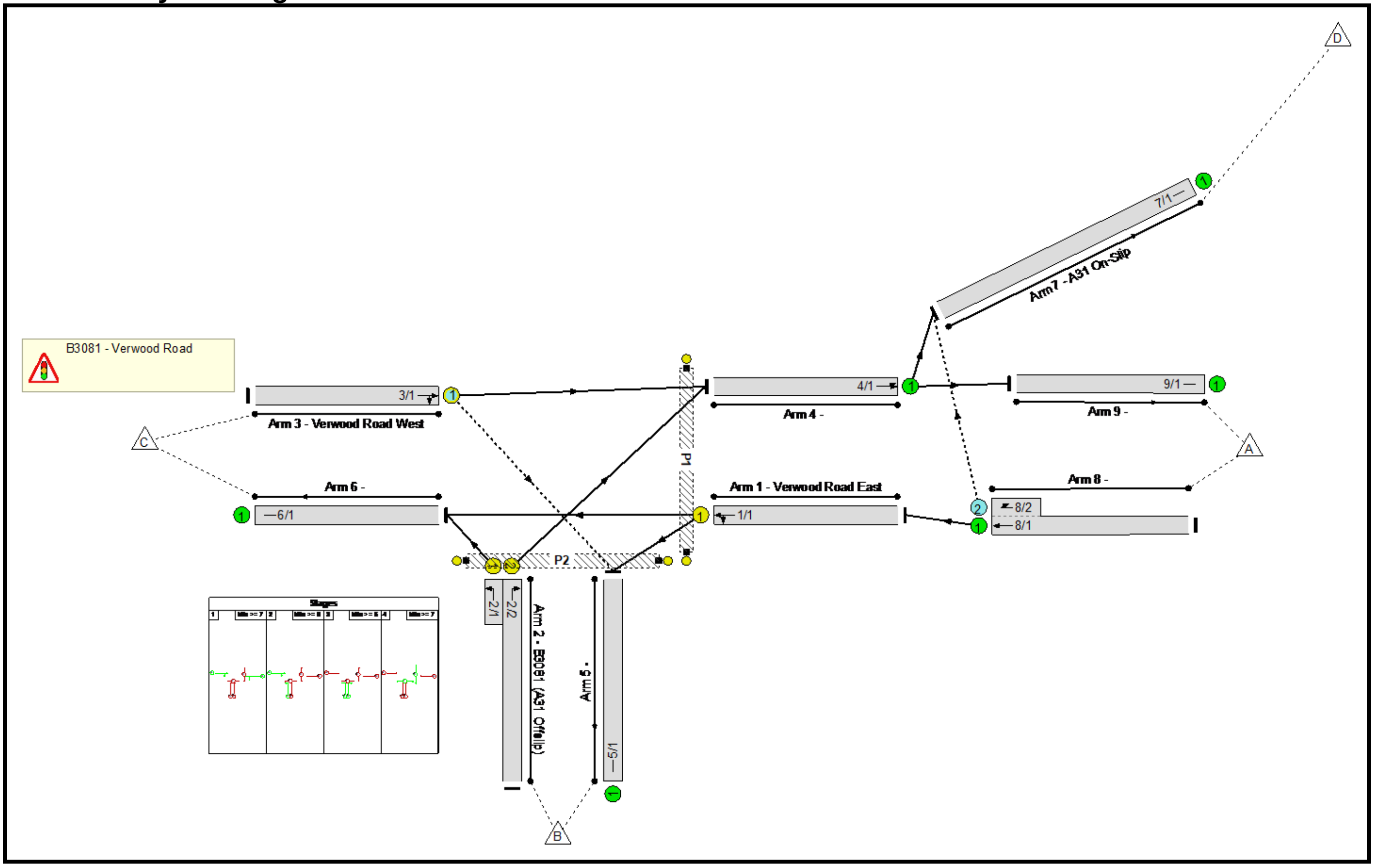
Appendix O

Full Input Data And Results

User and Project Details

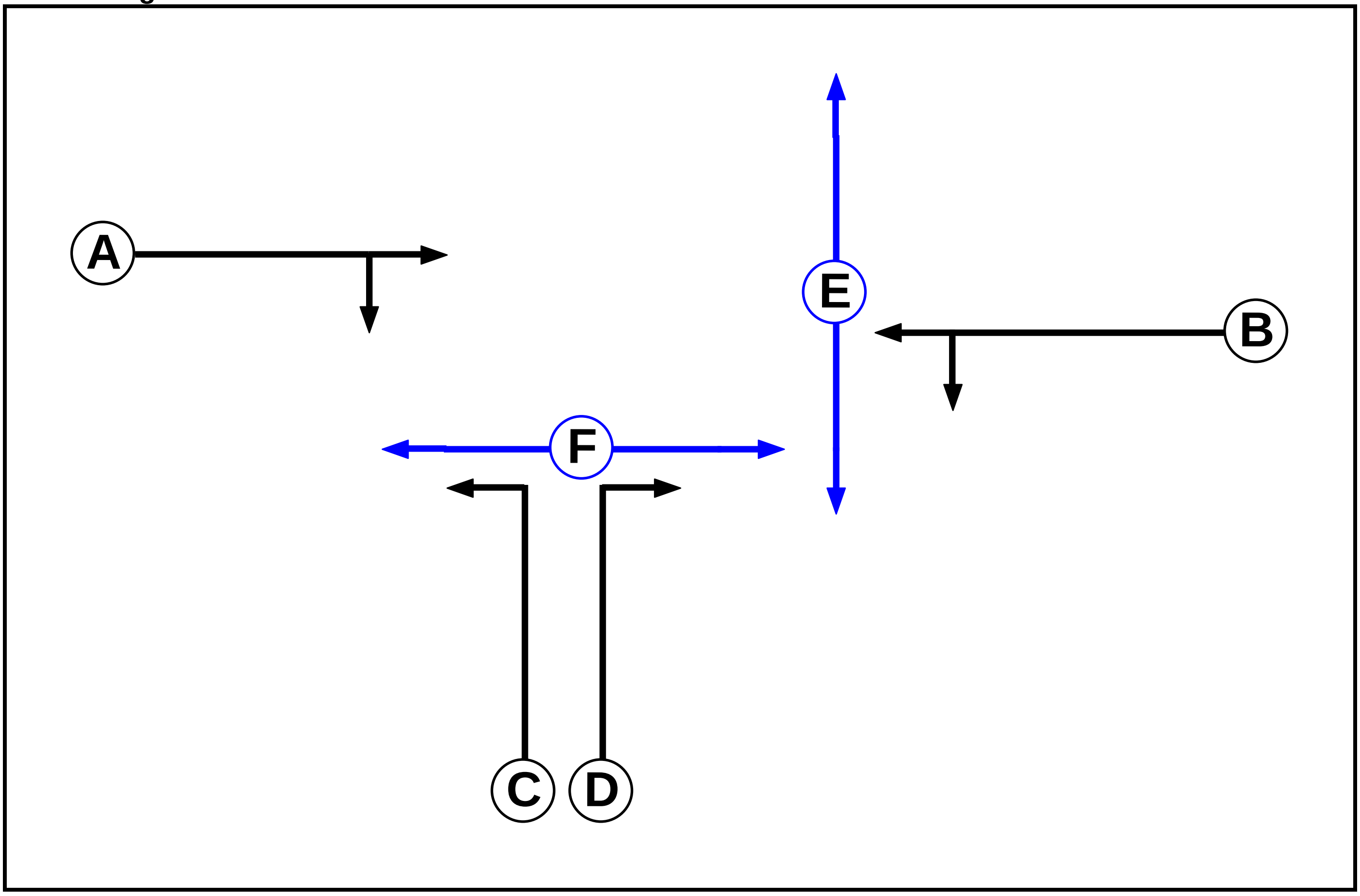
Project:	
Title:	
Location:	
Additional detail:	
File name:	B3081-Verwood Road - A31 Offslip (Mitigation) (4 arm)_2024_ammended Design.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

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
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7

Full Input Data And Results

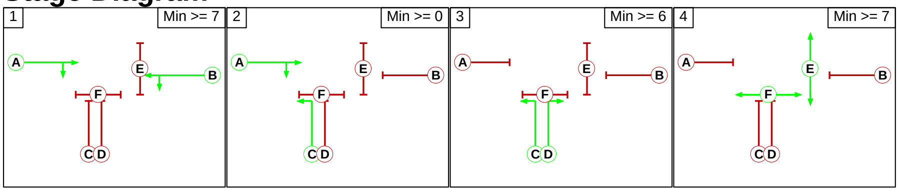
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		-	-	5	8	7
	B	-		7	6	5	6
	C	-	5		-	-	5
	D	5	5	-		9	5
	E	10	10	-	10		-
	F	20	20	20	20	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A C
3	C D
4	E F

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	4
From Stage	1		7	7	8
	2	5		5	8
	3	5	5		9
	4	20	20	20	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B3081 - Verwood Road											
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)**
3/1 (Verwood Road West)	5/1 (Right)	1439	0	1/1	1.09	All	-	-	-	-	-
8/2	7/1 (U-Turn)	1439	0	4/1	0.35	All	-	-	-	-	-

Lane Input Data

Junction: B3081 - Verwood Road												
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 (Verwood Road East)	U	B	2	3	4.9	Geom	-	3.50	0.00	Y	Arm 5 Left	18.50
											Arm 6 Ahead	Inf
2/1 (B3081 (A31 Offslip))	U	C	2	3	3.7	Geom	-	3.20	0.00	Y	Arm 6 Left	8.00
2/2 (B3081 (A31 Offslip))	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	14.00
3/1 (Verwood Road West)	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Right	6.50
4/1	U		2	3	5.2	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A31 On-Slip)	U		2	3	3.5	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Geom	-	4.00	0.00	Y	Arm 1 Ahead	Inf
8/2	O		2	3	4.0	Geom	-	3.50	0.00	Y	Arm 7 U-Turn	6.50
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2027 Forecast AM'	07:45	08:45	01:00	
2: '2027 Forecast PM'	16:00	17:00	01:00	
3: '2027 Forecast Plus Dev AM'	07:45	08:45	01:00	
4: '2027 Forecast Plus Dev PM'	16:00	17:00	01:00	

Scenario 1: '2027 Forecast AM' (FG1: '2027 Forecast AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	7	558	56	621
	B	25	0	323	14	362
	C	384	8	0	418	810
	D	0	0	0	0	0
	Tot.	409	15	881	488	1793

Traffic Lane Flows

Lane	Scenario 1: 2027 Forecast AM
Junction: B3081 - Verwood Road	
1/1	565
2/1 (short)	323
2/2 (with short)	362(In) 39(Out)
3/1	810
4/1	841
5/1	15
6/1	881
7/1	488
8/1 (with short)	621(In) 565(Out)
8/2 (short)	56
9/1	409

Lane Saturation Flows

Junction: B3081 - Verwood Road								
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 (Verwood Road East)	3.50	0.00	Y	Arm 5 Left	18.50	1.2 %	1963	1963
				Arm 6 Ahead	Inf	98.8 %		
2/1 (B3081 (A31 Offslip))	3.20	0.00	Y	Arm 6 Left	8.00	100.0 %	1629	1629
2/2 (B3081 (A31 Offslip))	3.00	0.00	Y	Arm 4 Right	14.00	100.0 %	1730	1730
3/1 (Verwood Road West)	3.50	0.00	Y	Arm 4 Ahead	Inf	99.0 %	1961	1961
				Arm 5 Right	6.50	1.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (A31 On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
8/2	3.50	0.00	Y	Arm 7 U-Turn	6.50	100.0 %	1597	1597
9/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2027 Forecast PM' (FG2: '2027 Forecast PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	6	443	129	578
	B	30	0	359	122	511
	C	433	2	0	406	841
	D	0	0	0	0	0
	Tot.	463	8	802	657	1930

Traffic Lane Flows

Lane	Scenario 2: 2027 Forecast PM
Junction: B3081 - Verwood Road	
1/1	449
2/1 (short)	359
2/2 (with short)	511(In) 152(Out)
3/1	841
4/1	991
5/1	8
6/1	802
7/1	657
8/1 (with short)	578(In) 449(Out)
8/2 (short)	129
9/1	463

Lane Saturation Flows

Junction: B3081 - Verwood Road								
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 (Verwood Road East)	3.50	0.00	Y	Arm 5 Left	18.50	1.3 %	1963	1963
				Arm 6 Ahead	Inf	98.7 %		
2/1 (B3081 (A31 Offslip))	3.20	0.00	Y	Arm 6 Left	8.00	100.0 %	1629	1629
2/2 (B3081 (A31 Offslip))	3.00	0.00	Y	Arm 4 Right	14.00	100.0 %	1730	1730
3/1 (Verwood Road West)	3.50	0.00	Y	Arm 4 Ahead	Inf	99.8 %	1964	1964
				Arm 5 Right	6.50	0.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (A31 On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
8/2	3.50	0.00	Y	Arm 7 U-Turn	6.50	100.0 %	1597	1597
9/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2027 Forecast Plus Dev AM' (FG3: '2027 Forecast Plus Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	7	620	56	683
	B	25	0	416	14	455
	C	532	8	0	517	1057
	D	0	0	0	0	0
	Tot.	557	15	1036	587	2195

Traffic Lane Flows

Lane	Scenario 3: 2027 Forecast Plus Dev AM
Junction: B3081 - Verwood Road	
1/1	627
2/1 (short)	416
2/2 (with short)	455(In) 39(Out)
3/1	1057
4/1	1088
5/1	15
6/1	1036
7/1	587
8/1 (with short)	683(In) 627(Out)
8/2 (short)	56
9/1	557

Lane Saturation Flows

Junction: B3081 - Verwood Road								
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 (Verwood Road East)	3.50	0.00	Y	Arm 5 Left	18.50	1.1 %	1963	1963
				Arm 6 Ahead	Inf	98.9 %		
2/1 (B3081 (A31 Offslip))	3.20	0.00	Y	Arm 6 Left	8.00	100.0 %	1629	1629
2/2 (B3081 (A31 Offslip))	3.00	0.00	Y	Arm 4 Right	14.00	100.0 %	1730	1730
3/1 (Verwood Road West)	3.50	0.00	Y	Arm 4 Ahead	Inf	99.2 %	1962	1962
				Arm 5 Right	6.50	0.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (A31 On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
8/2	3.50	0.00	Y	Arm 7 U-Turn	6.50	100.0 %	1597	1597
9/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2027 Forecast Plus Dev PM' (FG4: '2027 Forecast Plus Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	6	534	129	669
	B	30	0	496	122	648
	C	528	2	0	470	1000
	D	0	0	0	0	0
	Tot.	558	8	1030	721	2317

Traffic Lane Flows

Lane	Scenario 4: 2027 Forecast Plus Dev PM
Junction: B3081 - Verwood Road	
1/1	540
2/1 (short)	496
2/2 (with short)	648(In) 152(Out)
3/1	1000
4/1	1150
5/1	8
6/1	1030
7/1	721
8/1 (with short)	669(In) 540(Out)
8/2 (short)	129
9/1	558

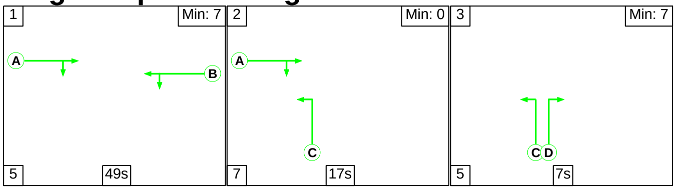
Lane Saturation Flows

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
Junction: B3081 - Verwood Road								
1/1 (Verwood Road East)	3.50	0.00	Y	Arm 5 Left	18.50	1.1 %	1963	1963
				Arm 6 Ahead	Inf	98.9 %		
2/1 (B3081 (A31 Offslip))	3.20	0.00	Y	Arm 6 Left	8.00	100.0 %	1629	1629
2/2 (B3081 (A31 Offslip))	3.00	0.00	Y	Arm 4 Right	14.00	100.0 %	1730	1730
3/1 (Verwood Road West)	3.50	0.00	Y	Arm 4 Ahead	Inf	99.8 %	1964	1964
				Arm 5 Right	6.50	0.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (A31 On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
8/2	3.50	0.00	Y	Arm 7 U-Turn	6.50	100.0 %	1597	1597
9/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2027 Forecast AM' (FG1: '2027 Forecast AM', Plan 1: 'Network Control Plan 1')

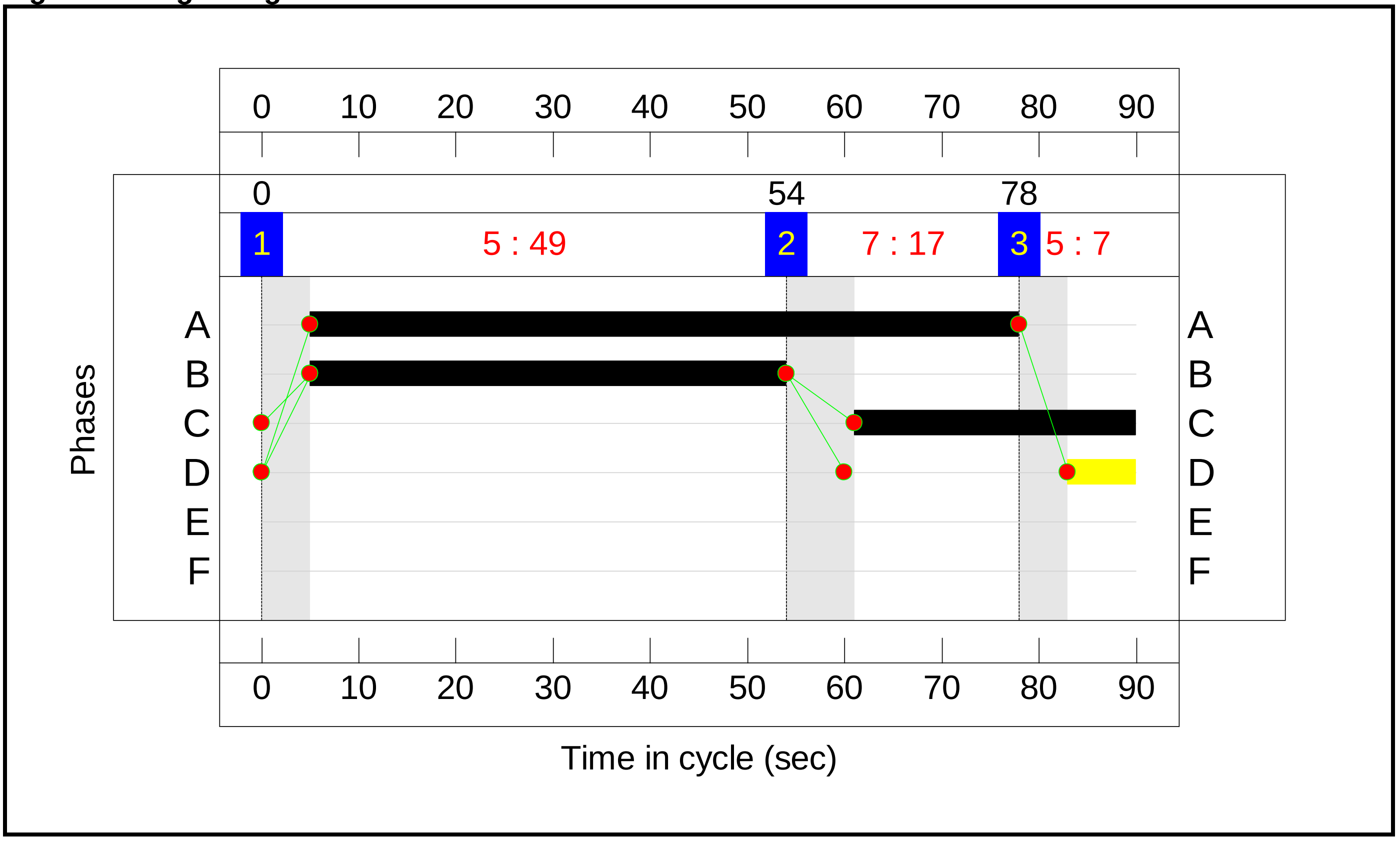
Stage Sequence Diagram



Stage Timings

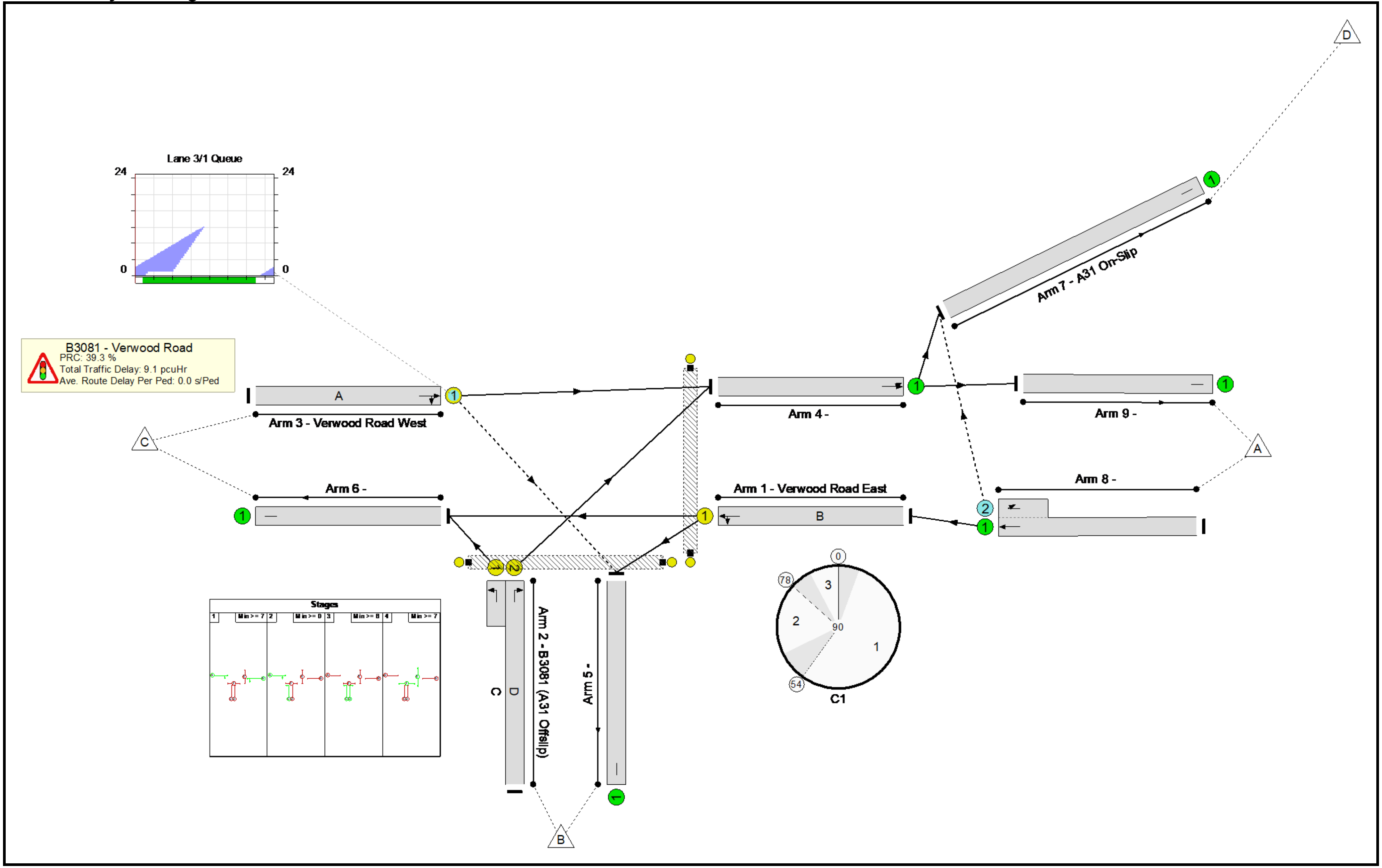
Stage	1	2	3
Duration	49	17	7
Change Point	0	54	78

Signal Timings Diagram



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.6%**
B3081 - Verwood Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.6%**
1/1	Verwood Road East Left Ahead	U	N/A	N/A	B		1	49	-	565	1963	1091	51.8%
2/2+2/1	B3081 (A31 Offslip) Right Left	U	N/A	N/A	D C		1	7:29	-	362	1730:1629	62+511	63.2 : 63.2%
3/1	Verwood Road West Ahead Right	O	N/A	N/A	A		1	73	-	810	1961	1254	64.6%
4/1	Ahead Ahead2	U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	15	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
7/1	A31 On-Slip	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
8/1+8/2	Ahead U-Turn	U+O	N/A	N/A	-		-	-	-	621	2015:1597	1791+178	31.5 : 31.5%
9/1		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

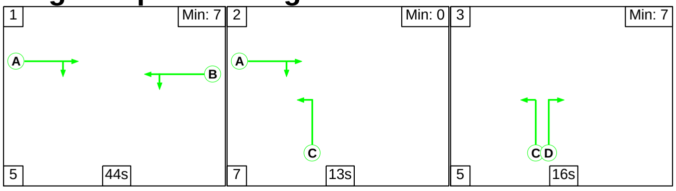
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**62**	**2**	**0**	**6.6**	**2.5**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
B3081 - Verwood Road	**-**	**-**	**62**	**2**	**0**	**6.6**	**2.5**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
1/1	565	565	-	-	-	2.0	0.5	-	2.5	15.9	8.8	0.5	9.3
2/2+2/1	362	362	-	-	-	2.7	0.9	-	3.5	34.9	7.1	0.9	7.9
3/1	810	810	6	2	0	2.0	0.9	-	2.9	13.0	12.4	0.9	13.3
4/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	621	621	56	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 39.3 Total Delay for Signalled Lanes (pcuHr): 8.92 Cycle Time (s): 90
PRC Over All Lanes (%): 39.3 Total Delay Over All Lanes(pcuHr): 9.15

Full Input Data And Results

Scenario 2: '2027 Forecast PM' (FG2: '2027 Forecast PM', Plan 1: 'Network Control Plan 1')

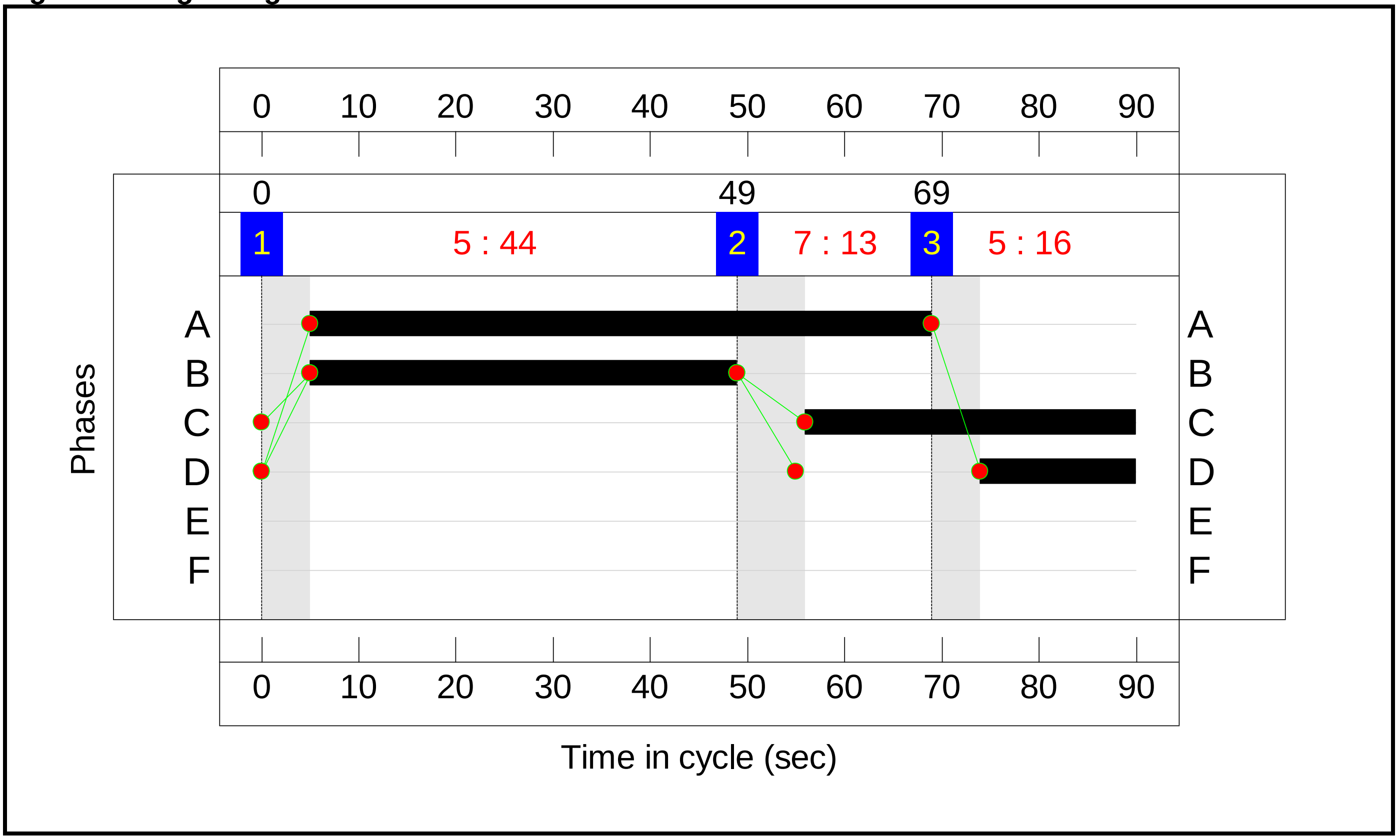
Stage Sequence Diagram



Stage Timings

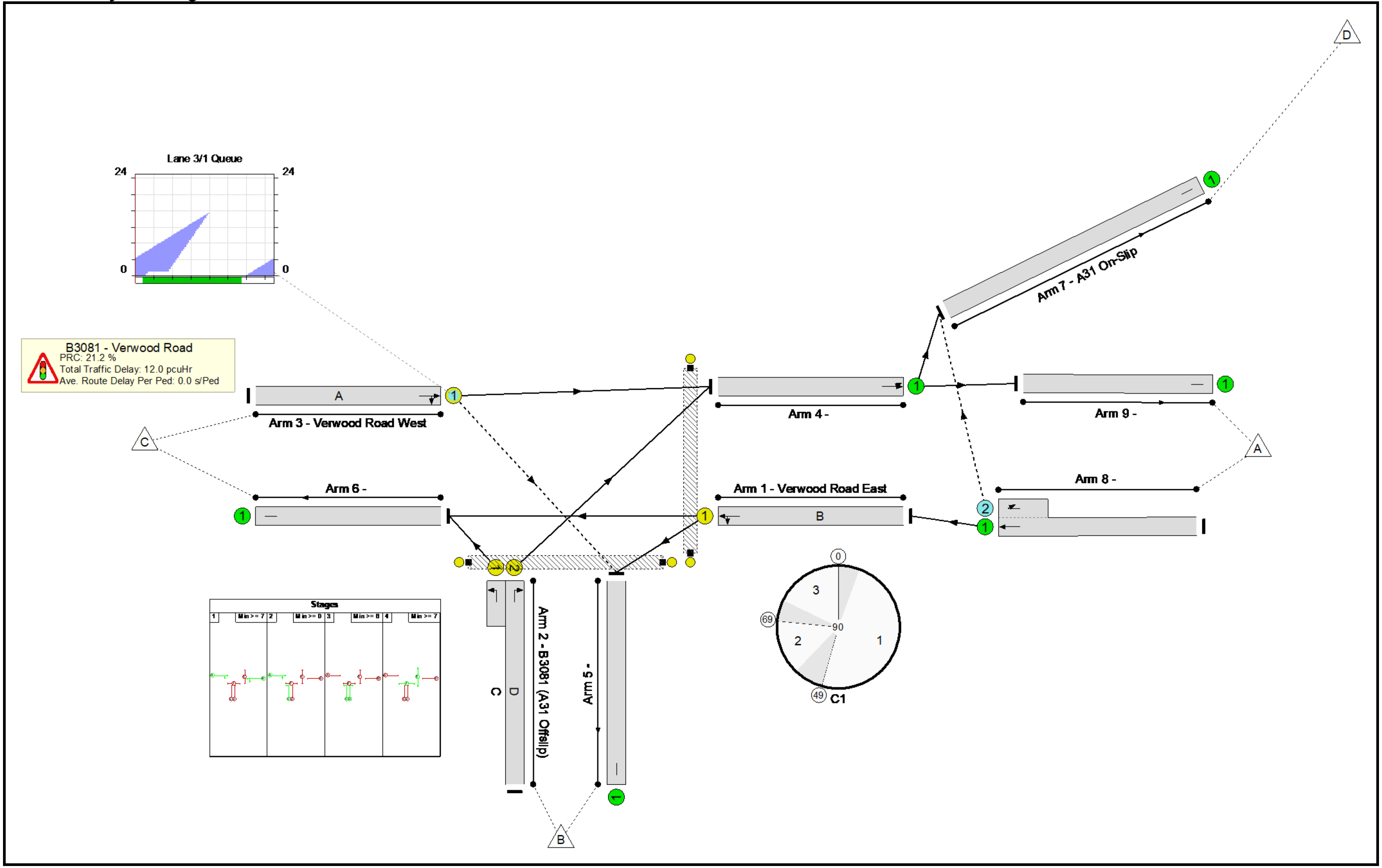
Stage	1	2	3
Duration	44	13	16
Change Point	0	49	69

Signal Timings Diagram



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.2%**
B3081 - Verwood Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.2%**
1/1	Verwood Road East Left Ahead	U	N/A	N/A	B		1	44	-	449	1963	982	45.7%
2/2+2/1	B3081 (A31 Offslip) Right Left	U	N/A	N/A	D C		1	16:34	-	511	1730:1629	205+485	74.0 : 74.0%
3/1	Verwood Road West Ahead Right	O	N/A	N/A	A		1	64	-	841	1964	1133	74.2%
4/1	Ahead Ahead2	U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
7/1	A31 On-Slip	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
8/1+8/2	Ahead U-Turn	U+O	N/A	N/A	-		-	-	-	578	2015:1597	1479+425	30.4 : 30.4%
9/1		U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

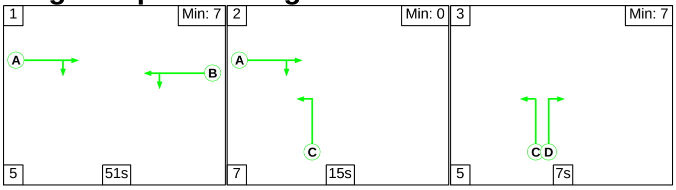
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**130**	**1**	**0**	**8.5**	**3.5**	**0.0**	**12.0**	**-**	**-**	**-**	**-**
B3081 - Verwood Road	**-**	**-**	**130**	**1**	**0**	**8.5**	**3.5**	**0.0**	**12.0**	**-**	**-**	**-**	**-**
1/1	449	449	-	-	-	1.8	0.4	-	2.2	18.0	7.2	0.4	7.7
2/2+2/1	511	511	-	-	-	3.6	1.4	-	5.0	35.0	8.8	1.4	10.2
3/1	841	841	1	1	0	3.1	1.4	-	4.6	19.5	15.4	1.4	16.8
4/1	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	578	578	129	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 21.2 Total Delay for Signalled Lanes (pcuHr): 11.76 Cycle Time (s): 90
PRC Over All Lanes (%): 21.2 Total Delay Over All Lanes(pcuHr): 11.97

Full Input Data And Results

Scenario 3: '2027 Forecast Plus Dev AM' (FG3: '2027 Forecast Plus Dev AM', Plan 1: 'Network Control Plan 1')

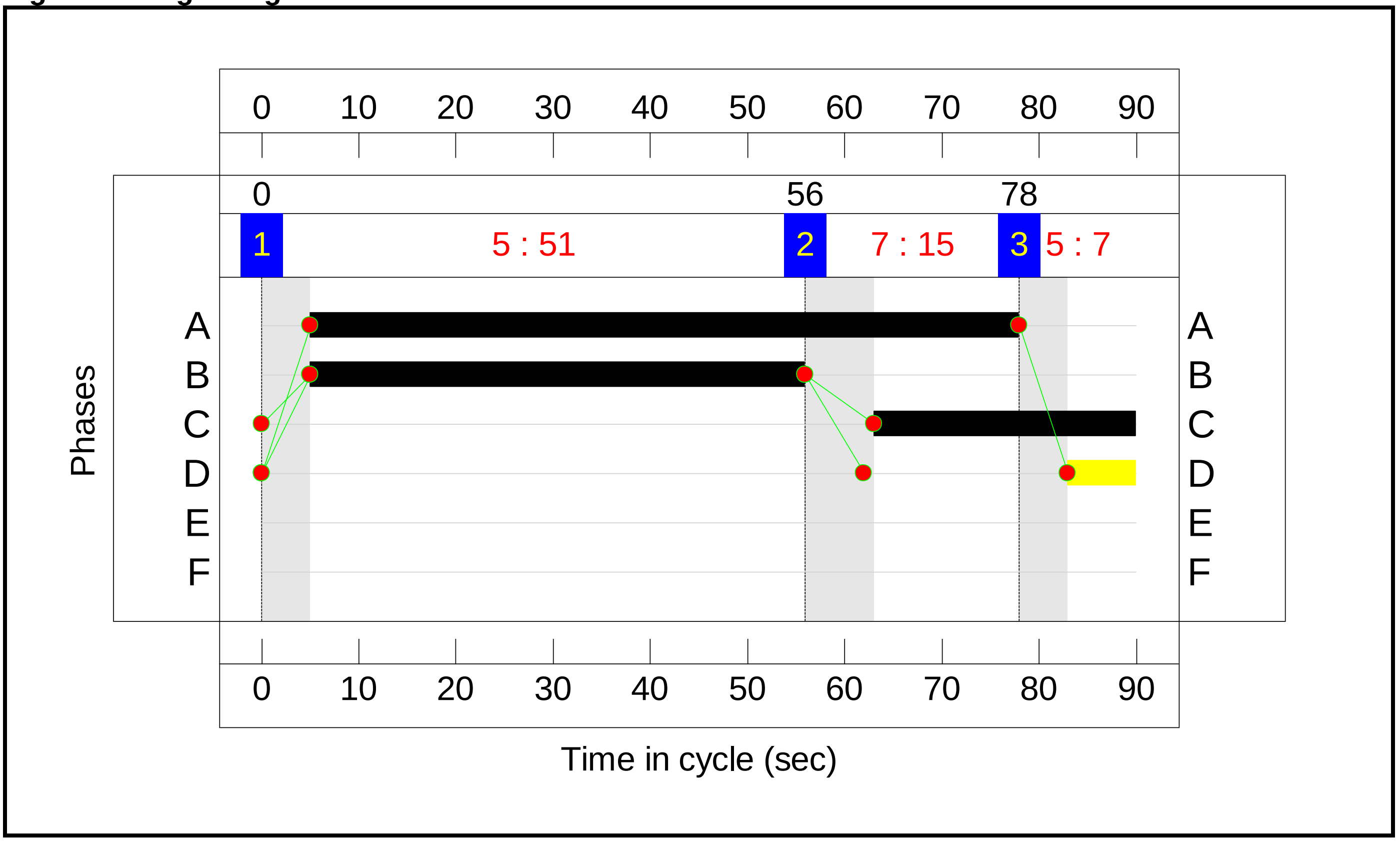
Stage Sequence Diagram



Stage Timings

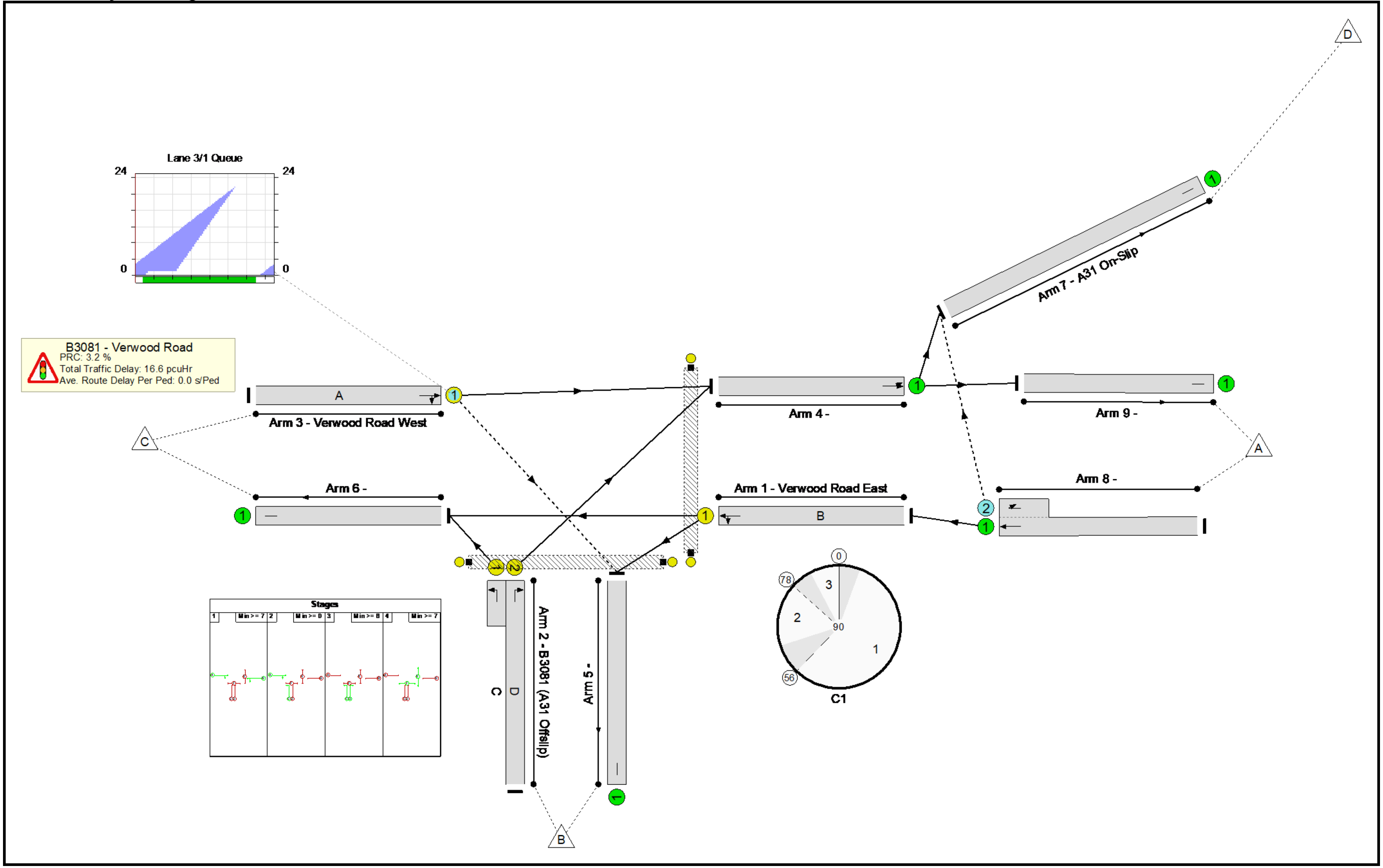
Stage	1	2	3
Duration	51	15	7
Change Point	0	56	78

Signal Timings Diagram



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
B3081 - Verwood Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
1/1	Verwood Road East Left Ahead	U	N/A	N/A	B		1	51	-	627	1963	1134	55.3%
2/2+2/1	B3081 (A31 Offslip) Right Left	U	N/A	N/A	D C		1	7:27	-	455	1730:1629	46+486	85.6 : 85.6%
3/1	Verwood Road West Ahead Right	O	N/A	N/A	A		1	73	-	1057	1962	1212	87.2%
4/1	Ahead Ahead2	U	N/A	N/A	-		-	-	-	1088	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	15	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
7/1	A31 On-Slip	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
8/1+8/2	Ahead U-Turn	U+O	N/A	N/A	-		-	-	-	683	2015:1597	1811+162	34.6 : 34.6%
9/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

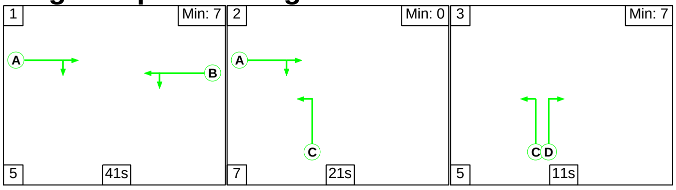
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**62**	**2**	**0**	**9.7**	**6.9**	**0.0**	**16.6**	**-**	**-**	**-**	**-**
B3081 - Verwood Road	**-**	**-**	**62**	**2**	**0**	**9.7**	**6.9**	**0.0**	**16.6**	**-**	**-**	**-**	**-**
1/1	627	627	-	-	-	2.1	0.6	-	2.7	15.3	9.6	0.6	10.2
2/2+2/1	455	455	-	-	-	3.7	2.8	-	6.5	51.5	10.3	2.8	13.0
3/1	1057	1057	6	2	0	3.9	3.3	-	7.2	24.5	21.7	3.3	25.0
4/1	1088	1088	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	683	683	56	0	0	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 3.2 Total Delay for Signalled Lanes (pcuHr): 16.38 Cycle Time (s): 90
PRC Over All Lanes (%): 3.2 Total Delay Over All Lanes(pcuHr): 16.64

Full Input Data And Results

Scenario 4: '2027 Forecast Plus Dev PM' (FG4: '2027 Forecast Plus Dev PM', Plan 1: 'Network Control Plan 1')

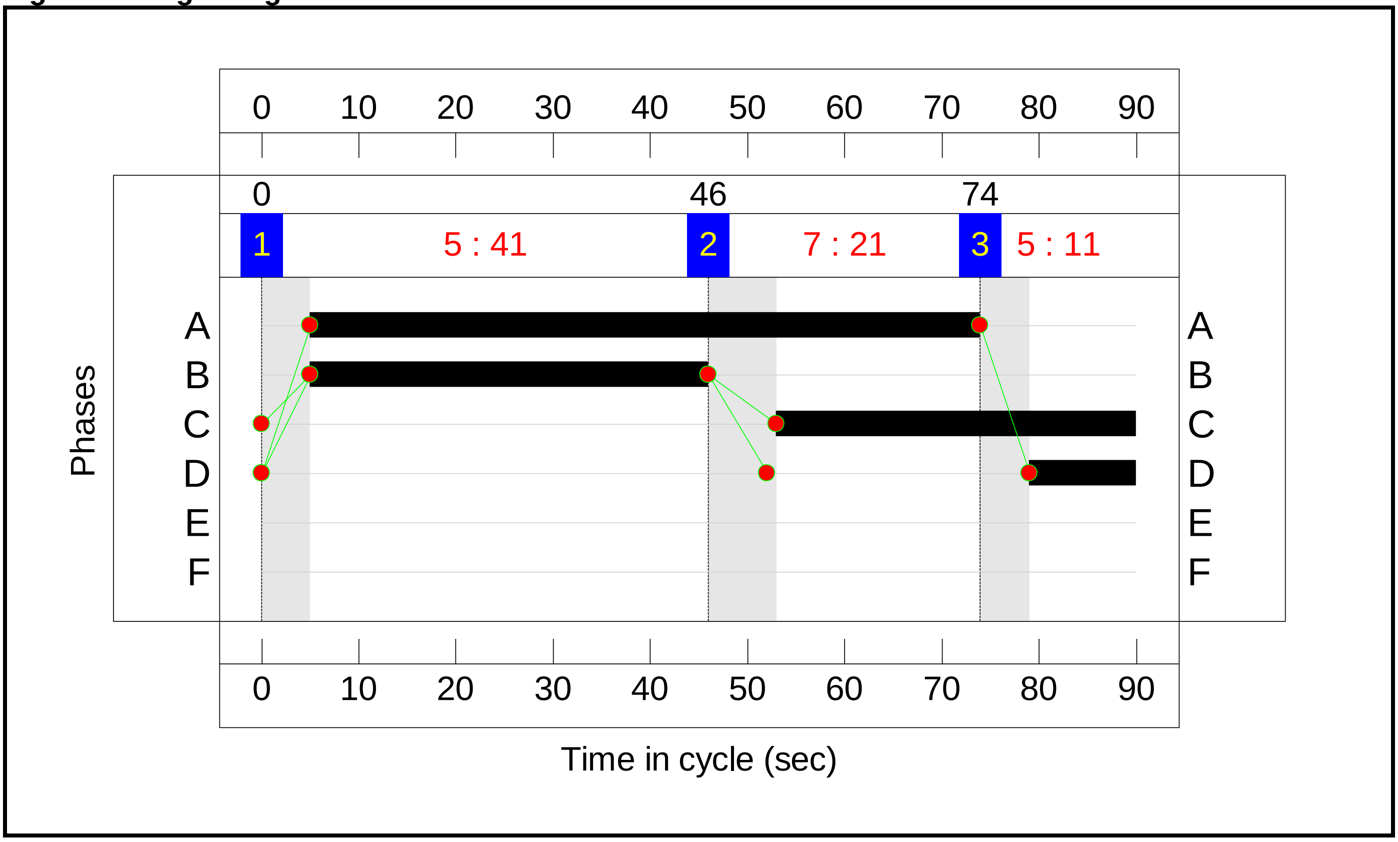
Stage Sequence Diagram



Stage Timings

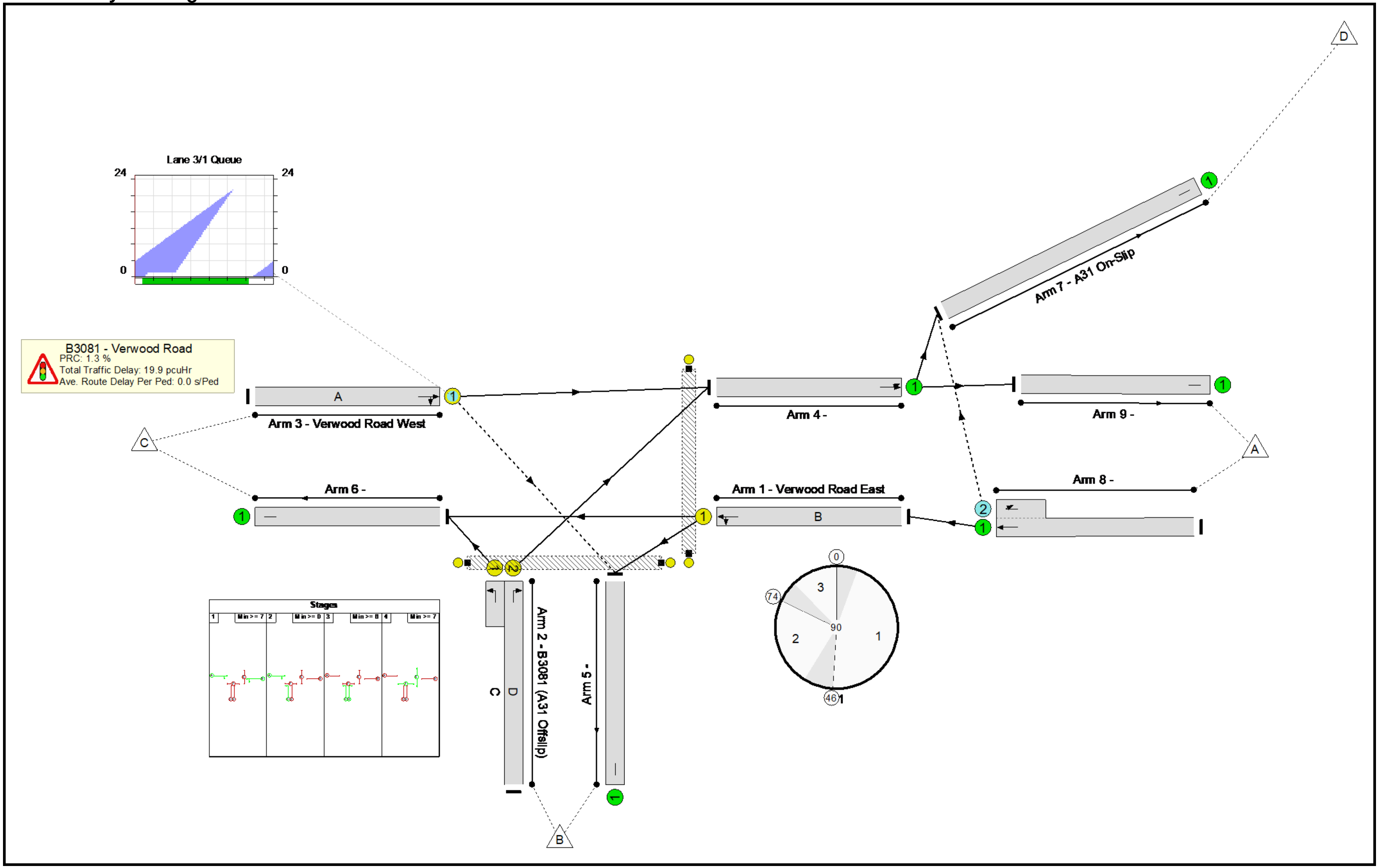
Stage	1	2	3
Duration	41	21	11
Change Point	0	46	74

Signal Timings Diagram



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.8%**
B3081 - Verwood Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.8%**
1/1	Verwood Road East Left Ahead	U	N/A	N/A	B		1	41	-	540	1963	916	58.9%
2/2+2/1	B3081 (A31 Offslip) Right Left	U	N/A	N/A	D C		1	11:37	-	648	1730:1629	171+558	88.8 : 88.8%
3/1	Verwood Road West Ahead Right	O	N/A	N/A	A		1	69	-	1000	1964	1133	88.2%
4/1	Ahead Ahead2	U	N/A	N/A	-		-	-	-	1150	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1030	Inf	Inf	0.0%
7/1	A31 On-Slip	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
8/1+8/2	Ahead U-Turn	U+O	N/A	N/A	-		-	-	-	669	2015:1597	1548+370	34.9 : 34.9%
9/1		U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

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	**-**	**-**	**130**	**1**	**0**	**11.7**	**8.2**	**0.0**	**19.9**	**-**	**-**	**-**	**-**
B3081 - Verwood Road	**-**	**-**	**130**	**1**	**0**	**11.7**	**8.2**	**0.0**	**19.9**	**-**	**-**	**-**	**-**
1/1	540	540	-	-	-	2.6	0.7	-	3.4	22.4	9.9	0.7	10.6
2/2+2/1	648	648	-	-	-	4.7	3.7	-	8.3	46.3	13.3	3.7	16.9
3/1	1000	1000	1	1	0	4.3	3.6	-	7.9	28.4	21.4	3.6	24.9
4/1	1150	1150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1030	1030	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	669	669	129	0	0	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 1.3 Total Delay for Signalled Lanes (pcuHr): 19.59 Cycle Time (s): 90
PRC Over All Lanes (%): 1.3 Total Delay Over All Lanes(pcuHr): 19.85

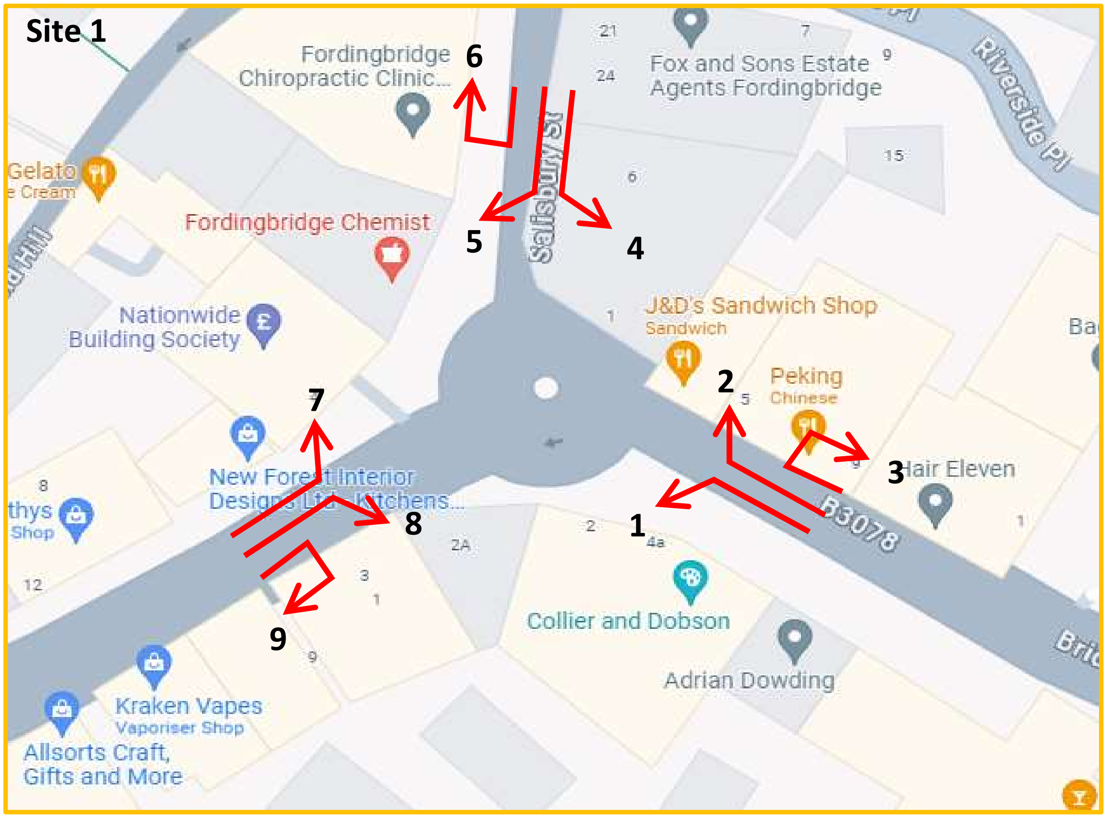
Appendix P

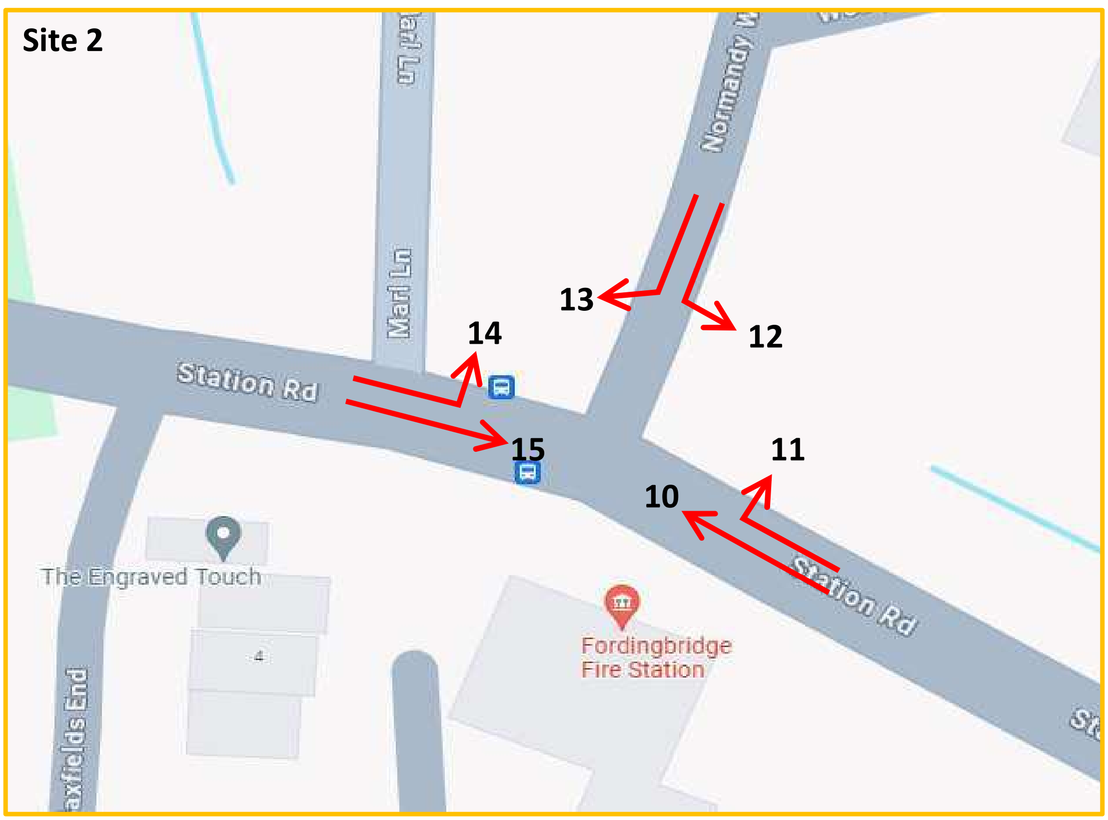
Sites: Sites 1&2

Location: High Street, Fordingbridge SP6 1AX

Date: Tuesday 19th September 2023

Time: 07:00-10:00, 16:00-19:00





Site: 1 - Bridge Street / Salisbury Street / High Street Roundabout

Location: Fordingbridge SP6 1AJ

Date: Tuesday 19th September 2023

Time: 07:00-10:00, 16:00-19:00

Bridge Street / Salisbury Street / High Street Roundabout (07:00-10:00) AM Peaks

MOVEMENT 1
FROM BRIDGE STREET LEFT TURN TO HIGH STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	21	5	1	0	0	0	0	27	27.50
0715-0730	35	8	5	3	0	1	0	52	57.80
0730-0745	34	7	1	1	0	0	1	44	45.00
0745-0800	57	13	3	1	0	0	0	74	76.80
0800-0815	59	7	2	1	2	0	0	71	75.30
0815-0830	56	9	4	0	0	1	0	70	71.40
0830-0845	44	12	2	0	0	0	0	58	59.00
0845-0900	51	13	4	2	0	0	0	70	74.60
0900-0915	40	9	0	0	0	0	0	49	49.00
0915-0930	47	8	3	1	0	0	0	59	61.80
0930-0945	34	5	2	1	0	0	0	42	44.30
0945-1000	39	8	4	0	1	0	1	53	55.20
0700-1000	517	104	31	10	3	2	2	669	697.70

MOVEMENT 2
FROM BRIDGE STREET RIGHT TURN TO SALISBURY STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	9	10	1	1	0	0	0	21	22.80
0715-0730	23	6	0	0	1	1	0	31	31.40
0730-0745	22	10	1	1	0	0	0	34	35.80
0745-0800	36	20	3	0	1	0	0	60	62.50
0800-0815	35	19	0	0	4	0	1	59	62.20
0815-0830	39	3	1	0	1	0	0	44	45.50
0830-0845	20	6	1	0	0	1	0	28	27.90
0845-0900	24	7	2	0	0	0	0	33	34.00
0900-0915	27	5	0	1	1	0	0	34	36.30
0915-0930	27	9	1	0	0	0	0	37	37.50
0930-0945	26	3	0	0	1	0	0	30	31.00
0945-1000	32	6	3	1	0	0	1	43	45.00
0700-1000	320	104	13	4	9	2	2	454	471.90

MOVEMENT 3
FROM BRIDGE STREET U-TURN BACK TO BRIDGE STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS (Movement 1)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	147	33	10	5	0	1	1	197	207.10
0715-0815	185	35	11	6	2	1	1	241	254.90
0730-0830	206	36	10	3	2	1	1	259	268.50
0745-0845	216	41	11	2	2	1	0	273	282.50
0800-0900	210	41	12	3	2	1	0	269	280.30
0815-0915	191	43	10	2	0	1	0	247	254.00
0830-0930	182	42	9	3	0	0	0	236	244.40
0845-0945	172	35	9	4	0	0	0	220	229.70
0900-1000	160	30	9	2	1	0	1	203	210.30

HOURLY TOTALS (Movement 2)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	90	46	5	2	2	1	0	146	152.50
0715-0815	116	55	4	1	6	1	1	184	191.90
0730-0830	132	52	5	1	6	0	1	197	206.00
0745-0845	130	48	5	0	6	1	1	191	198.10
0800-0900	118	35	4	0	5	1	1	164	169.60
0815-0915	110	21	4	1	2	1	0	139	143.70
0830-0930	98	27	4	1	1	1	0	132	135.70
0845-0945	104	24	3	1	2	0	0	134	138.80
0900-1000	112	23	4	2	2	0	1	144	149.80

HOURLY TOTALS (Movement 3)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

Bridge Street / Salisbury Street / High Street Roundabout (16:00-19:00) PM Peaks

MOVEMENT 1
FROM BRIDGE STREET LEFT TURN TO HIGH STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	59	6	2	0	0	0	1	68	68.20
1615-1630	57	15	2	0	0	0	0	74	75.00
1630-1645	76	17	1	1	0	0	0	95	96.80
1645-1700	71	7	0	0	0	0	0	78	78.00
1700-1715	74	10	4	0	0	1	0	89	90.40
1715-1730	80	11	0	0	0	0	0	91	91.00
1730-1745	73	9	0	0	0	1	1	84	82.60
1745-1800	79	8	1	0	0	0	0	88	88.50
1800-1815	61	7	0	0	0	0	0	68	68.00
1815-1830	53	2	0	0	0	1	3	59	56.00
1830-1845	46	7	1	0	0	2	2	58	55.70
1845-1900	53	3	0	0	0	0	0	56	56.00
1600-1900	782	102	11	1	0	5	7	908	906.20

MOVEMENT 2
FROM BRIDGE STREET RIGHT TURN TO SALISBURY STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	31	5	0	0	0	0	0	36	36.00
1615-1630	41	8	2	0	1	1	0	53	54.40
1630-1645	50	8	1	0	0	3	0	62	60.70
1645-1700	47	8	0	0	0	0	0	55	55.00
1700-1715	43	9	0	0	1	0	1	54	54.20
1715-1730	41	8	0	0	1	0	0	50	51.00
1730-1745	35	6	0	0	1	0	0	42	43.00
1745-1800	44	1	0	0	0	0	1	46	45.20
1800-1815	31	4	0	0	1	0	0	36	37.00
1815-1830	38	4	0	0	0	0	0	42	42.00
1830-1845	31	1	0	0	0	0	0	32	32.00
1845-1900	28	4	0	0	1	0	0	33	34.00
1600-1900	460	66	3	0	6	4	2	541	544.50

MOVEMENT 3
FROM BRIDGE STREET U-TURN BACK TO BRIDGE STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	1	0	0	0	0	0	0	1	1.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	1	0	0	0	0	0	0	1	1.00
1800-1815	1	0	0	0	0	0	0	1	1.00
1815-1830	1	0	0	0	0	0	0	1	1.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	4	0	0	0	0	0	0	4	4.00

HOURLY TOTALS (Movement 1)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	263	45	5	1	0	0	1	315	318.00
1615-1715	278	49	7	1	0	1	0	336	340.20
1630-1730	301	45	5	1	0	1	0	353	356.20
1645-1745	298	37	4	0	0	2	1	342	342.00
1700-1800	306	38	5	0	0	2	1	352	352.50
1715-1815	293	35	1	0	0	1	1	331	330.10
1730-1830	266	26	1	0	0	2	4	299	295.10
1745-1845	239	24	2	0	0	3	5	273	268.20
1800-1900	213	19	1	0	0	3	5	241	235.70

HOURLY TOTALS (Movement 2)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	169	29	3	0	1	4	0	206	206.10
1615-1715	181	33	3	0	2	4	1	224	224.30
1630-1730	181	33	1	0	2	3	1	221	220.90
1645-1745	166	31	0	0	3	0	1	201	203.20
1700-1800	163	24	0	0	3	0	2	192	193.40
1715-1815	151	19	0	0	3	0	1	174	176.20
1730-1830	148	15	0	0	2	0	1	166	167.20
1745-1845	144	10	0	0	1	0	1	156	156.20
1800-1900	128	13	0	0	2	0	0	143	145.00

HOURLY TOTALS (Movement 3)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	1	0	0	0	0	0	0	1	1.00
1645-1745	1	0	0	0	0	0	0	1	1.00
1700-1800	2	0	0	0	0	0	0	2	2.00
1715-1815	3	0	0	0	0	0	0	3	3.00
1730-1830	3	0	0	0	0	0	0	3	3.00
1745-1845	3	0	0	0	0	0	0	3	3.00
1800-1900	2	0	0	0	0	0	0	2	2.00

CHARGE SURVEYS

Site: 1 - Bridge Street / Salisbury Street / High Street Roundabout

Location: Fordingbridge SP6 1AJ

Date: Tuesday 19th September 2023

Time: 07:00-10:00, 16:00-19:00

Bridge Street / Salisbury Street / High Street Roundabout (07:00-10:00) AM Peaks

MOVEMENT 4 – FROM SALISBURY STREET LEFT TURN TO BRIDGE STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	13	9	0	0	1	0	1	24	24.20
0715-0730	21	3	1	0	0	0	0	25	25.50
0730-0745	23	9	1	0	0	0	0	33	33.50
0745-0800	31	5	1	0	1	0	0	38	39.50
0800-0815	30	2	0	0	2	0	0	34	36.00
0815-0830	33	5	2	0	0	0	0	40	41.00
0830-0845	25	2	1	1	1	0	0	30	32.80
0845-0900	24	7	0	0	0	0	1	32	31.20
0900-0915	13	1	0	0	0	0	0	14	14.00
0915-0930	14	3	0	1	1	0	1	20	21.50
0930-0945	20	4	1	0	0	0	0	25	25.50
0945-1000	19	1	0	0	1	0	0	21	22.00
0700-1000	266	51	7	2	7	0	3	336	346.70

MOVEMENT 5 – FROM SALISBURY STREET RIGHT TURN TO HIGH STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	3	3	1	1	0	0	0	8	9.80
0715-0730	7	1	0	0	0	0	0	8	8.00
0730-0745	15	2	0	0	0	0	0	17	17.00
0745-0800	13	7	1	0	0	0	0	21	21.50
0800-0815	21	1	1	1	1	0	0	25	27.80
0815-0830	29	4	0	0	0	0	0	33	33.00
0830-0845	30	7	2	0	0	0	0	39	40.00
0845-0900	25	5	0	0	0	0	0	30	30.00
0900-0915	11	3	0	0	0	0	0	14	14.00
0915-0930	13	2	0	0	0	0	0	15	15.00
0930-0945	17	6	1	0	1	0	1	26	26.70
0945-1000	14	4	1	0	0	0	0	19	19.50
0700-1000	198	45	7	2	2	0	1	255	262.30

MOVEMENT 6 – FROM SALISBURY STREET U-TURN BACK TO SALISBURY STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS – MOVEMENT 4

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	88	26	3	0	2	0	1	120	122.70
0715-0815	105	19	3	0	3	0	0	130	134.50
0730-0830	117	21	4	0	3	0	0	145	150.00
0745-0845	119	14	4	1	4	0	0	142	149.30
0800-0900	112	16	3	1	3	0	1	136	141.00
0815-0915	95	15	3	1	1	0	1	116	119.00
0830-0930	76	13	1	2	2	0	2	96	99.50
0845-0945	71	15	1	1	1	0	2	91	92.20
0900-1000	66	9	1	1	2	0	1	80	83.00

HOURLY TOTALS – MOVEMENT 5

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	38	13	2	1	0	0	0	54	56.30
0715-0815	56	11	2	1	1	0	0	71	74.30
0730-0830	78	14	2	1	1	0	0	96	99.30
0745-0845	93	19	4	1	1	0	0	118	122.30
0800-0900	105	17	3	1	1	0	0	127	130.80
0815-0915	95	19	2	0	0	0	0	116	117.00
0830-0930	79	17	2	0	0	0	0	98	99.00
0845-0945	66	16	1	0	1	0	1	85	85.70
0900-1000	55	15	2	0	1	0	1	74	75.20

HOURLY TOTALS – MOVEMENT 6

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

Bridge Street / Salisbury Street / High Street Roundabout (16:00-19:00) PM Peaks

MOVEMENT 4 – FROM SALISBURY STREET LEFT TURN TO BRIDGE STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	17	6	0	0	1	0	0	24	25.00
1615-1630	19	2	0	0	0	0	0	21	21.00
1630-1645	23	3	1	0	1	0	0	28	29.50
1645-1700	16	6	0	0	1	0	0	23	24.00
1700-1715	32	5	0	0	0	1	1	39	37.60
1715-1730	18	0	0	0	1	0	0	19	20.00
1730-1745	20	3	0	0	0	0	0	23	23.00
1745-1800	25	2	0	0	1	0	0	28	29.00
1800-1815	20	2	1	0	0	1	2	26	24.30
1815-1830	16	0	0	0	1	0	0	17	18.00
1830-1845	20	0	0	0	0	0	0	20	20.00
1845-1900	17	1	0	0	1	0	3	22	20.60
1600-1900	243	30	2	0	7	2	6	290	292.00

MOVEMENT 5 – FROM SALISBURY STREET RIGHT TURN TO HIGH STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	28	8	0	0	0	0	0	36	36.00
1615-1630	20	6	1	0	0	0	0	27	27.50
1630-1645	16	8	0	0	0	0	0	24	24.00
1645-1700	26	6	0	0	0	0	0	32	32.00
1700-1715	33	2	0	0	0	0	0	35	35.00
1715-1730	21	4	2	0	0	0	0	27	28.00
1730-1745	28	6	0	0	0	1	0	35	34.40
1745-1800	30	5	0	0	0	1	0	36	35.40
1800-1815	33	1	0	0	0	0	0	34	34.00
1815-1830	17	3	0	0	1	0	0	21	22.00
1830-1845	15	0	0	0	0	1	0	16	15.40
1845-1900	19	2	0	0	0	1	0	22	21.40
1600-1900	286	51	3	0	1	4	0	345	345.10

MOVEMENT 6 – FROM SALISBURY STREET U-TURN BACK TO SALISBURY STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS – MOVEMENT 4

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	75	17	1	0	3	0	0	96	99.50
1615-1715	90	16	1	0	2	1	1	111	112.10
1630-1730	89	14	1	0	3	1	1	109	111.10
1645-1745	86	14	0	0	2	1	1	104	104.60
1700-1800	95	10	0	0	2	1	1	109	109.60
1715-1815	83	7	1	0	2	1	2	96	96.30
1730-1830	81	7	1	0	2	1	2	94	94.30
1745-1845	81	4	1	0	2	1	2	91	91.30
1800-1900	73	3	1	0	2	1	5	85	82.90

HOURLY TOTALS – MOVEMENT 5

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	90	28	1	0	0	0	0	119	119.50
1615-1715	95	22	1	0	0	0	0	118	118.50
1630-1730	96	20	2	0	0	0	0	118	119.00
1645-1745	108	18	2	0	0	1	0	129	129.40
1700-1800	112	17	2	0	0	2	0	133	132.80
1715-1815	112	16	2	0	0	2	0	132	131.80
1730-1830	108	15	0	0	1	2	0	126	125.80
1745-1845	95	9	0	0	1	2	0	107	106.80
1800-1900	84	6	0	0	1	2	0	93	92.80

HOURLY TOTALS – MOVEMENT 6

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

Site: 1 - Bridge Street / Salisbury Street / High Street Roundabout

Location: Fordingbridge SP6 1AJ

Date: Tuesday 19th September 2023

Time: 07:00-10:00, 16:00-19:00

Bridge Street / Salisbury Street / High Street Roundabout (07:00-10:00) AM Peaks

MOVEMENT 7 — FROM HIGH STREET LEFT TURN TO SALISBURY STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	22	4	0	1	0	0	0	27	28.30
0715-0730	26	4	2	0	0	0	0	32	33.00
0730-0745	42	7	1	0	1	0	0	51	52.50
0745-0800	47	7	1	0	1	1	0	57	57.90
0800-0815	51	15	1	0	1	0	0	68	69.50
0815-0830	48	8	0	0	0	1	0	57	56.40
0830-0845	43	5	1	1	0	0	0	50	51.80
0845-0900	24	6	1	1	0	0	0	32	33.80
0900-0915	31	4	3	0	0	1	0	39	39.90
0915-0930	32	2	2	0	0	0	1	37	37.20
0930-0945	28	4	0	0	0	1	0	33	32.40
0945-1000	17	16	0	1	0	0	0	34	35.30
0700-1000	411	82	12	4	3	4	1	517	528.00

MOVEMENT 8 — FROM HIGH STREET RIGHT TURN TO BRIDGE STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	44	7	0	1	0	0	0	52	53.30
0715-0730	47	15	5	0	1	0	0	68	71.50
0730-0745	57	17	1	3	0	1	1	80	83.00
0745-0800	70	10	7	0	1	1	0	89	92.90
0800-0815	85	18	1	0	0	1	3	108	105.50
0815-0830	69	13	0	0	0	0	0	82	82.00
0830-0845	56	7	3	2	0	0	0	68	72.10
0845-0900	67	9	3	0	0	1	0	80	80.90
0900-0915	52	6	3	2	0	0	0	63	67.10
0915-0930	52	10	1	1	0	0	0	64	65.80
0930-0945	37	7	1	2	0	0	0	47	50.10
0945-1000	47	8	2	1	1	0	0	59	62.30
0700-1000	683	127	27	12	3	4	4	860	886.50

MOVEMENT 9 — FROM HIGH STREET U-TURN BACK TO HIGH STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	1	0	0	0	0	0	1	1.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	0	1	0	0	0	0	0	1	1.00

HOURLY TOTALS — MOVEMENT 7

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	137	22	4	1	2	1	0	167	171.70
0715-0815	166	33	5	0	3	1	0	208	212.90
0730-0830	188	37	3	0	3	2	0	233	236.30
0745-0845	189	35	3	1	2	2	0	232	235.60
0800-0900	166	34	3	2	1	1	0	207	211.50
0815-0915	146	23	5	2	0	2	0	178	181.90
0830-0930	130	17	7	2	0	1	1	158	162.70
0845-0945	115	16	6	1	0	2	1	141	143.30
0900-1000	108	26	5	1	0	2	1	143	144.80

HOURLY TOTALS — MOVEMENT 8

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	218	49	13	4	2	2	1	289	300.70
0715-0815	259	60	14	3	2	3	4	345	352.90
0730-0830	281	58	9	3	1	3	4	359	363.40
0745-0845	280	48	11	2	1	2	3	347	352.50
0800-0900	277	47	7	2	0	2	3	338	340.50
0815-0915	244	35	9	4	0	1	0	293	302.10
0830-0930	227	32	10	5	0	1	0	275	285.90
0845-0945	208	32	8	5	0	1	0	254	263.90
0900-1000	188	31	7	6	1	0	0	233	245.30

HOURLY TOTALS — MOVEMENT 9

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	0	1	0	0	0	0	0	1	1.00
0715-0815	0	1	0	0	0	0	0	1	1.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

Bridge Street / Salisbury Street / High Street Roundabout (16:00-19:00) PM Peaks

MOVEMENT 7 — FROM HIGH STREET LEFT TURN TO SALISBURY STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	24	2	0	0	0	0	0	26	26.00
1615-1630	25	4	0	0	0	0	0	29	29.00
1630-1645	20	11	0	0	0	0	0	31	31.00
1645-1700	35	10	0	0	1	0	0	46	47.00
1700-1715	44	4	0	0	0	0	0	48	48.00
1715-1730	44	6	0	0	0	0	0	50	50.00
1730-1745	41	6	1	0	0	0	0	48	48.50
1745-1800	25	4	0	0	0	0	0	29	29.00
1800-1815	26	5	0	0	0	0	0	31	31.00
1815-1830	21	3	0	0	0	0	1	25	24.20
1830-1845	28	5	0	0	0	1	0	34	33.40
1845-1900	14	1	0	0	0	2	0	17	15.80
1600-1900	347	61	1	0	1	3	1	414	412.90

MOVEMENT 8 — FROM HIGH STREET RIGHT TURN TO BRIDGE STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	57	9	1	1	0	0	0	68	69.80
1615-1630	47	12	1	1	0	2	1	64	63.80
1630-1645	72	6	1	0	0	1	3	83	80.50
1645-1700	55	14	2	0	1	1	0	73	74.40
1700-1715	68	9	2	1	0	0	1	81	82.50
1715-1730	58	7	2	0	0	0	0	67	68.00
1730-1745	57	2	0	0	0	0	0	59	59.00
1745-1800	66	7	0	0	0	0	0	73	73.00
1800-1815	54	7	0	0	1	0	0	62	63.00
1815-1830	50	3	0	0	0	0	0	53	53.00
1830-1845	36	3	0	0	0	0	0	39	39.00
1845-1900	42	3	0	0	0	0	0	45	45.00
1600-1900	662	82	9	3	2	4	5	767	771.00

MOVEMENT 9 — FROM HIGH STREET U-TURN BACK TO HIGH STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	1	0	0	0	0	0	0	1	1.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	1	0	0	0	0	0	0	1	1.00

HOURLY TOTALS — MOVEMENT 7

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	104	27	0	0	1	0	0	132	133.00
1615-1715	124	29	0	0	1	0	0	154	155.00
1630-1730	143	31	0	0	1	0	0	175	176.00
1645-1745	164	26	1	0	1	0	0	192	193.50
1700-1800	154	20	1	0	0	0	0	175	175.50
1715-1815	136	21	1	0	0	0	0	158	158.50
1730-1830	113	18	1	0	0	0	1	133	132.70
1745-1845	100	17	0	0	0	1	1	119	117.60
1800-1900	89	14	0	0	0	3	1	107	104.40

HOURLY TOTALS — MOVEMENT 8

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	231	41	5	2	1	4	4	288	288.50
1615-1715	242	41	6	2	1	4	5	301	301.20
1630-1730	253	36	7	1	1	2	4	304	305.40
1645-1745	238	32	6	1	1	1	1	280	283.90
1700-1800	249	25	4	1	0	0	1	280	282.50
1715-1815	235	23	2	0	1	0	0	261	263.00
1730-1830	227	19	0	0	1	0	0	247	248.00
1745-1845	206	20	0	0	1	0	0	227	228.00
1800-1900	182	16	0	0	1	0	0	199	200.00

HOURLY TOTALS — MOVEMENT 9

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	1	0	0	0	0	0	0	1	1.00
1630-1730	1	0	0	0	0	0	0	1	1.00
1645-1745	1	0	0	0	0	0	0	1	1.00
1700-1800	1	0	0	0	0	0	0	1	1.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

QUEUES - 1 - Bridge Street / Salisbury Street / High Street Roundabout
Queue Length Survey

Junction 1 of 2
Bridge Street
Salisbury Street
High Street

Date
Tuesday 19th September 2023

Bridge Street

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	1
07:25	0
07:30	0
07:35	0
07:40	0
07:45	0
07:50	2
07:55	0
08:00	0
08:05	0
08:10	9
08:15	0
08:20	0
08:25	0
08:30	0
08:35	2
08:40	0
08:45	0
08:50	0
08:55	0
09:00	2
09:05	0
09:10	2
09:15	0
09:20	0
09:25	0
09:30	5
09:35	0
09:40	0
09:45	0
09:50	7
09:55	0
10:00	0

Salisbury Street

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	2
07:25	0
07:30	0
07:35	0
07:40	1
07:45	0
07:50	2
07:55	0
08:00	2
08:05	0
08:10	7
08:15	1
08:20	0
08:25	1
08:30	1
08:35	0
08:40	0
08:45	0
08:50	1
08:55	3
09:00	1
09:05	0
09:10	0
09:15	0
09:20	0
09:25	1
09:30	0
09:35	0
09:40	1
09:45	0
09:50	4
09:55	0
10:00	1

High Street

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	1
07:10	0
07:15	1
07:20	0
07:25	0
07:30	0
07:35	0
07:40	6
07:45	1
07:50	0
07:55	2
08:00	4
08:05	3
08:10	9
08:15	5
08:20	0
08:25	0
08:30	0
08:35	5
08:40	2
08:45	0
08:50	0
08:55	3
09:00	0
09:05	1
09:10	1
09:15	0
09:20	0
09:25	5
09:30	3
09:35	0
09:40	1
09:45	2
09:50	6
09:55	1
10:00	0

Bridge Street

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE LANE
16:05	0
16:10	0
16:15	2
16:20	0
16:25	2
16:30	1
16:35	0
16:40	0
16:45	0
16:50	0
16:55	1
17:00	3
17:05	0
17:10	0
17:15	0
17:20	0
17:25	1
17:30	1
17:35	0
17:40	0
17:45	11
17:50	0
17:55	0
18:00	0
18:05	0
18:10	4
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	1
18:45	2
18:50	1
18:55	0

Salisbury Street

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE LANE
16:05	0
16:10	0
16:15	1
16:20	0
16:25	2
16:30	2
16:35	1
16:40	0
16:45	3
16:50	0
16:55	0
17:00	0
17:05	2
17:10	1
17:15	1
17:20	0
17:25	1
17:30	3
17:35	0
17:40	1
17:45	1
17:50	2
17:55	0
18:00	1
18:05	1
18:10	2
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	2
18:45	0
18:50	0
18:55	0

High Street

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE LANE
16:05	0
16:10	3
16:15	4
16:20	2
16:25	4
16:30	0
16:35	1
16:40	0
16:45	1
16:50	1
16:55	5
17:00	0
17:05	6
17:10	6
17:15	1
17:20	0
17:25	0
17:30	5
17:35	0
17:40	0
17:45	1
17:50	0
17:55	1
18:00	0
18:05	0
18:10	1
18:15	0
18:20	2
18:25	0
18:30	0
18:35	0
18:40	1
18:45	0
18:50	1
18:55	0

19:00	0		19:00	5		19:00	1

CHARGE SURVEYS

Site: 2 - Normandy Way / Station Road Junction

Location: Fordingbridge SP6 1JN

Date: Tuesday 19th September 2023

Time: 07:00-10:00, 16:00-19:00

Normandy Way / Station Road Junction (07:00-10:00) AM Peaks

MOVEMENT 10 — FROM STATION ROAD (EAST) STRAIGHT AHEAD TO STATION ROAD (WEST)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	17	3	1	1	0	0	0	22	23.80
0715-0730	27	5	3	2	0	1	0	38	41.50
0730-0745	34	6	2	1	0	0	1	44	45.50
0745-0800	60	10	1	1	0	0	0	72	73.80
0800-0815	65	9	3	1	2	0	0	80	84.80
0815-0830	73	11	4	0	1	1	0	90	92.40
0830-0845	60	10	2	0	0	0	0	72	73.00
0845-0900	46	13	3	2	0	0	0	64	68.10
0900-0915	33	10	1	0	0	0	0	44	44.50
0915-0930	46	8	4	1	0	0	0	59	62.30
0930-0945	33	6	1	1	0	0	1	42	43.00
0945-1000	25	13	3	0	0	0	0	41	42.50
0700-1000	519	104	28	10	3	2	2	668	695.20

MOVEMENT 11 — FROM STATION ROAD (EAST) RIGHT TURN TO NORMANDY WAY

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	3	1	0	1	0	0	1	6	6.50
0715-0730	4	1	0	0	0	0	0	5	5.00
0730-0745	11	1	0	0	0	0	0	12	12.00
0745-0800	9	2	0	0	0	0	0	11	11.00
0800-0815	14	0	0	0	0	0	0	14	14.00
0815-0830	11	1	3	0	0	0	1	16	16.70
0830-0845	9	0	0	0	0	0	0	9	9.00
0845-0900	8	2	0	0	0	0	0	10	10.00
0900-0915	10	4	0	0	0	0	0	14	14.00
0915-0930	6	1	0	0	0	0	0	7	7.00
0930-0945	3	1	0	0	0	0	0	4	4.00
0945-1000	8	1	0	0	0	0	0	9	9.00
0700-1000	96	15	3	1	0	0	2	117	118.20

MOVEMENT 12 — FROM NORMANDY WAY LEFT TURN TO STATION ROAD (EAST)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	15	2	0	0	0	0	0	17	17.00
0715-0730	9	2	1	0	0	0	0	12	12.50
0730-0745	14	7	1	0	0	0	0	22	22.50
0745-0800	20	2	0	0	0	0	0	22	22.00
0800-0815	15	1	0	0	0	0	3	19	16.60
0815-0830	23	3	0	0	0	0	0	26	26.00
0830-0845	19	3	0	0	0	0	0	22	22.00
0845-0900	20	3	1	0	0	0	1	25	24.70
0900-0915	15	2	1	0	0	0	0	18	18.50
0915-0930	10	3	0	0	0	0	0	13	13.00
0930-0945	16	0	1	0	0	0	0	17	17.50
0945-1000	12	2	0	0	0	0	0	14	14.00
0700-1000	188	30	5	0	0	0	4	227	226.30

MOVEMENT 13 — FROM NORMANDY WAY RIGHT TURN TO STATION ROAD (WEST)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	3	2	0	0	0	0	0	5	5.00
0715-0730	3	0	0	0	0	0	0	3	3.00
0730-0745	2	1	0	0	0	0	0	3	3.00
0745-0800	12	1	1	0	0	0	1	15	14.70
0800-0815	16	2	0	0	0	0	0	18	18.00
0815-0830	20	5	0	0	0	0	0	25	25.00
0830-0845	17	0	0	0	0	0	0	17	17.00
0845-0900	11	1	0	0	0	0	1	13	12.20
0900-0915	10	0	1	0	0	0	0	11	11.50
0915-0930	3	0	0	0	0	0	0	3	3.00
0930-0945	6	4	1	0	0	0	0	11	11.50
0945-1000	6	2	0	0	0	0	0	8	8.00
0700-1000	109	18	3	0	0	0	2	132	131.90

MOVEMENT 14 — FROM STATION ROAD (WEST) LEFT TURN TO NORMANDY WAY

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	1	0	0	0	0	0	0	1	1.00
0715-0730	2	1	0	0	0	0	0	3	3.00
0730-0745	2	0	0	0	0	0	0	2	2.00
0745-0800	14	4	0	0	1	0	0	19	20.00
0800-0815	27	0	2	0	0	0	1	30	30.20
0815-0830	11	2	1	0	0	0	0	14	14.50
0830-0845	7	1	0	0	0	0	0	8	8.00
0845-0900	1	0	0	0	0	0	0	1	1.00
0900-0915	4	1	0	0	0	0	0	5	5.00
0915-0930	0	2	0	0	1	0	0	3	4.00
0930-0945	7	1	0	0	1	0	0	9	10.00
0945-1000	3	1	0	2	0	0	0	6	8.60
0700-1000	79	13	3	2	3	0	1	101	107.30

MOVEMENT 15 — FROM STATION ROAD (WEST) STRAIGHT AHEAD TO STATION ROAD (EAST)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	36	3	0	1	0	0	0	40	41.30
0715-0730	26	4	5	0	1	1	0	37	39.90
0730-0745	53	9	4	3	1	1	1	72	77.50
0745-0800	58	7	3	0	1	2	0	71	72.30
0800-0815	68	14	2	0	0	0	0	84	85.00
0815-0830	74	10	0	0	0	0	0	84	84.00
0830-0845	62	9	4	2	0	0	0	77	81.60
0845-0900	47	8	2	1	0	0	0	58	60.30
0900-0915	61	4	5	2	0	0	0	72	77.10
0915-0930	37	6	1	2	0	0	0	46	49.10
0930-0945	39	8	0	1	0	0	0	48	49.30
0945-1000	39	9	1	2	0	0	0	51	54.10
0700-1000	600	91	27	14	3	4	1	740	771.50

HOURLY TOTALS — MOVEMENT 10

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	138	24	7	5	0	1	1	176	184.60
0715-0815	186	30	9	5	2	1	1	234	245.60
0730-0830	232	36	10	3	3	1	1	286	296.50
0745-0845	258	40	10	2	3	1	0	314	324.00
0800-0900	244	43	12	3	3	1	0	306	318.30
0815-0915	212	44	10	2	1	1	0	270	278.00
0830-0930	185	41	10	3	0	0	0	239	247.90
0845-0945	158	37	9	4	0	0	1	209	217.90
0900-1000	137	37	9	2	0	0	1	186	192.30

HOURLY TOTALS — MOVEMENT 11

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	27	5	0	1	0	0	1	34	34.50
0715-0815	38	4	0	0	0	0	0	42	42.00
0730-0830	45	4	3	0	0	0	1	53	53.70
0745-0845	43	3	3	0	0	0	1	50	50.70
0800-0900	42	3	3	0	0	0	1	49	49.70
0815-0915	38	7	3	0	0	0	1	49	49.70
0830-0930	33	7	0	0	0	0	0	40	40.00
0845-0945	27	8	0	0	0	0	0	35	35.00
0900-1000	27	7	0	0	0	0	0	34	34.00

HOURLY TOTALS — MOVEMENT 12

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	58	13	2	0	0	0	0	73	74.00
0715-0815	58	12	2	0	0	0	3	75	73.60
0730-0830	72	13	1	0	0	0	3	89	87.10
0745-0845	77	9	0	0	0	0	3	89	86.60
0800-0900	77	10	1	0	0	0	4	92	89.30
0815-0915	77	11	2	0	0	0	1	91	91.20
0830-0930	64	11	2	0	0	0	1	78	78.20
0845-0945	61	8	3	0	0	0	1	73	73.70
0900-1000	53	7	2	0	0	0	0	62	63.00

HOURLY TOTALS — MOVEMENT 13

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	20	4	1	0	0	0	1	26	25.70
0715-0815	33	4	1	0	0	0	1	39	38.70
0730-0830	50	9	1	0	0	0	1	61	60.70
0745-0845	65	8	1	0	0	0	1	75	74.70
0800-0900	64	8	0	0	0	0	1	73	72.20
0815-0915	58	6	1	0	0	0	1	66	65.70
0830-0930	41	1	1	0	0	0	1	44	43.70
0845-0945	30	5	2	0	0	0	1	38	38.20
0900-1000	25	6	2	0	0	0	0	33	34.00

HOURLY TOTALS — MOVEMENT 14

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	19	5	0	0	1	0	0	25	26.00
0715-0815	45	5	2	0	1	0	1	54	55.20
0730-0830	54	6	3	0	1	0	1	65	66.70
0745-0845	59	7	3	0	1	0	1	71	72.70
0800-0900	46	3	3	0	0	0	1	53	53.70
0815-0915	23	4	1	0	0	0	0	28	28.50
0830-0930	12	4	0	0	1	0	0	17	18.00
0845-0945	12	4	0	0	2	0	0	18	20.00
0900-1000	14	5	0	2	2	0	0	23	27.60

HOURLY TOTALS — MOVEMENT 15

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	173	23	12	4	3	4	1	220	231.00
0715-0815	205	34	14	3	3	4	1	264	274.70
0730-0830	253	40	9	3	2	3	1	311	318.80
0745-0845	262	40	9	2	1	2	0	316	322.90
0800-0900	251	41	8	3	0	0	0	303	310.90
0815-0915	244	31	11	5	0	0	0	291	303.00
0830-0930	207	27	12	7	0	0	0	253	268.10
0845-0945	184	26	8	6	0	0	0	224	235.80
0900-1000	176	27	7	7	0	0	0	217	229.60

Normandy Way / Station Road Junction (16:00-19:00) PM Peaks

MOVEMENT 10 — FROM STATION ROAD (EAST) STRAIGHT AHEAD TO STATION ROAD (WEST)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	40	5	1	1	0	0	2	49	49.20
1615-1630	48	13	3	0	0	0	0	64	65.50
1630-1645	55	12	2	0	0	0	0	69	70.00
1645-1700	53	4	0	0	0	1	0	58	57.40
1700-1715	54	7	4	0	0	1	0	66	67.40
1715-1730	64	7	0	0	0	0	0	71	71.00
1730-1745	56	9	0	0	0	0	0	65	65.00
1745-1800	71	7	1	0	0	0	0	79	79.50
1800-1815	51	3	0	0	0	0	0	54	54.00
1815-1830	35	3	0	0	0	0	1	39	38.20
1830-1845	25	2	0	0	1	0	0	28	29.00
1845-1900	24	3	0	0	1	2	1	31	30.00
1600-1900	576	75	11	1	2	4	4	673	676.20

MOVEMENT 11 — FROM STATION ROAD (EAST) RIGHT TURN TO NORMANDY WAY

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	11	2	0	0	0	0	0	13	13.00
1615-1630	18	2	0	0	0	0	0	20	20.00
1630-1645	13	3	0	0	0	0	0	16	16.00
1645-1700	17	1	0	0	0	0	0	18	18.00
1700-1715	20	3	0	0	0	0	0	23	23.00
1715-1730	24	3	1	0	0	0	0	28	28.50
1730-1745	12	1	0	0	0	0	2	15	13.40
1745-1800	16	2	0	0	0	0	1	19	18.20
1800-1815	16	0	0	0	0	0	0	16	16.00
1815-1830	25	1	0	0	0	0	0	26	26.00
1830-1845	16	0	0	0	0	0	0	16	16.00
1845-1900	8	0	0	0	0	0	0	8	8.00
1600-1900	196	18	1	0	0	0	3	218	216.10

MOVEMENT 12 — FROM NORMANDY WAY LEFT TURN TO STATION ROAD (EAST)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	11	1	0	0	0	0	0	12	12.00
1615-1630	15	1	0	0	0	0	0	16	16.00
1630-1645	16	3	0	0	0	0	0	19	19.00
1645-1700	15	2	0	0	0	0	0	17	17.00
1700-1715	14	4	0	0	0	0	0	18	18.00
1715-1730	12	1	0	0	0	0	1	14	13.20
1730-1745	20	1	0	0	0	0	0	21	21.00
1745-1800	12	0	0	0	0	0	0	12	12.00
1800-1815	10	3	0	0	0	0	0	13	13.00
1815-1830	14	0	0	0	0	0	0	14	14.00
1830-1845	6	0	0	0	0	0	0	6	6.00
1845-1900	12	1	0	0	0	0	0	13	13.00
1600-1900	157	17	0	0	0	0	1	175	174.20

MOVEMENT 13 — FROM NORMANDY WAY RIGHT TURN TO STATION ROAD (WEST)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	4	1	0	0	0	0	0	5	5.00
1615-1630	8	2	0	0	0	0	0	10	10.00
1630-1645	5	3	0	0	0	0	0	8	8.00
1645-1700	7	0	0	0	0	0	1	8	7.20
1700-1715	5	1	0	0	0	0	0	6	6.00
1715-1730	2	0	0	0	0	0	0	2	2.00
1730-1745	2	0	0	0	0	0	0	2	2.00
1745-1800	10	0	0	0	0	0	0	10	10.00
1800-1815	6	1	0	0	0	0	0	7	7.00
1815-1830	7	0	0	0	0	0	0	7	7.00
1830-1845	3	0	0	0	0	0	0	3	3.00
1845-1900	3	1	0	0	0	1	0	5	4.40
1600-1900	62	9	0	0	0	1	1	73	71.60

MOVEMENT 14 — FROM STATION ROAD (WEST) LEFT TURN TO NORMANDY WAY

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	5	1	0	0	0	0	0	6	6.00
1615-1630	6	4	0	0	0	0	0	10	10.00
1630-1645	4	1	0	0	0	1	0	6	5.40
1645-1700	7	0	0	0	0	0	0	7	7.00
1700-1715	10	0	0	0	0	0	1	11	10.20
1715-1730	2	1	0	0	0	0	0	3	3.00
1730-1745	9	3	0	0	0	0	0	12	12.00
1745-1800	4	1	0	0	0	0	0	5	5.00
1800-1815	8	0	0	0	0	0	0	8	8.00
1815-1830	5	0	0	0	0	0	0	5	5.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	4	0	0	0	0	0	0	4	4.00
1600-1900	64	11	0	0	0	1	1	77	75.60

MOVEMENT 15 — FROM STATION ROAD (WEST) STRAIGHT AHEAD TO STATION ROAD (EAST)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	45	6	0	2	0	0	0	53	55.60
1615-1630	38	11	1	1	0	2	0	53	53.60
1630-1645	57	14	1	0	0	0	1	73	72.70
1645-1700	41	18	3	0	1	0	0	63	65.50
1700-1715	101	5	1	1	0	0	0	108	109.80
1715-1730	54	9	1	0	0	0	0	64	64.50
1730-1745	58	5	1	0	0	0	0	64	64.50
1745-1800	55	4	0	0	0	1	0	60	59.40
1800-1815	43	5	0	0	1	0	0	49	50.00
1815-1830	48	5	0	0	0	0	0	53	53.00
1830-1845	41	4	0	0	0	0	0	45	45.00
1845-1900	27	1	0	0	0	0	0	28	28.00
1600-1900	608	87	8	4	2	3	1	713	721.60

HOURLY TOTALS — MOVEMENT 10

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	196	34	6	1	0	1	2	240	242.10
1615-1715	210	36	9	0	0	2	0	257	260.30
1630-1730	226	30	6	0	0	2	0	264	265.80
1645-1745	227	27	4	0	0	2	0	260	260.80
1700-1800	245	30	5	0	0	1	0	281	282.90
1715-1815	242	26	1	0	0	0	0	269	269.50
1730-1830	213	22	1	0	0	0	1	237	236.70
1745-1845	182	15	1	0	1	0	1	200	200.70
1800-1900	135	11	0	0	2	2	2	152	151.20

HOURLY TOTALS — MOVEMENT 11

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	59	8	0	0	0	0	0	67	67.00
1615-1715	68	9	0	0	0	0	0	77	77.00
1630-1730	74	10	1	0	0	0	0	85	85.50
1645-1745	73	8	1	0	0	0	2	84	82.90
1700-1800	72	9	1	0	0	0	3	85	83.10
1715-1815	68	6	1	0	0	0	3	78	76.10
1730-1830	69	4	0	0	0	0	3	76	73.60
1745-1845	73	3	0	0	0	0	1	77	76.20
1800-1900	65	1	0	0	0	0	0	66	66.00

HOURLY TOTALS — MOVEMENT 12

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	57	7	0	0	0	0	0	64	64.00
1615-1715	60	10	0	0	0	0	0	70	70.00
1630-1730	57	10	0	0	0	0	1	68	67.20
1645-1745	61	8	0	0	0	0	1	70	69.20
1700-1800	58	6	0	0	0	0	1	65	64.20
1715-1815	54	5	0	0	0	0	1	60	59.20
1730-1830	56	4	0	0	0	0	0	60	60.00
1745-1845	42	3	0	0	0	0	0	45	45.00
1800-1900	42	4	0	0	0	0	0	46	46.00

HOURLY TOTALS — MOVEMENT 13

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	24	6	0	0	0	0	1	31	30.20
1615-1715	25	6	0	0	0	0	1	32	31.20
1630-1730	19	4	0	0	0	0	1	24	23.20
1645-1745	16	1	0	0	0	0	1	18	17.20
1700-1800	19	1	0	0	0	0	0	20	20.00
1715-1815	20	1	0	0	0	0	0	21	21.00
1730-1830	25	1	0	0	0	0	0	26	26.00
1745-1845	26	1	0	0	0	0	0	27	27.00
1800-1900	19	2	0	0	0	1	0	22	21.40

HOURLY TOTALS — MOVEMENT 14

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	22	6	0	0	0	1	0	29	28.40
1615-1715	27	5	0	0	0	1	1	34	32.60
1630-1730	23	2	0	0	0	1	1	27	25.60
1645-1745	28	4	0	0	0	0	1	33	32.20
1700-1800	25	5	0	0	0	0	1	31	30.20
1715-1815	23	5	0	0	0	0	0	28	28.00
1730-1830	26	4	0	0	0	0	0	30	30.00
1745-1845	17	1	0	0	0	0	0	18	18.00
1800-1900	17	0	0	0	0	0	0	17	17.00

HOURLY TOTALS — MOVEMENT 15

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	181	49	5	3	1	2	1	242	247.40
1615-1715	237	48	6	2	1	2	1	297	301.60
1630-1730	253	46	6	1	1	0	1	308	312.50
1645-1745	254	37	6	1	1	0	0	299	304.30
1700-1800	268	23	3	1	0	1	0	296	298.20
1715-1815	210	23	2	0	1	1	0	237	238.40
1730-1830	204	19	1	0	1	1	0	226	226.90
1745-1845	187	18	0	0	1	1	0	207	207.40
1800-1900	159	15	0	0	1	0	0	175	176.00

CHARGE SURVEYS

QUEUES - 2 - Normandy Way / Station Road Junction
Queue Length Survey

Junction 2 of 2
Station Road (East)
Normandy Way

Date
Tuesday 19th September 2023

Station Road (East)

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	3
08:00	0
08:05	4
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	1
08:50	0
08:55	0
09:00	0
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
10:00	0

Normandy Way

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	0
07:45	1
07:50	3
07:55	4
08:00	1
08:05	4
08:10	1
08:15	1
08:20	5
08:25	3
08:30	2
08:35	0
08:40	2
08:45	1
08:50	1
08:55	0
09:00	0
09:05	2
09:10	1
09:15	1
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
10:00	2

Station Road (East)

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE LANE
16:05	0
16:10	0
16:15	0
16:20	2
16:25	0
16:30	1
16:35	2
16:40	2
16:45	0
16:50	0
16:55	2
17:00	0
17:05	0
17:10	0
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	0
17:45	0
17:50	0
17:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0
19:00	0

Normandy Way

16:00 - 19:00 (Weekday PM Peak)

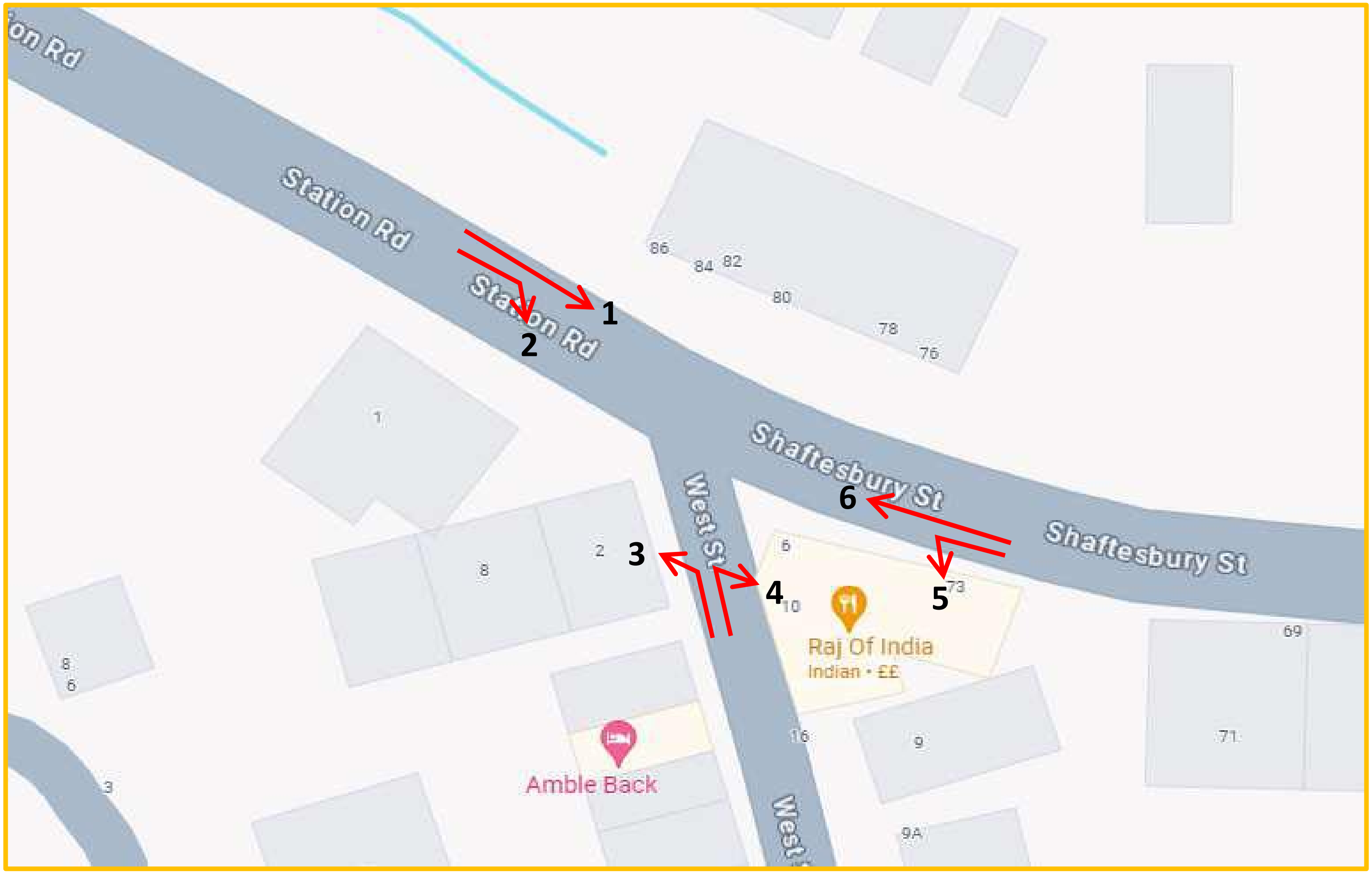
TIME	SINGLE LANE
16:05	0
16:10	2
16:15	0
16:20	1
16:25	2
16:30	0
16:35	1
16:40	2
16:45	1
16:50	0
16:55	0
17:00	0
17:05	0
17:10	2
17:15	0
17:20	2
17:25	0
17:30	2
17:35	1
17:40	1
17:45	0
17:50	0
17:55	1
18:00	0
18:05	0
18:10	0
18:15	1
18:20	0
18:25	0
18:30	2
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0
19:00	0

Site: Station Road / West Street / Shaftesbury Street Junction

Location: Fordingbridge SP6 1JG

Date: Tuesday 5th December 2023

Time: 07:00-10:00, 16:00-19:00



Site: Station Road / West Street / Shaftesbury Street Junction

Location: Fordingbridge SP6 1JG

Date: Tuesday 5th December 2023

Time: 07:00-10:00, 16:00-19:00

Station Road / West Street / Shaftesbury Street Junction (07:00-10:00) AM Peaks

MOVEMENT 1
FROM STATION ROAD STRAIGHT AHEAD TO SHAFTESBURY STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	33	10	2	0	0	0	0	45	46.00
0715-0730	33	9	3	0	0	1	0	46	46.90
0730-0745	45	7	3	1	1	0	0	57	60.80
0745-0800	75	16	2	0	1	1	0	95	96.40
0800-0815	85	9	3	0	0	0	0	97	98.50
0815-0830	72	8	8	0	0	0	1	89	92.20
0830-0845	76	11	0	1	0	0	0	88	89.30
0845-0900	71	11	1	1	0	0	0	84	85.80
0900-0915	60	11	4	3	0	0	0	78	83.90
0915-0930	59	9	1	1	0	0	0	70	71.80
0930-0945	58	7	2	2	0	0	0	69	72.60
0945-1000	54	10	2	0	0	0	0	66	67.00
0700-1000	721	118	31	9	2	2	1	884	911.20

MOVEMENT 2
FROM STATION ROAD RIGHT TURN TO WEST STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	3	0	0	0	0	0	1	4	3.20
0715-0730	2	1	0	0	0	0	0	3	3.00
0730-0745	6	1	0	0	0	0	0	7	7.00
0745-0800	7	2	1	0	0	0	0	10	10.50
0800-0815	9	2	1	0	0	0	0	12	12.50
0815-0830	9	1	0	0	0	0	0	10	10.00
0830-0845	14	1	0	0	0	0	0	15	15.00
0845-0900	10	3	2	0	0	0	1	16	16.20
0900-0915	7	1	0	0	0	0	0	8	8.00
0915-0930	4	0	0	0	0	0	1	5	4.20
0930-0945	3	1	0	0	0	0	0	4	4.00
0945-1000	5	1	0	0	0	0	0	6	6.00
0700-1000	79	14	4	0	0	0	3	100	99.60

MOVEMENT 3
FROM WEST STREET LEFT TURN TO STATION ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	3	1	0	0	0	0	0	4	4.00
0715-0730	4	0	0	1	0	0	0	5	6.30
0730-0745	4	1	0	0	0	0	0	5	5.00
0745-0800	11	1	0	0	0	0	0	12	12.00
0800-0815	21	2	0	0	0	0	0	23	23.00
0815-0830	14	0	1	0	0	0	0	15	15.50
0830-0845	12	2	0	0	0	0	0	14	14.00
0845-0900	4	1	1	0	0	0	0	6	6.50
0900-0915	4	1	1	0	0	0	0	6	6.50
0915-0930	2	1	0	0	0	0	0	3	3.00
0930-0945	5	2	0	0	0	0	0	7	7.00
0945-1000	5	3	0	0	0	0	0	8	8.00
0700-1000	89	15	3	1	0	0	0	108	110.80

MOVEMENT 4
FROM WEST STREET RIGHT TURN TO SHAFTESBURY STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	1	1	0	0	0	0	0	2	2.00
0715-0730	8	0	0	0	0	0	0	8	8.00
0730-0745	9	3	0	0	0	0	0	12	12.00
0745-0800	6	0	1	0	0	0	0	7	7.50
0800-0815	9	0	0	0	0	0	0	9	9.00
0815-0830	8	1	1	0	0	0	0	10	10.50
0830-0845	9	0	0	0	0	0	0	9	9.00
0845-0900	8	2	0	0	0	0	0	10	10.00
0900-0915	3	2	1	0	0	0	0	6	6.50
0915-0930	6	0	0	0	0	0	0	6	6.00
0930-0945	4	0	0	0	0	0	0	4	4.00
0945-1000	7	0	0	0	0	0	0	7	7.00
0700-1000	78	9	3	0	0	0	0	90	91.50

MOVEMENT 5
FROM SHAFTESBURY STREET LEFT TURN TO WEST STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	1	1	0	0	0	0	0	2	2.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	1	1	0	0	0	0	0	2	2.00
0800-0815	2	2	0	0	0	0	0	4	4.00
0815-0830	1	0	0	0	0	0	0	1	1.00
0830-0845	6	2	0	0	0	0	0	8	8.00
0845-0900	7	1	0	0	0	0	0	8	8.00
0900-0915	1	0	0	0	0	0	1	2	1.20
0915-0930	2	0	0	0	0	0	0	2	2.00
0930-0945	2	1	0	0	0	0	0	3	3.00
0945-1000	4	0	0	0	0	0	0	4	4.00
0700-1000	27	8	0	0	0	0	1	36	35.20

MOVEMENT 6
FROM SHAFTESBURY STREET STRAIGHT AHEAD TO STATION ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	18	2	1	0	0	0	0	21	21.50
0715-0730	29	5	0	0	0	0	0	34	34.00
0730-0745	18	9	2	3	0	0	1	33	37.10
0745-0800	50	12	5	0	0	0	2	69	69.90
0800-0815	57	8	2	0	2	0	1	70	72.20
0815-0830	89	18	5	0	2	0	0	114	118.50
0830-0845	39	9	4	1	0	0	0	53	56.30
0845-0900	47	9	1	2	1	0	0	60	64.10
0900-0915	44	13	1	0	0	0	0	58	58.50
0915-0930	38	10	3	1	0	0	1	53	55.00
0930-0945	31	9	3	0	0	0	0	43	44.50
0945-1000	29	14	2	1	0	0	0	46	48.30
0700-1000	489	118	29	8	5	0	5	654	679.90

HOURLY TOTALS – MOVEMENT 1

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	186	42	10	1	2	2	0	243	250.10
0715-0815	238	41	11	1	2	2	0	295	302.60
0730-0830	277	40	16	1	2	1	1	338	347.90
0745-0845	308	44	13	1	1	1	1	369	376.40
0800-0900	304	39	12	2	0	0	1	358	365.80
0815-0915	279	41	13	5	0	0	1	339	351.20
0830-0930	266	42	6	6	0	0	0	320	330.80
0845-0945	248	38	8	7	0	0	0	301	314.10
0900-1000	231	37	9	6	0	0	0	283	295.30

HOURLY TOTALS – MOVEMENT 2

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	18	4	1	0	0	0	1	24	23.70
0715-0815	24	6	2	0	0	0	0	32	33.00
0730-0830	31	6	2	0	0	0	0	39	40.00
0745-0845	39	6	2	0	0	0	0	47	48.00
0800-0900	42	7	3	0	0	0	1	53	53.70
0815-0915	40	6	2	0	0	0	1	49	49.20
0830-0930	35	5	2	0	0	0	2	44	43.40
0845-0945	24	5	2	0	0	0	2	33	32.40
0900-1000	19	3	0	0	0	0	1	23	22.20

HOURLY TOTALS – MOVEMENT 3

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	22	3	0	1	0	0	0	26	27.30
0715-0815	40	4	0	1	0	0	0	45	46.30
0730-0830	50	4	1	0	0	0	0	55	55.50
0745-0845	58	5	1	0	0	0	0	64	64.50
0800-0900	51	5	2	0	0	0	0	58	59.00
0815-0915	34	4	3	0	0	0	0	41	42.50
0830-0930	22	5	2	0	0	0	0	29	30.00
0845-0945	15	5	2	0	0	0	0	22	23.00
0900-1000	16	7	1	0	0	0	0	24	24.50

HOURLY TOTALS – MOVEMENT 4

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	24	4	1	0	0	0	0	29	29.50
0715-0815	32	3	1	0	0	0	0	36	36.50
0730-0830	32	4	2	0	0	0	0	38	39.00
0745-0845	32	1	2	0	0	0	0	35	36.00
0800-0900	34	3	1	0	0	0	0	38	38.50
0815-0915	28	5	2	0	0	0	0	35	36.00
0830-0930	26	4	1	0	0	0	0	31	31.50
0845-0945	21	4	1	0	0	0	0	26	26.50
0900-1000	20	2	1	0	0	0	0	23	23.50

HOURLY TOTALS – MOVEMENT 5

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	2	2	0	0	0	0	0	4	4.00
0715-0815	4	4	0	0	0	0	0	8	8.00
0730-0830	4	3	0	0	0	0	0	7	7.00
0745-0845	10	5	0	0	0	0	0	15	15.00
0800-0900	16	5	0	0	0	0	0	21	21.00
0815-0915	15	3	0	0	0	0	1	19	18.20
0830-0930	16	3	0	0	0	0	1	20	19.20
0845-0945	12	2	0	0	0	0	1	15	14.20
0900-1000	9	1	0	0	0	0	1	11	10.20

HOURLY TOTALS – MOVEMENT 6

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	115	28	8	3	0	0	3	157	162.50
0715-0815	154	34	9	3	2	0	4	206	213.20
0730-0830	214	47	14	3	4	0	4	286	297.70
0745-0845	235	47	16	1	4	0	3	306	316.90
0800-0900	232	44	12	3	5	0	1	297	311.10
0815-0915	219	49	11	3	3	0	0	285	297.40
0830-0930	168	41	9	4	1	0	1	224	233.90
0845-0945	160	41	8	3	1	0	1	214	222.10
0900-1000	142	46	9	2	0	0	1	200	206.30

Station Road / West Street / Shaftesbury Street Junction (16:00-19:00) PM Peaks

MOVEMENT 1
FROM STATION ROAD STRAIGHT AHEAD TO SHAFTESBURY STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	45	4	1	1	0	0	0	51	52.80
1615-1630	44	3	0	0	0	0	0	47	47.00
1630-1645	58	12	0	0	0	0	1	71	70.20
1645-1700	41	8	1	0	1	0	0	51	52.50
1700-1715	85	9	0	0	0	0	1	95	94.20
1715-1730	55	4	0	0	0	0	0	59	59.00
1730-1745	47	5	1	0	0	0	0	53	53.50
1745-1800	49	3	0	0	0	1	0	53	52.40
1800-1815	57	4	0	0	0	0	0	61	61.00
1815-1830	37	6	0	0	1	0	0	44	45.00
1830-1845	37	2	0	0	0	0	0	39	39.00
1845-1900	35	4	0	0	0	0	0	39	39.00
1600-1900	590	64	3	1	2	1	2	663	665.60

MOVEMENT 2
FROM STATION ROAD RIGHT TURN TO WEST STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	16	1	0	0	0	0	0	17	17.00
1615-1630	6	0	2	0	0	0	0	8	9.00
1630-1645	10	2	1	0	0	0	0	13	13.50
1645-1700	3	3	0	0	0	0	0	6	6.00
1700-1715	11	0	0	0	0	0	0	11	11.00
1715-1730	20	2	0	0	0	0	0	22	22.00
1730-1745	11	1	0	0	0	0	0	12	12.00
1745-1800	6	1	0	0	0	0	0	7	7.00
1800-1815	5	2	0	0	0	0	0	7	7.00
1815-1830	7	1	0	0	0	0	0	8	8.00
1830-1845	8	0	0	0	0	1	0	9	8.40
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	103	13	3	0	0	1	0	120	120.90

MOVEMENT 3
FROM WEST STREET LEFT TURN TO STATION ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	7	0	0	0	0	0	0	7	7.00
1615-1630	8	2	0	0	0	0	0	10	10.00
1630-1645	3	0	0	0	0	0	0	3	3.00
1645-1700	9	1	0	0	0	0	0	10	10.00
1700-1715	10	0	0	0	0	0	0	10	10.00
1715-1730	7	4	0	0	0	0	0	11	11.00
1730-1745	13	3	0	0	0	0	0	16	16.00
1745-1800	8	4	0	0	0	0	0	12	12.00
1800-1815	9	1	0	0	0	0	0	10	10.00
1815-1830	9	1	0	0	0	0	0	10	10.00
1830-1845	1	1	0	0	0	0	0	2	2.00
1845-1900	2	0	0	0	0	0	0	2	2.00
1600-1900	86	17	0	0	0	0	0	103	103.00

MOVEMENT 4
FROM WEST STREET RIGHT TURN TO SHAFTESBURY STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	2	0	1	0	0	0	0	3	3.50
1615-1630	7	0	0	0	0	0	0	7	7.00
1630-1645	2	1	0	0	0	0	0	3	3.00
1645-1700	2	1	0	0	0	0	0	3	3.00
1700-1715	3	0	0	0	0	0	0	3	3.00
1715-1730	2	0	0	0	0	0	0	2	2.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	6	0	0	0	0	0	0	6	6.00
1800-1815	4	0	0	0	0	0	0	4	4.00
1815-1830	7	0	0	0	0	0	0	7	7.00
1830-1845	5	0	0	0	0	0	0	5	5.00
1845-1900	5	1	0	0	0	0	0	6	6.00
1600-1900	45	3	1	0	0	0	0	49	49.50

MOVEMENT 5
FROM SHAFTESBURY STREET LEFT TURN TO WEST STREET

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	6	2	0	0	0	0	0	8	8.00
1615-1630	2	0	0	0	0	0	0	2	2.00
1630-1645	6	1	0	0	0	0	0	7	7.00
1645-1700	6	0	0	0	0	0	0	6	6.00
1700-1715	7	1	0	0	0	0	0	8	8.00
1715-1730	7	2	0	0	0	0	0	9	9.00
1730-1745	6	0	0	0	0	0	0	6	6.00
1745-1800	4	0	0	0	0	0	0	4	4.00
1800-1815	6	1	0	0	0	0	0	7	7.00
1815-1830	7	2	0	0	0	0	0	9	9.00
1830-1845	7	0	0	0	0	0	0	7	7.00
1845-1900	1	0	0	0	0	0	0	1	1.00
1600-1900	65	9	0	0	0	0	0	74	74.00

MOVEMENT 6
FROM SHAFTESBURY STREET STRAIGHT AHEAD TO STATION ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	56	6	2	1	0	0	0	65	67.30
1615-1630	46	11	1	0	0	0	1	59	58.70
1630-1645	50	7	3	1	0	0	0	61	63.80
1645-1700	53	9	0	0	0	0	0	62	62.00
1700-1715	53	10	0	0	0	0	0	63	63.00
1715-1730	78	7	0	0	0	0	0	85	85.00
1730-1745	67	8	0	0	0	0	0	75	75.00
1745-1800	54	2	0	0	0	1	1	58	56.60
1800-1815	46	7	0	0	0	0	0	53	53.00
1815-1830	65	8	0	0	0	0	0	73	73.00
1830-1845	51	2	0	0	0	0	0	53	53.00
1845-1900	35	3	0	0	1	0	0	39	40.00
1600-1900	654	80	6	2	1	1	2	746	750.40

HOURLY TOTALS – MOVEMENT 1

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	188	27	2	1	1	0	1	220	222.50
1615-1715	228	32	1	0	1	0	2	264	263.90
1630-1730	239	33	1	0	1	0	2	276	275.90
1645-1745	228	26	2	0	1	0	1	258	259.20
1700-1800	236	21	1	0	0	1	1	260	259.10
1715-1815	208	16	1	0	0	1	0	226	225.90
1730-1830	190	18	1	0	1	1	0	211	211.90
1745-1845	180	15	0	0	1	1	0	197	197.40
1800-1900	166	16	0	0	1	0	0	183	184.00

HOURLY TOTALS – MOVEMENT 2

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	35	6	3	0	0	0	0	44	45.50
1615-1715	30	5	3	0	0	0	0	38	39.50
1630-1730	44	7	1	0	0	0	0	52	52.50
1645-1745	45	6	0	0	0	0	0	51	51.00
1700-1800	48	4	0	0	0	0	0	52	52.00
1715-1815	42	6	0	0	0	0	0	48	48.00
1730-1830	29	5	0	0	0	0	0	34	34.00
1745-1845	26	4	0	0	0	1	0	31	30.40
1800-1900	20	3	0	0	0	1	0	24	23.40

HOURLY TOTALS – MOVEMENT 3

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	27	3	0	0	0	0	0	30	30.00
1615-1715	30	3	0	0	0	0	0	33	33.00
1630-1730	29	5	0	0	0	0	0	34	34.00
1645-1745	39	8	0	0	0	0	0	47	47.00
1700-1800	38	11	0	0	0	0	0	49	49.00
1715-1815	37	12	0	0	0	0	0	49	49.00
1730-1830	39	9	0	0	0	0	0	48	48.00
1745-1845	27	7	0	0	0	0	0	34	34.00
1800-1900	21	3	0	0	0	0	0	24	24.00

HOURLY TOTALS – MOVEMENT 4

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	13	2	1	0	0	0	0	16	16.50
1615-1715	14	2	0	0	0	0	0	16	16.00
1630-1730	9	2	0	0	0	0	0	11	11.00
1645-1745	7	1	0	0	0	0	0	8	8.00
1700-1800	11	0	0	0	0	0	0	11	11.00
1715-1815	12	0	0	0	0	0	0	12	12.00
1730-1830	17	0	0	0	0	0	0	17	17.00
1745-1845	22	0	0	0	0	0	0	22	22.00
1800-1900	21	1	0	0	0	0	0	22	22.00

HOURLY TOTALS – MOVEMENT 5

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	20	3	0	0	0	0	0	23	23.00
1615-1715	21	2	0	0	0	0	0	23	23.00
1630-1730	26	4	0	0	0	0	0	30	30.00
1645-1745	26	3	0	0	0	0	0	29	29.00
1700-1800	24	3	0	0	0	0	0	27	27.00
1715-1815	23	3	0	0	0	0	0	26	26.00
1730-1830	23	3	0	0	0	0	0	26	26.00
1745-1845	24	3	0	0	0	0	0	27	27.00
1800-1900	21	3	0	0	0	0	0	24	24.00

HOURLY TOTALS – MOVEMENT 6

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	205	33	6	2	0	0	1	247	251.80
1615-1715	202	37	4	1	0	0	1	245	247.50
1630-1730	234	33	3	1	0	0	0	271	273.80
1645-1745	251	34	0	0	0	0	0	285	285.00
1700-1800	252	27	0	0	0	1	1	281	279.60
1715-1815	245	24	0	0	0	1	1	271	269.60
1730-1830	232	25	0	0	0	1	1	259	257.60
1745-1845	216	19	0	0	0	1	1	237	235.60
1800-1900	197	20	0	0	1	0	0	218	219.00

5-MINUTE QUEUES - **Station Road / West Street / Shaftesbury Street Junction**
Queue Length Survey

Junction 1 of 1
Station Road
West Street

Date
Tuesday 5th December 2023

Station Road

07:00 - 10:00 (Weekday AM Peak)

TIME	RIGHT-TURN IN
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	2
08:05	0
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	1
08:40	0
08:45	0
08:50	1
08:55	0
09:00	3
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	1
09:45	0
09:50	0
09:55	0
10:00	0

West Street

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	1
07:30	0
07:35	0
07:40	1
07:45	1
07:50	1
07:55	1
08:00	1
08:05	4
08:10	1
08:15	1
08:20	0
08:25	0
08:30	2
08:35	1
08:40	0
08:45	0
08:50	1
08:55	1
09:00	1
09:05	0
09:10	0
09:15	1
09:20	2
09:25	1
09:30	0
09:35	0
09:40	0
09:45	1
09:50	0
09:55	0
10:00	1

Station Road

16:00 - 19:00 (Weekday PM Peak)

TIME	RIGHT-TURN IN
16:05	0
16:10	0
16:15	1
16:20	0
16:25	0
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0
17:05	0
17:10	0
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	0
17:45	0
17:50	0
17:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0
19:00	0

West Street

16:00 - 19:00 (Weekday PM Peak)

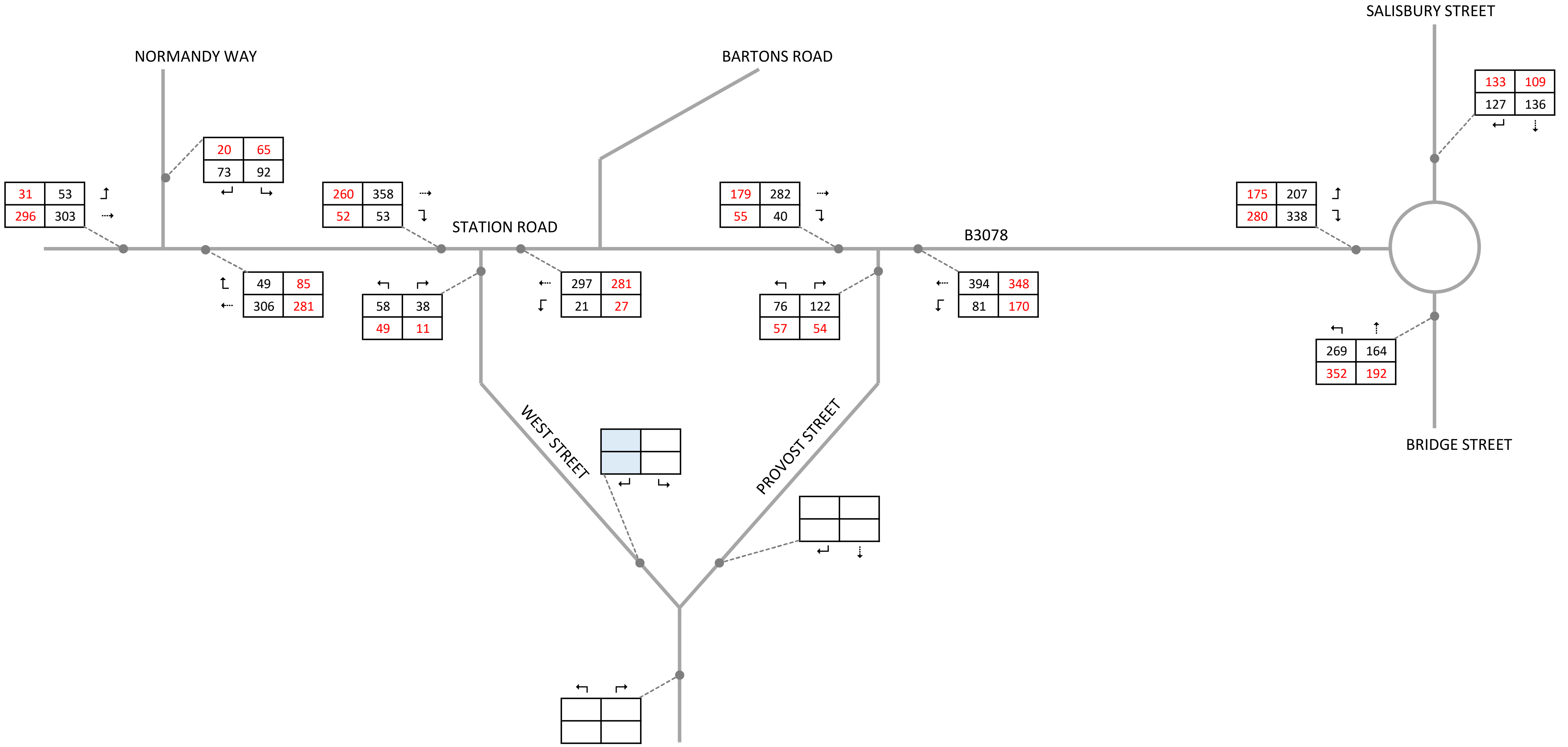
TIME	SINGLE LANE
16:05	0
16:10	1
16:15	0
16:20	0
16:25	1
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0
17:05	1
17:10	0
17:15	0
17:20	0
17:25	2
17:30	1
17:35	2
17:40	1
17:45	1
17:50	0
17:55	1
18:00	1
18:05	0
18:10	1
18:15	0
18:20	1
18:25	2
18:30	0
18:35	0
18:40	0
18:45	0
18:50	1
18:55	0
19:00	0

Appendix Q

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2023 Base Surveys (vehicles)

xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures

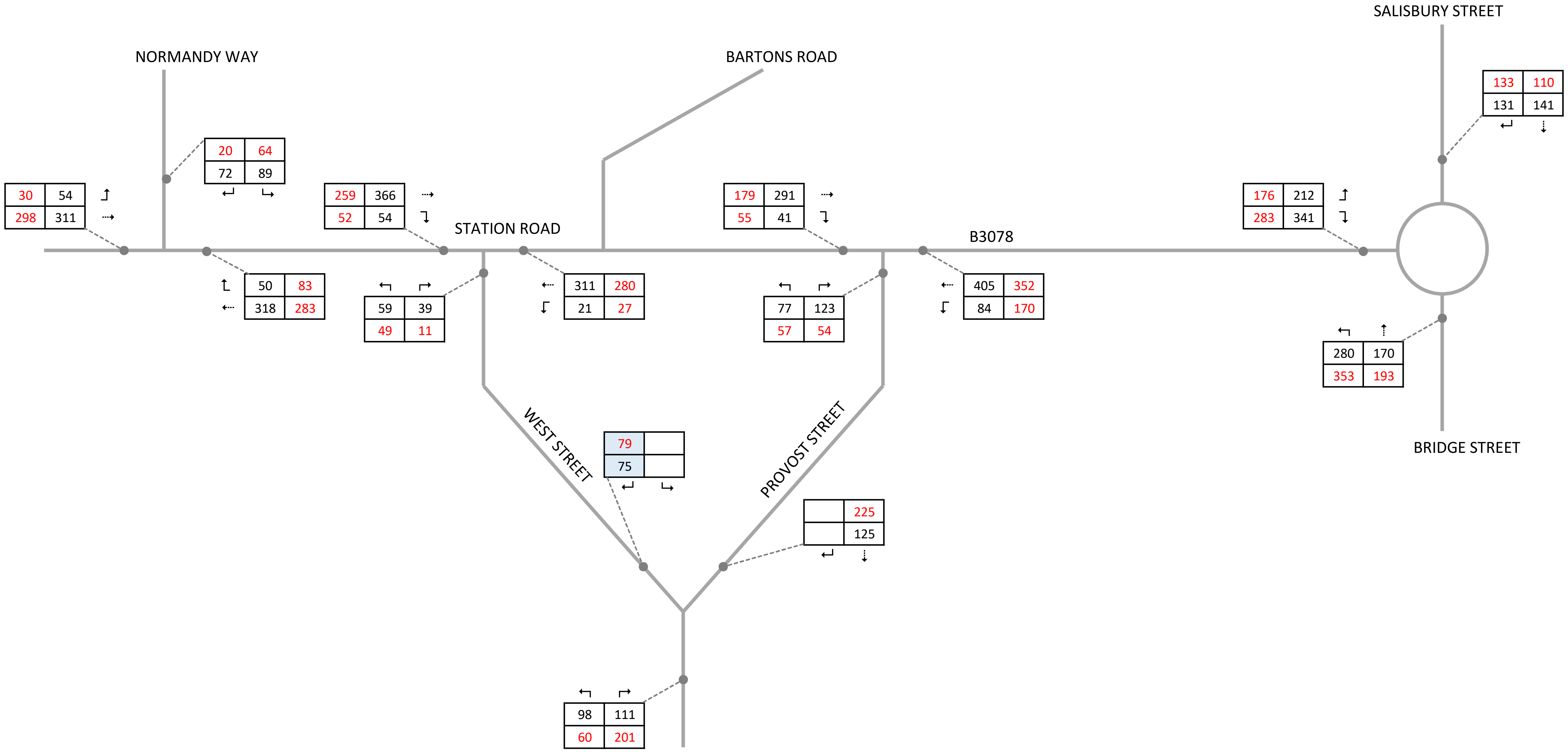


Note: Provost Street flows are derived from 2021 surveys. Therefore a growth factor (0.0129 and 0.0124 in the AM and PM respectively) has been applied to factor the 2021 surveys up to 2023 for consistency with the rest of the assessment area,

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2023 Base Surveys (PCUs)

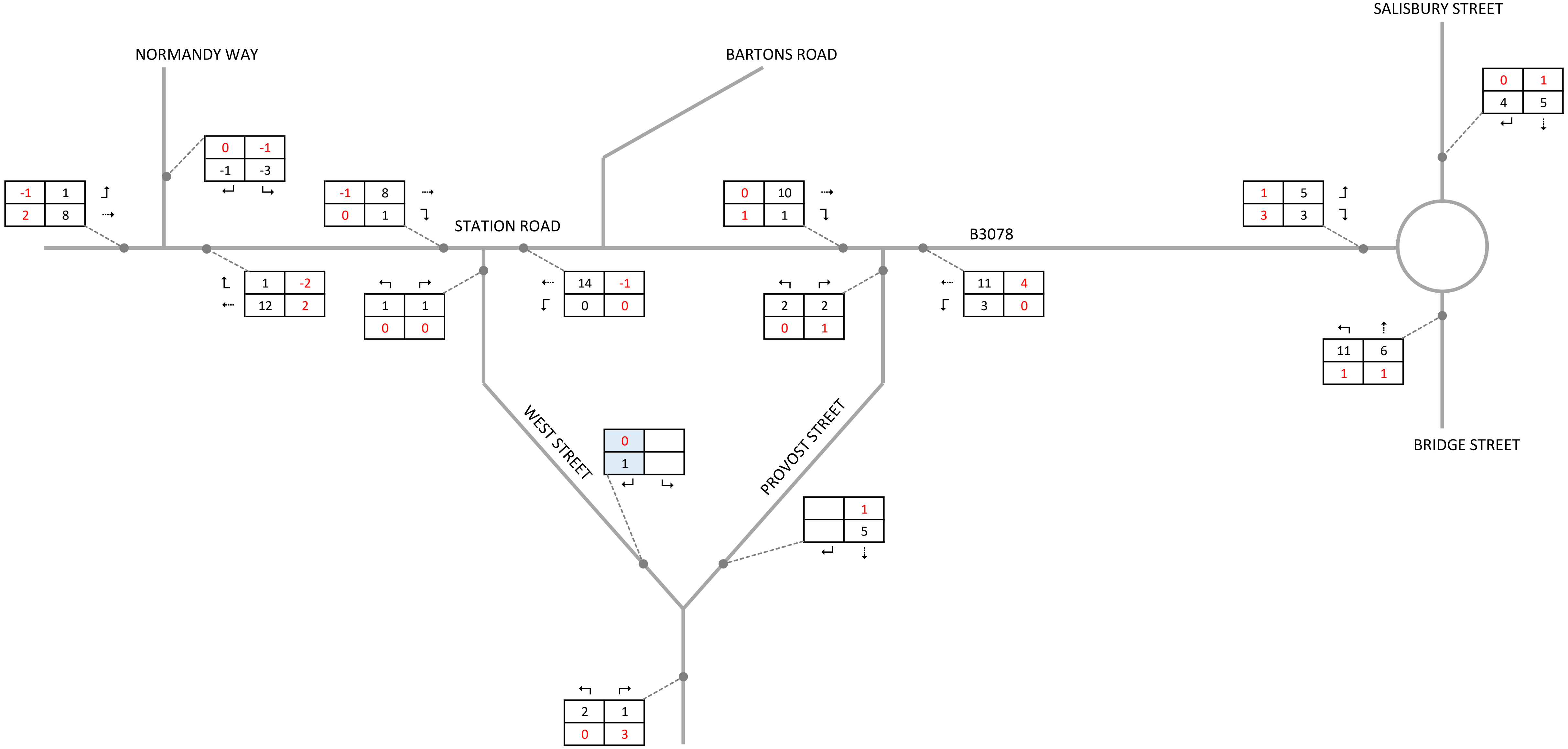
xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures



Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2023 Base Surveys (HGVs)

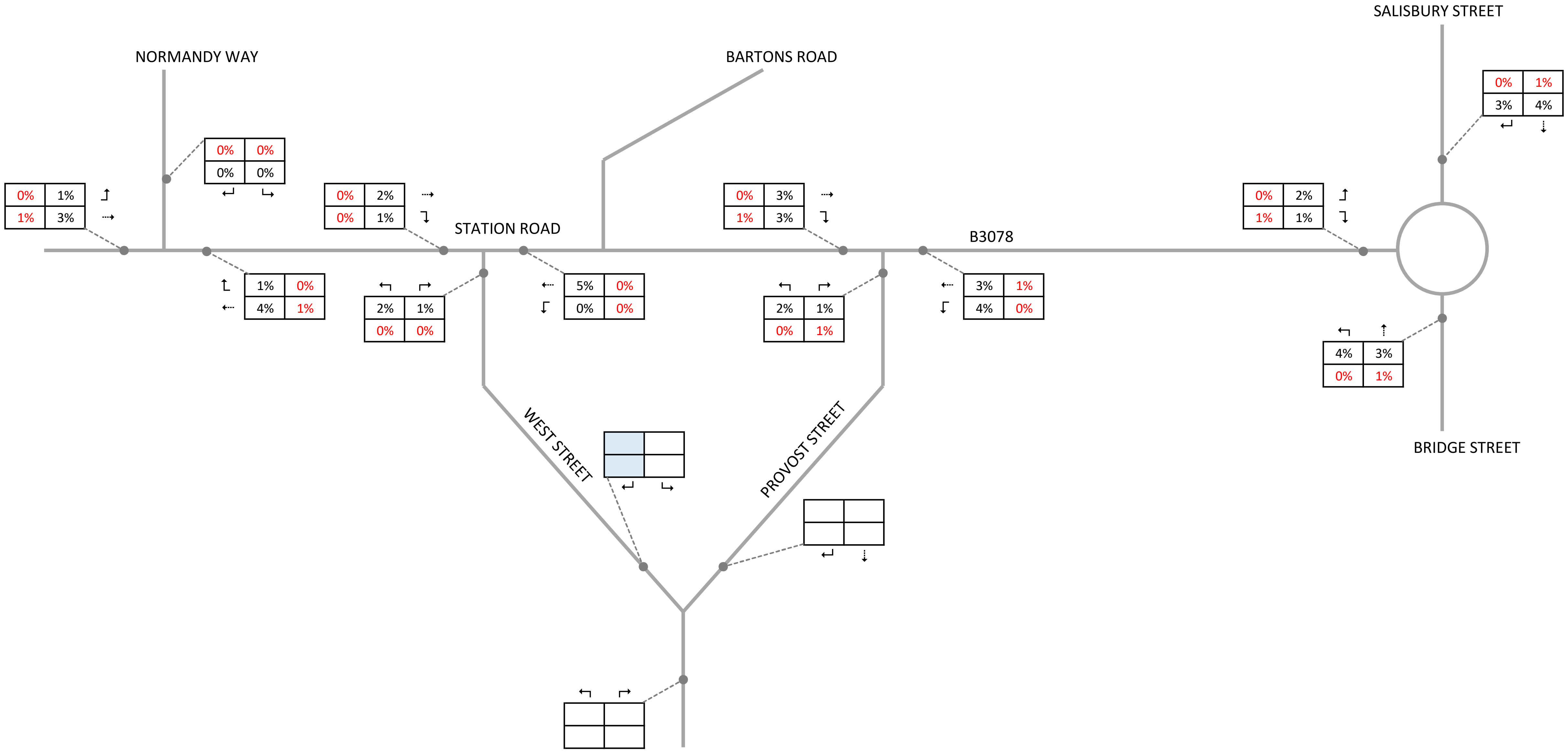
xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures



Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2023 Base Surveys (HGV %)

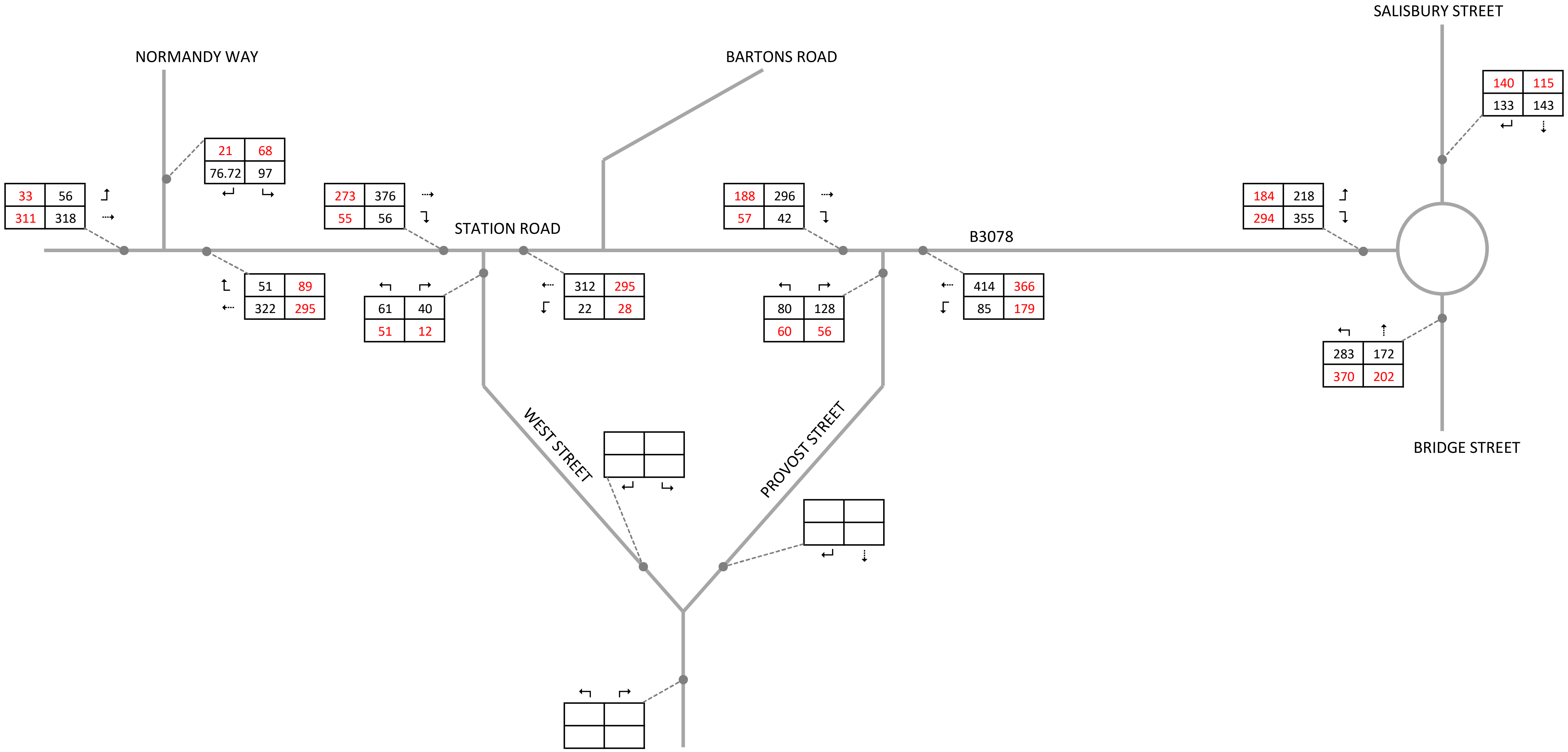
xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures



Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2033 Forecast

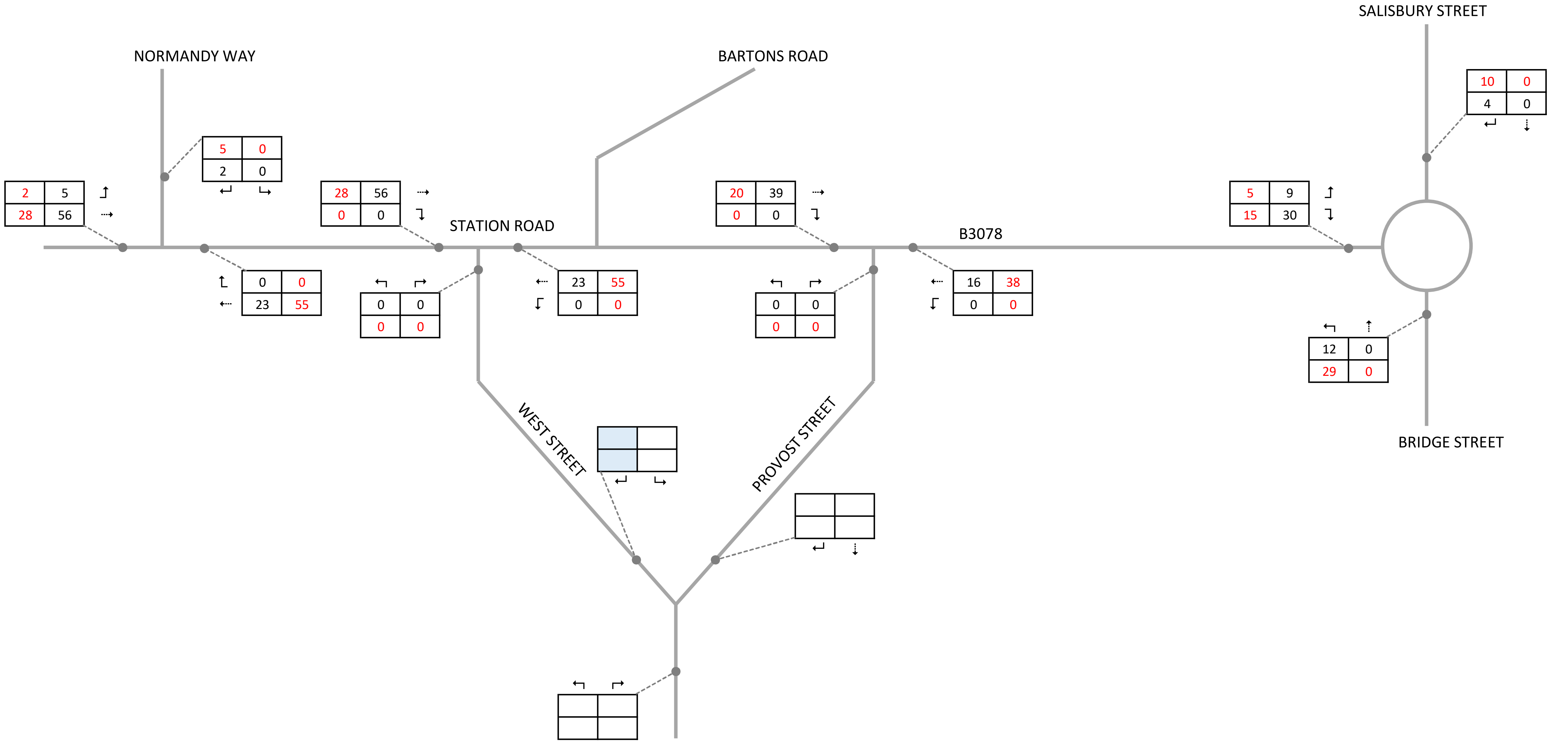
1.0509 AM TEMPRO
1.0508 PM TEMPRO



Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: SS16 Flows

xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures

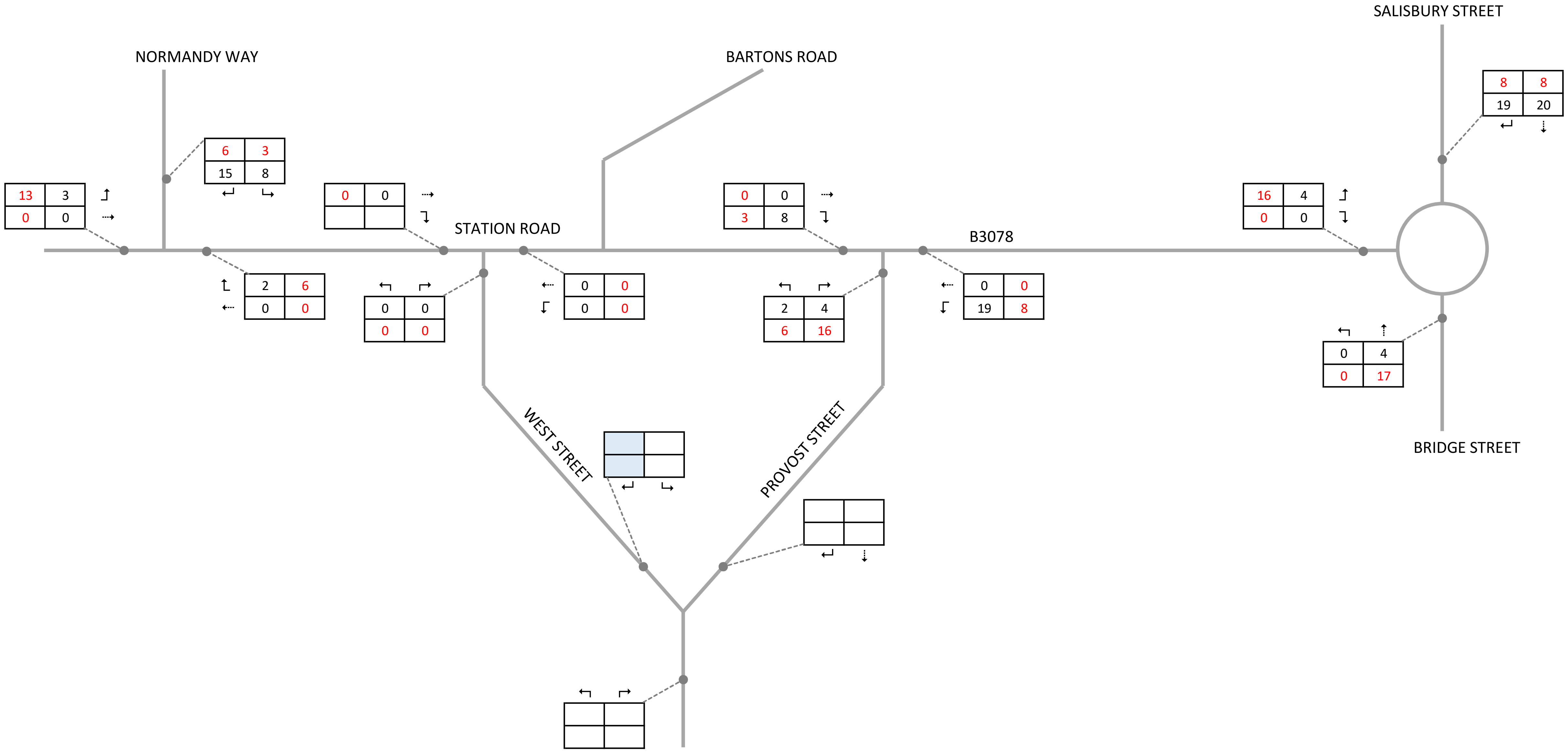


Notes: Data taken from the TA Addendum (ref: TW/RW/ITB17592-006a) submitted by iTransport on behalf of Cala Homes for application 23/10316 for 206 dwellings. Data has been taken from Figures TF13 and TF14.

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: SS17 Flows - With SS18 Link Road

xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures

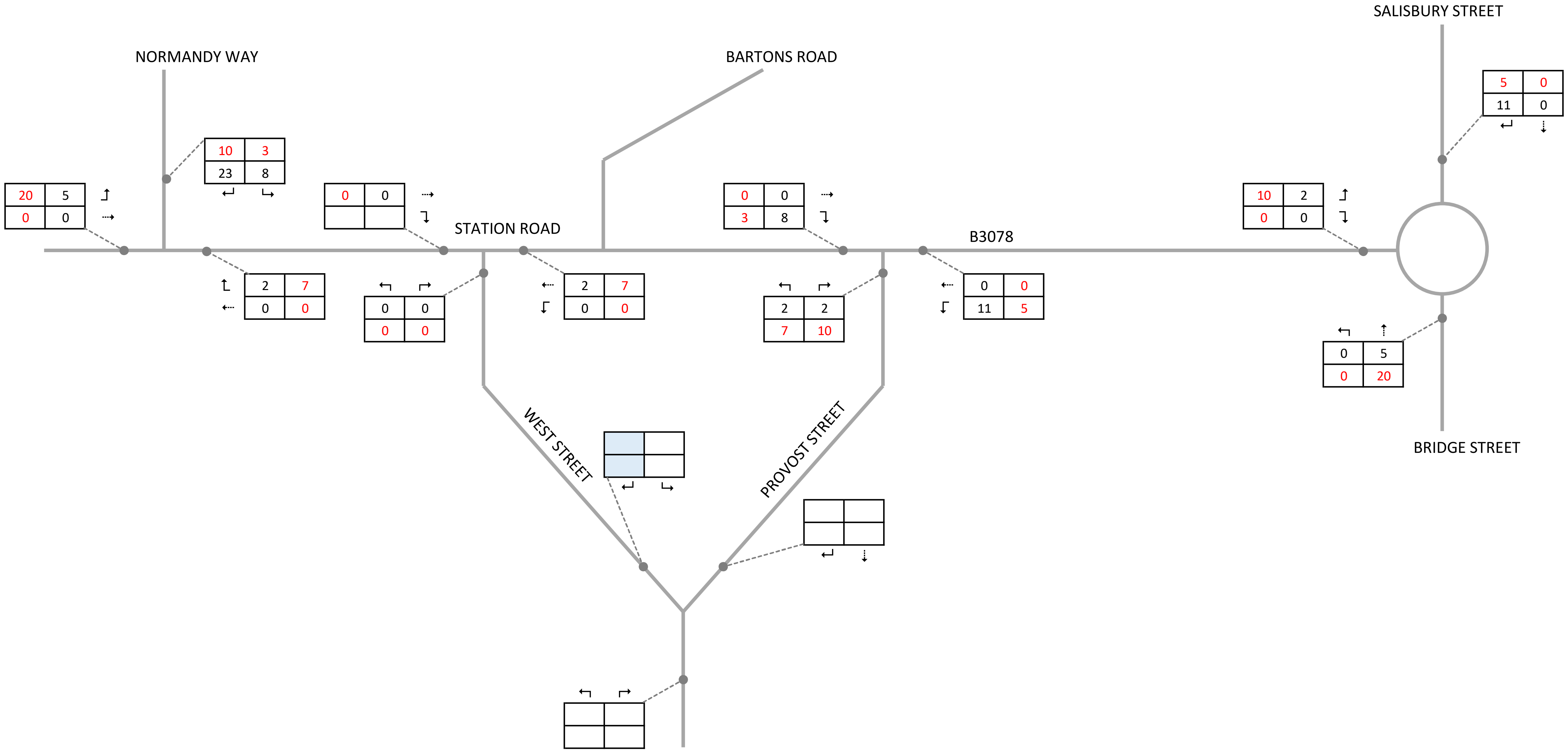


Notes: Taken from Flows supplied by Anna Li at HCC on the basis that Link Road is delivered through SS18. Trips southbound on A338 are derived from distribution in Table 7.5 of SS17 TA. Assumptions made that Totton and Southampton trips would utilse B3078 East, trips to Bournemouth, Christchurch and Ringwood assumed to use A338 South. On this basis of a 20/80 split, 80% of trips routing towards A338S between Bridge Street and Salisbury Street removed and remaining 20% retained for B3078 E.

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: SS18 Flows

xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures

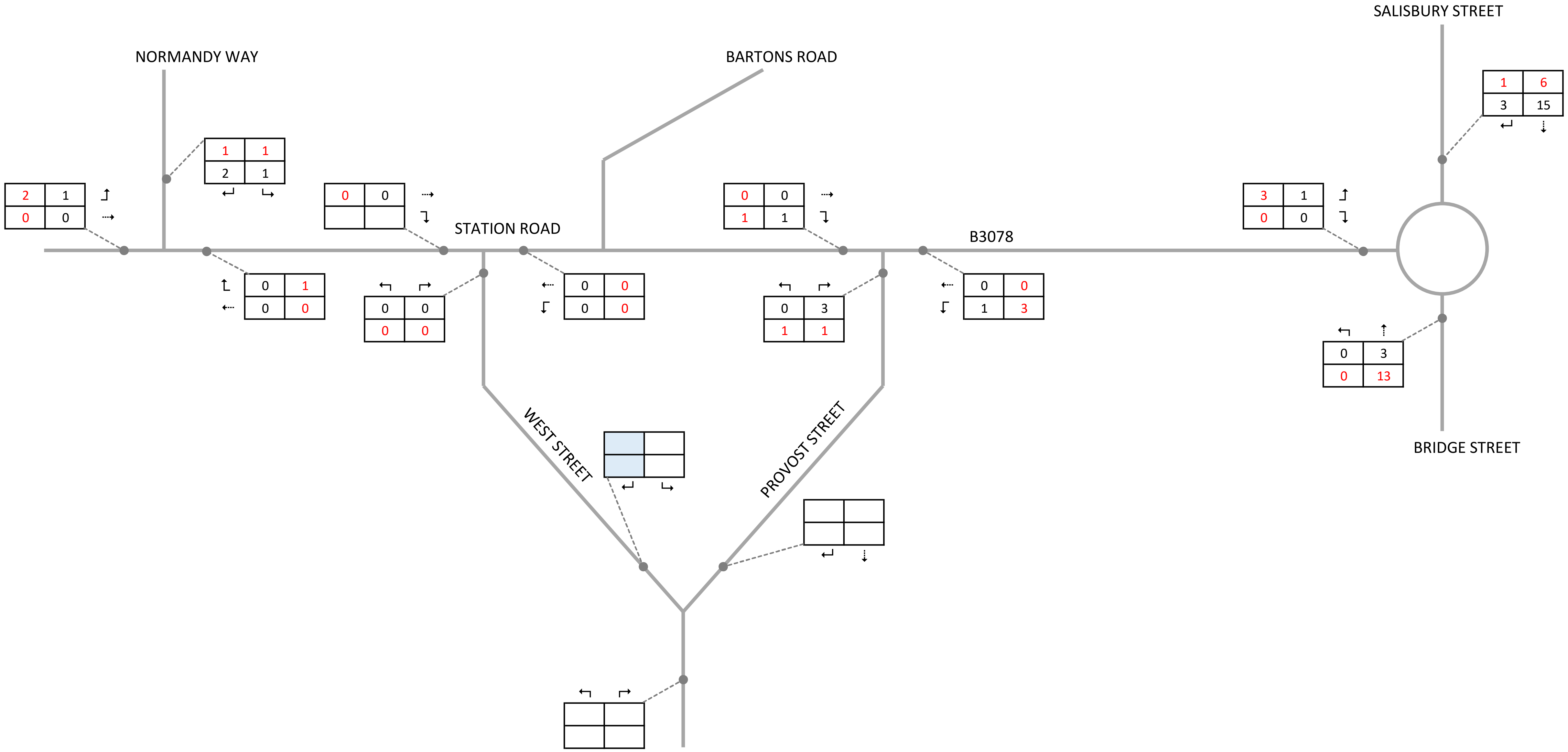


Notes: Taken from Flows supplied by Anna Li at HCC. Assumes Link Road associated with SS18 is delivered.

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Tinkers Cross Flows

xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures

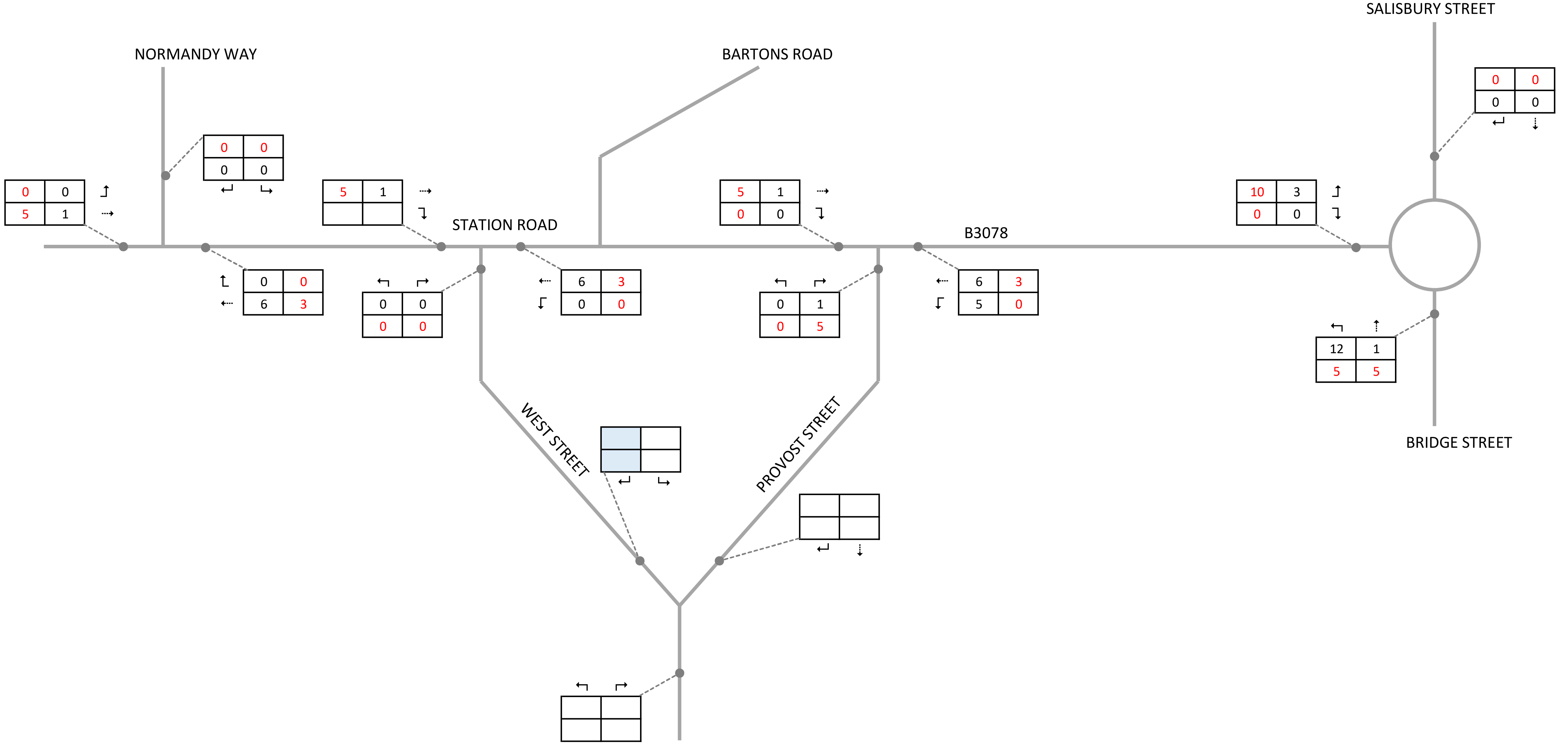


Notes: Taken from Flows supplied by Anna Li at HCC. Assumes Link Road associated with SS18 is not delivered.

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Middle Burgate and Burgate Acres Flows

xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures

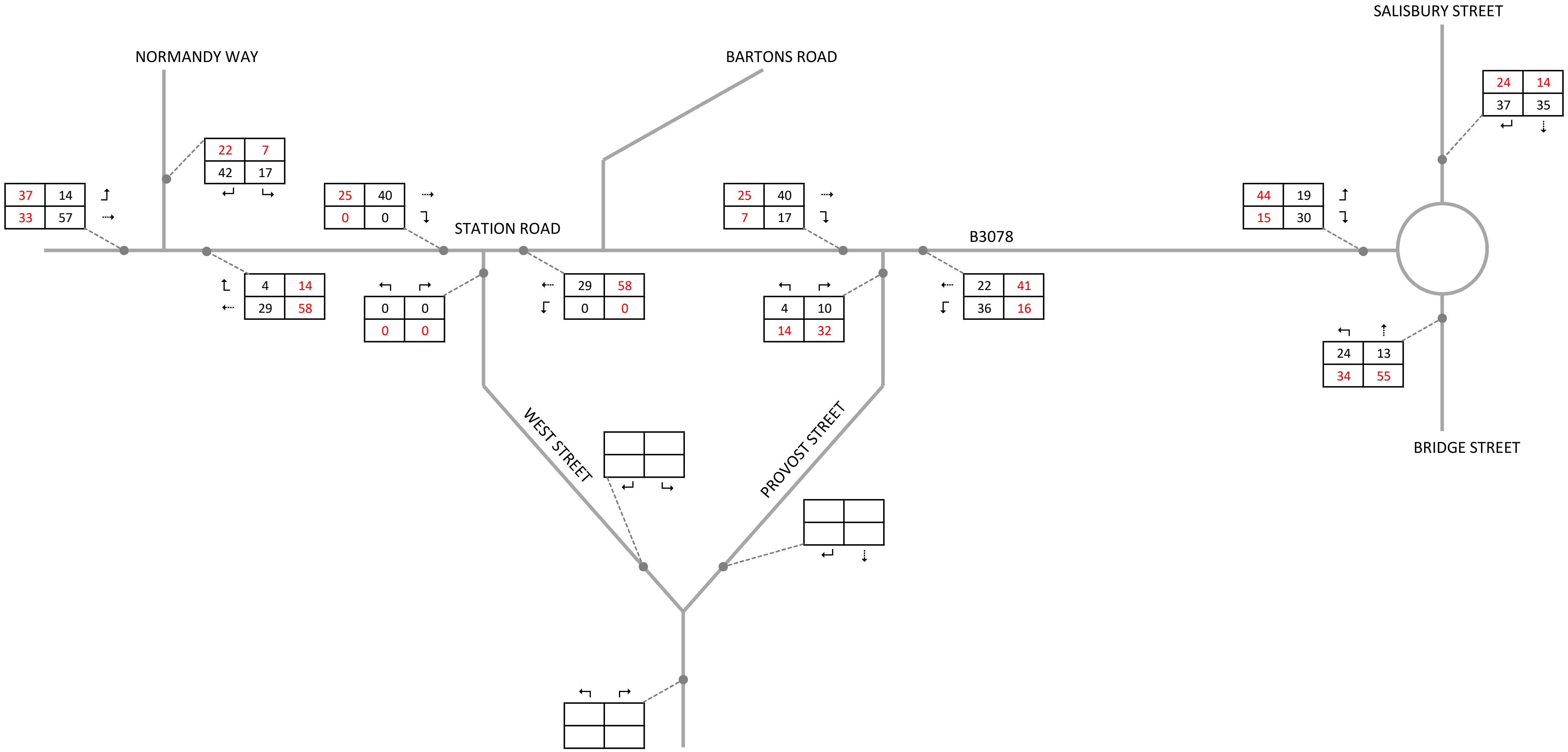


Notes: Taken from Flows supplied by Anna Li at HCC. Assumes Link Road associated with SS18 is not delivered.

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Committed Development Scenario: Total Committed development from HCC With SS18 Link Road

xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures



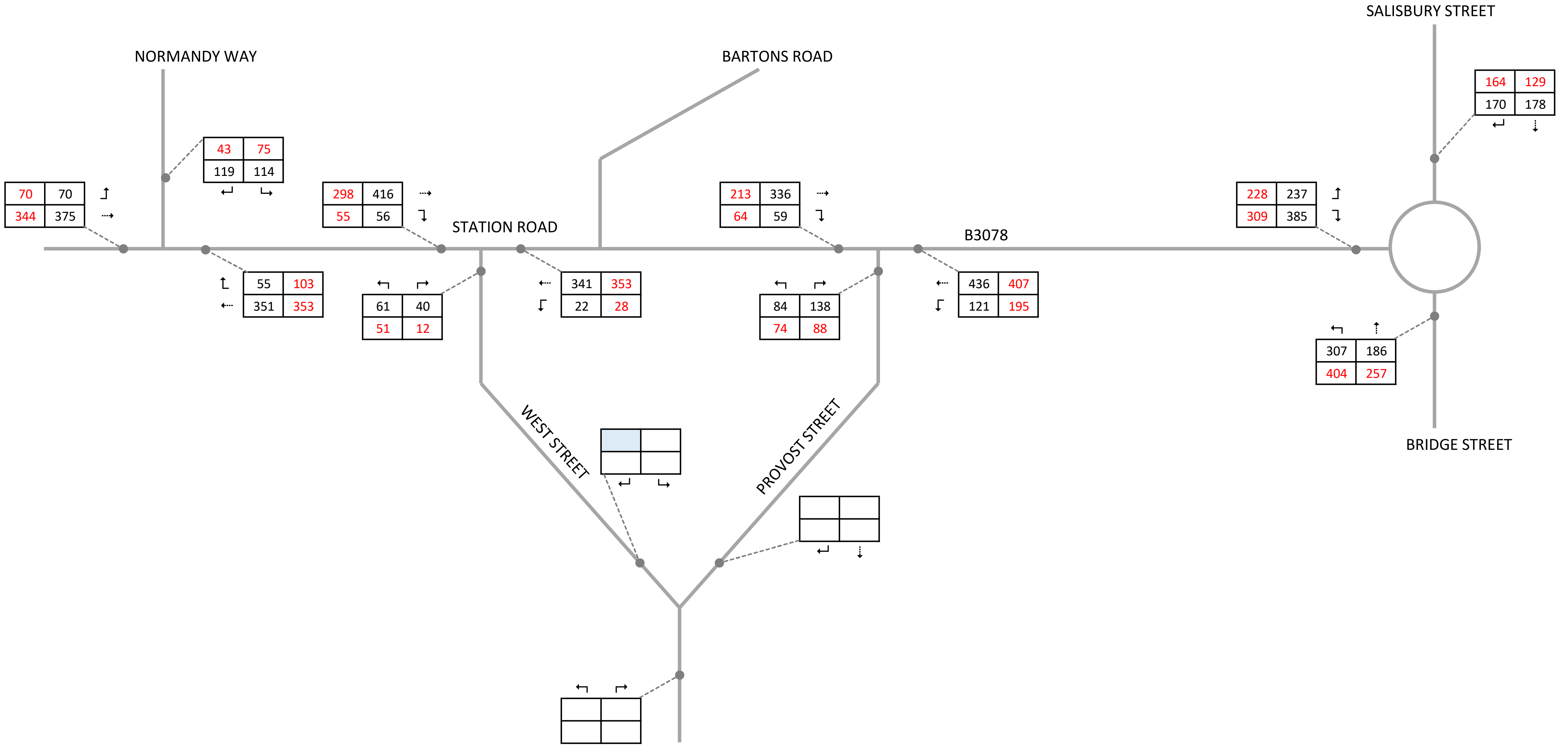
Notes: As per Committed Development provided by HCC, but assumes SS17 can utilise SS18 Link Road based on conversations with HCC since. Therefore some redistribution between Salisbury Street and Bridge Street as SS17 SB already accessed the A338 at SS18.

paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario 1: 2033 Forecast + Committed Development (With SS18 Link Road)

xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures

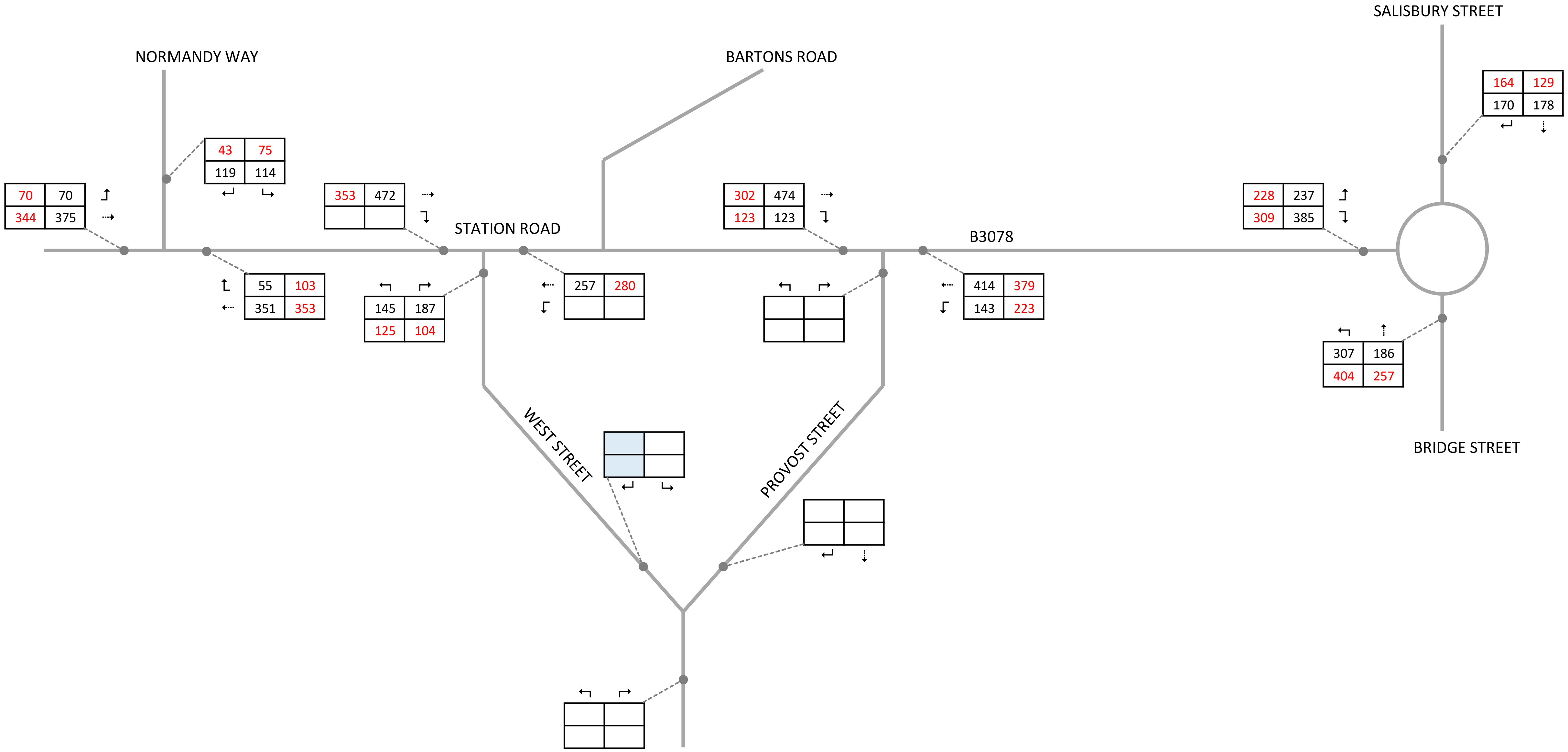


paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario 2: 2033 Forecast + Committed Development (With SS18 Link Road) One Way

xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures

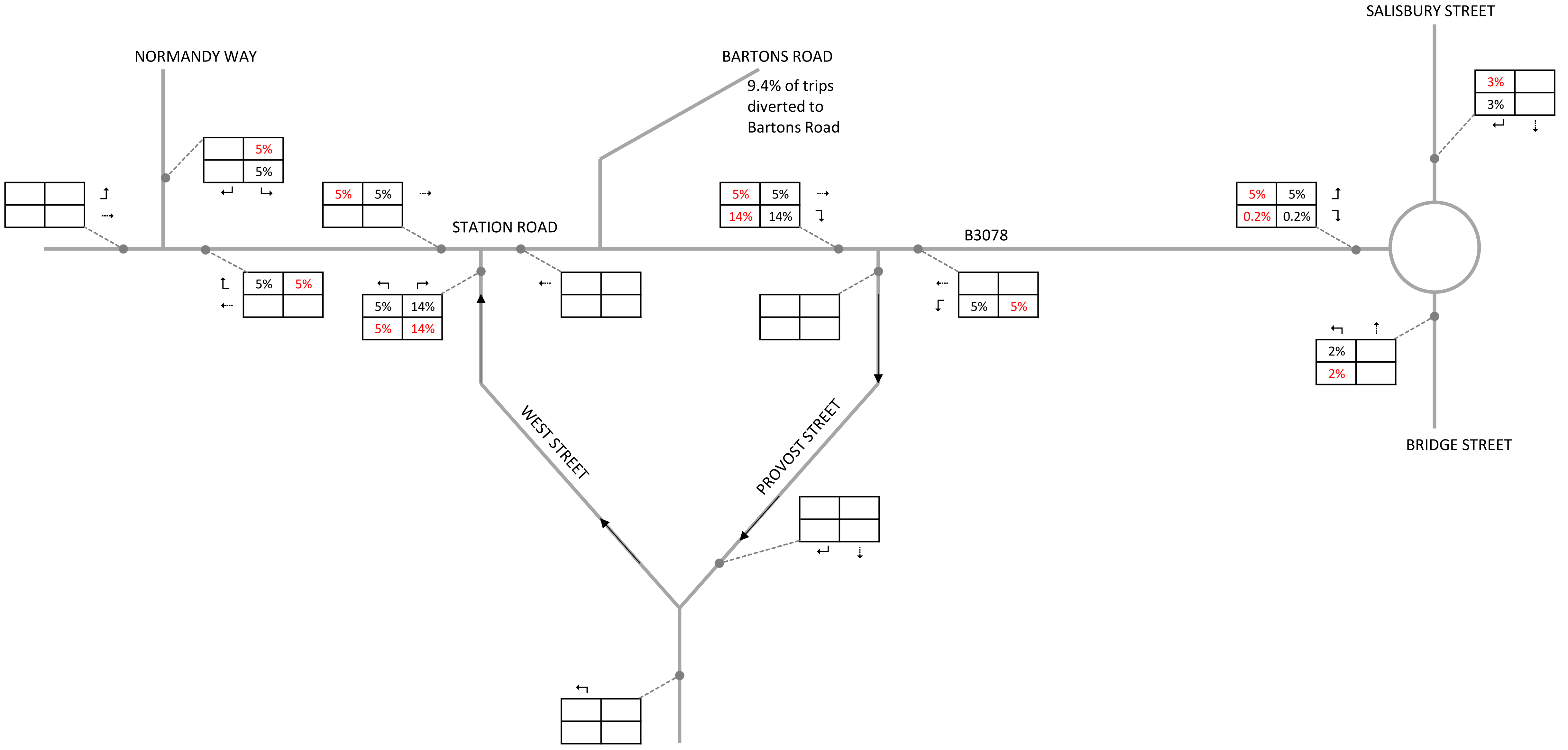


paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Proposed Trip Distribution (With One Way)

xxx AM Arrivals
xxx AM Departures
xxx PM Arrivals
xxx PM Departures

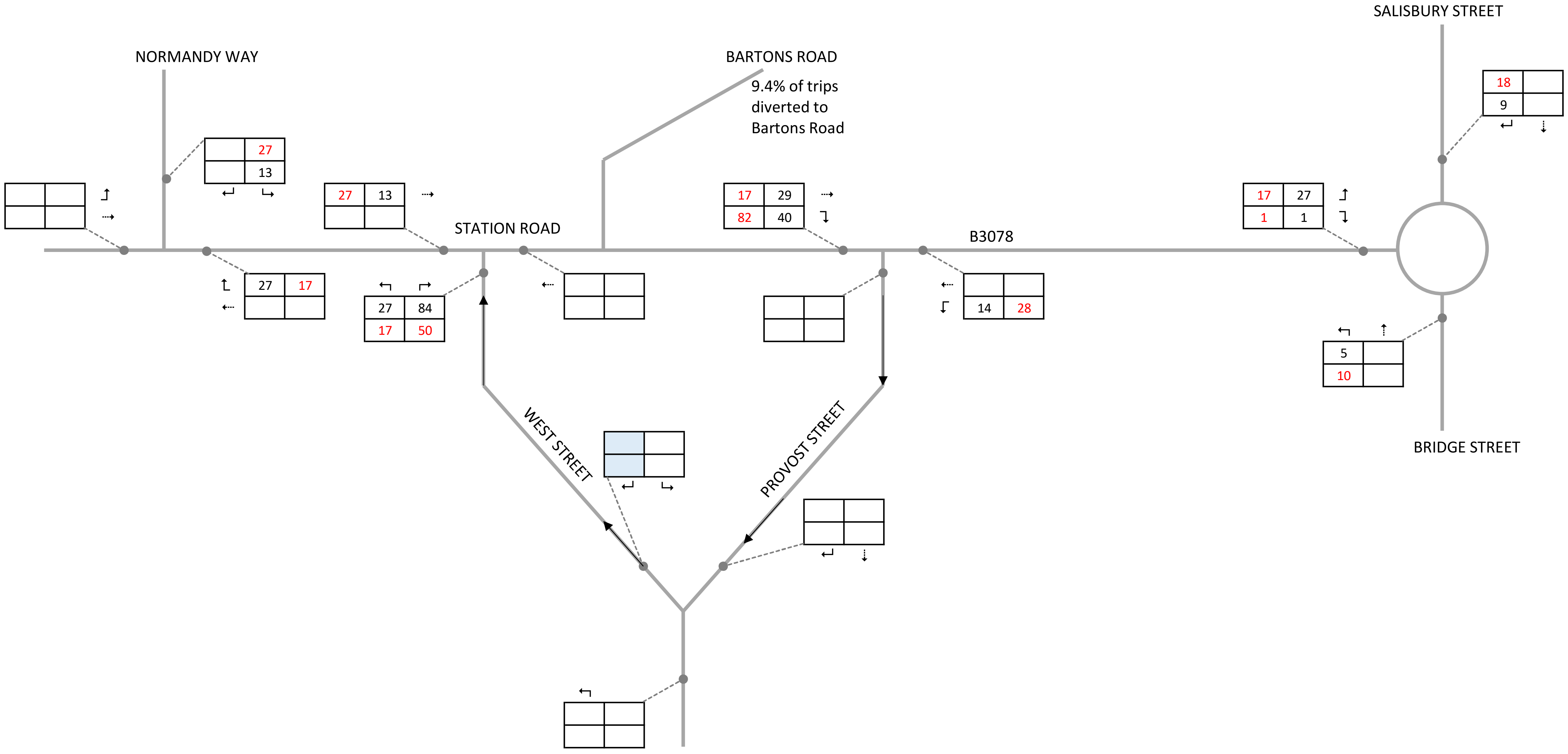


Notes: As per Distribution 1 but implements the proposed Provost Street / West Street one way system.

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Proposed Trip Assignment (With One Way)

286 AM Arrivals
585 AM Departures
582 PM Arrivals
352 PM Departures

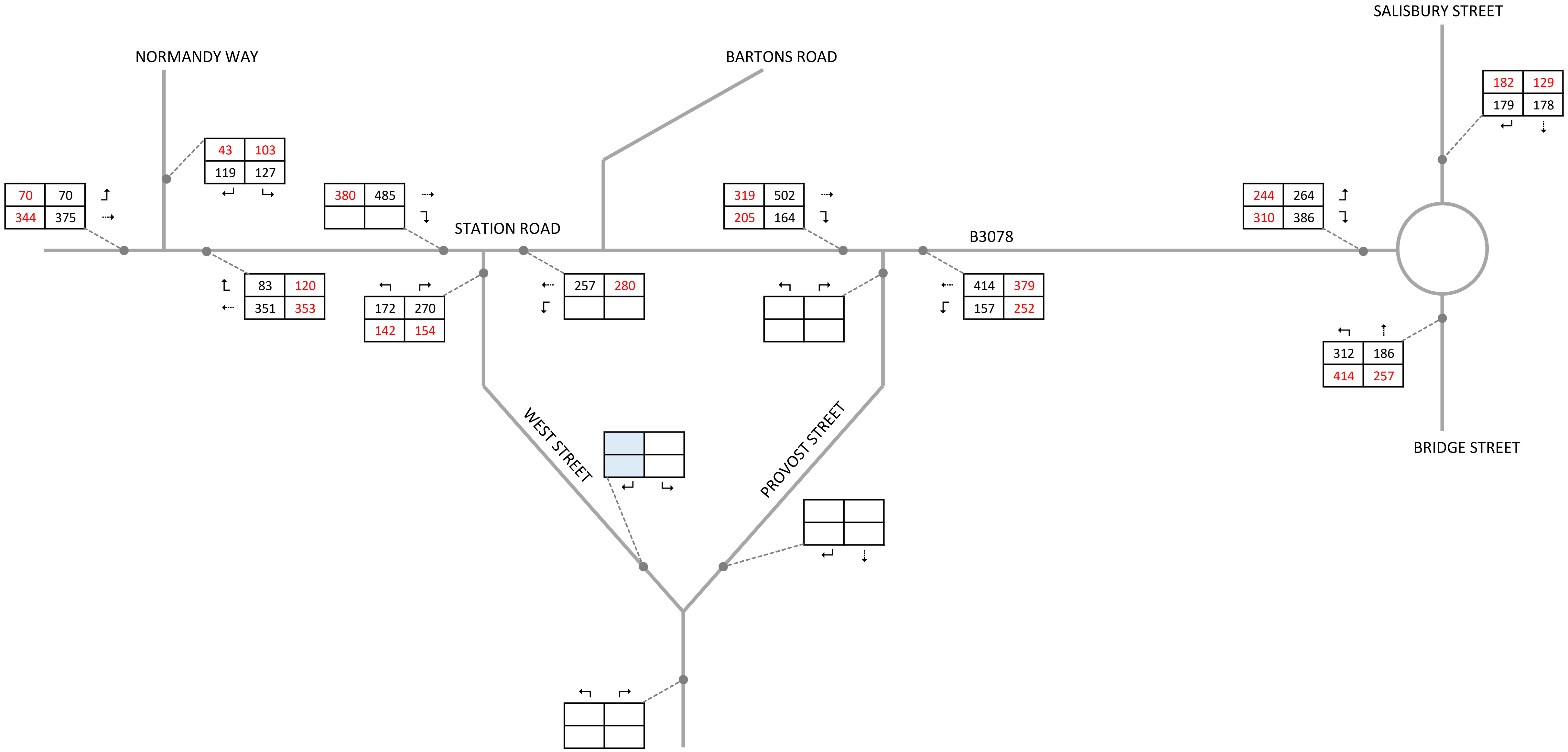


Notes: It is assumed that trips to 'Fordingbridge MSOA XX' which broadly consumes Fordingbridge will be to the car park located at Bartons Road, but can also be accessed via Salisbury Street. This will be sufficient a node to capture overspill of trips going elsewhere. On this basis, due to geographies it is assumed 75% of 'Fordingbridge Trips' will be to/from Barton Road, whilst 25% of trips will be via Salisbury Road. Furtehrmore this distribution is on the basis of SS18 being implemented, therefore 75% of A338N trips will utilise Normandy Way and SS18 to avoid the high street, where as 25% of A338N trips will use The Salisbury Road/Bridge Street routes

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario 3: Forecast + Committed Development (WSS18LR) + Revised Education TIR Proposed Development (One Way)

286 AM Arrivals
585 AM Departures
582 PM Arrivals
352 PM Departures



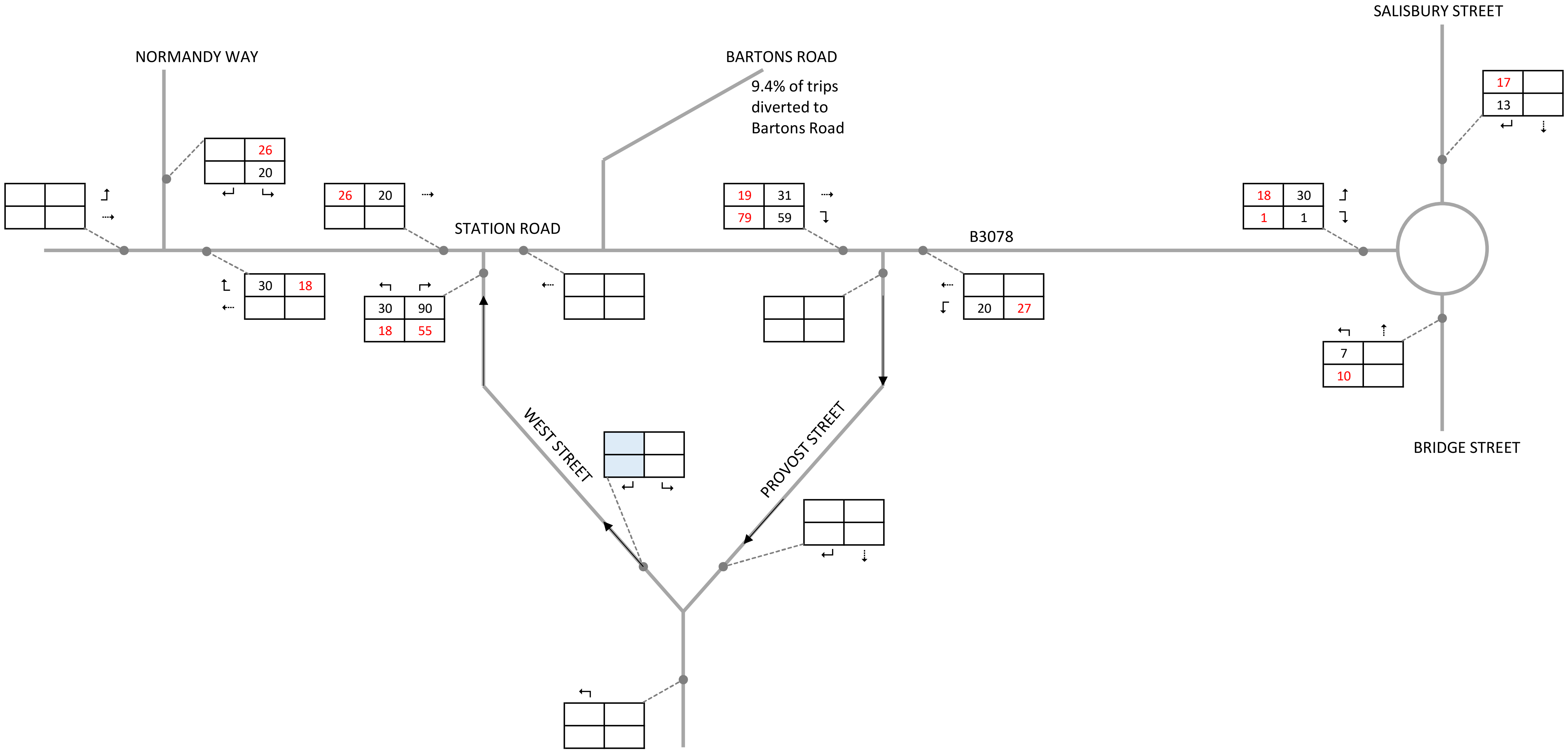
Notes:

paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Proposed Sensitivity Trip Assignment (With One Way system)

418 AM Arrivals
631 AM Departures
559 PM Arrivals
385 PM Departures

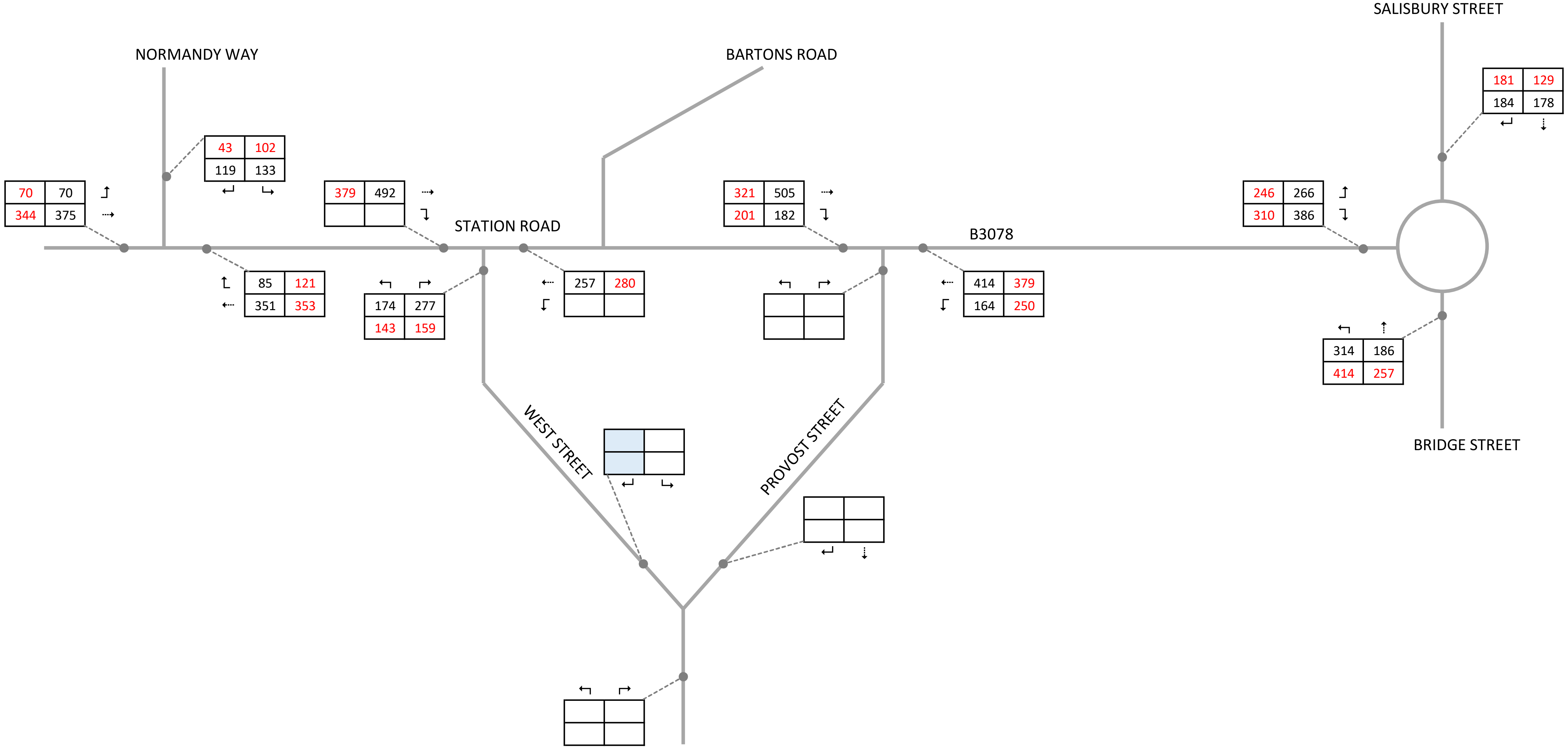


Notes: Using HCC Trip Rates and Revised Education Trip Internalisation Calculations for Deductions on Existing Alderholt trips

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario 4: Forecast + Committed Development (With SS18LR) + HCC Sensitivity Development Flows - One Way

418 AM Arrivals
631 AM Departures
559 PM Arrivals
385 PM Departures



Appendix R

Junctions 9

ARCADY 9 - Roundabout Module

Filename: B3078 Sailsbury Street Mini Rbt Sensitivity_capacity adjustment.j9
Path: P:\Southern\130-139\132 Intelligent Land\132.0001 South Alderholt Strategic Site\Modelling\2023 Post-App\Sailsbury Street Bridge Street R.bout
Report generation date: 4/26/2024 2:27:21 PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	F'bridge 2023 Base							
Arm 1	1.2	15.46	0.55	C	0.9	11.70	0.46	B
Arm 2	0.7	5.67	0.43	A	1.1	6.57	0.52	A
Arm 3	2.0	12.03	0.67	B	1.3	9.30	0.56	A
	F'bridge 2033 Forecast + CD With One Way							
Arm 1	3.2	31.61	0.78	D	1.4	15.38	0.58	C
Arm 2	1.0	6.66	0.50	A	1.8	9.05	0.65	A
Arm 3	3.3	18.02	0.78	C	2.3	14.32	0.70	B
	F'bridge 2033 Forecast + CD + PD With One Way							
Arm 1	3.6	34.51	0.80	D	1.6	16.83	0.62	C
Arm 2	1.0	6.81	0.51	A	1.9	9.60	0.66	A
Arm 3	4.0	21.22	0.81	C	2.6	15.45	0.72	C
	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way							
Arm 1	3.7	35.81	0.80	E	1.6	16.75	0.61	C
Arm 2	1.0	6.86	0.51	A	1.9	9.58	0.66	A
Arm 3	4.1	21.49	0.81	C	2.6	15.60	0.73	C

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/3/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\abmodelling
Description	Geometries taken from Models Approved as part of SS18 application

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	F'bridge 2023 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	F'bridge 2023 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	F'bridge 2033 Forecast + CD With One Way	AM	ONE HOUR	07:45	09:15	15	✓
D4	F'bridge 2033 Forecast + CD With One Way	PM	ONE HOUR	16:45	18:15	15	✓
D5	F'bridge 2033 Forecast + CD + PD With One Way	AM	ONE HOUR	07:45	09:15	15	✓
D6	F'bridge 2033 Forecast + CD + PD With One Way	PM	ONE HOUR	16:45	18:15	15	✓
D7	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	AM	ONE HOUR	07:45	09:15	15	✓
D8	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

F'bridge 2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	10.52	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Sailsbury Street	
2	B3078 (E)	
3	B3078 (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.20	2.00	3.00	0.4	11.90	9.80	0.0	
2	3.20	2.80	5.30	2.9	12.30	9.30	0.0	
3	3.60	3.60	4.80	3.0	14.90	13.80	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.558	700
2	0.609	840
3	0.646	1031

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
1	Direct	Calibration against recorded queues	50
2	Direct	Calibration against recorded queues	400
3	Direct	Calibration against recorded queues	0

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	F'bridge 2023 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	263	100.000
2		ONE HOUR	✓	433	100.000
3		ONE HOUR	✓	545	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	136	127
	2	164	0	269
	3	207	338	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	3
	2	3	0	4
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.55	15.46	1.2	C	241	362
2	0.43	5.67	0.7	A	397	596
3	0.67	12.03	2.0	B	500	750

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	198	50	253	587	0.337	196	278	0.0	0.5	9.154	A
2	326	81	95	1139	0.286	324	354	0.0	0.4	4.411	A
3	410	103	123	937	0.438	407	296	0.0	0.8	6.762	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	236	59	303	560	0.422	236	333	0.5	0.7	11.072	B
2	389	97	114	1127	0.345	389	425	0.4	0.5	4.870	A
3	490	122	147	921	0.532	489	355	0.8	1.1	8.305	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	290	72	370	523	0.553	288	407	0.7	1.2	15.151	C
2	477	119	139	1112	0.429	476	519	0.5	0.7	5.648	A
3	600	150	180	899	0.668	597	435	1.1	1.9	11.787	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	290	72	372	522	0.554	289	408	1.2	1.2	15.461	C
2	477	119	140	1112	0.429	477	522	0.7	0.7	5.668	A
3	600	150	181	899	0.668	600	436	1.9	2.0	12.033	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	236	59	306	558	0.424	238	335	1.2	0.7	11.315	B
2	389	97	115	1127	0.346	390	429	0.7	0.5	4.892	A
3	490	122	148	920	0.532	493	357	2.0	1.2	8.494	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	198	50	255	586	0.338	199	280	0.7	0.5	9.328	A
2	326	81	96	1138	0.286	326	358	0.5	0.4	4.437	A
3	410	103	124	936	0.438	412	299	1.2	0.8	6.888	A

F'bridge 2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	8.57	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	F'bridge 2023 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	242	100.000
2		ONE HOUR	✓	544	100.000
3		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	109	133
	2	192	0	352
	3	175	280	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	1	0	0
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.46	11.70	0.9	B	222	333
2	0.52	6.57	1.1	A	499	749
3	0.56	9.30	1.3	A	418	626

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	182	46	209	629	0.289	181	275	0.0	0.4	7.992	A
2	410	102	99	1175	0.349	407	291	0.0	0.5	4.675	A
3	343	86	144	932	0.368	340	363	0.0	0.6	6.064	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	218	54	251	606	0.359	217	329	0.4	0.6	9.224	A
2	489	122	119	1163	0.421	488	349	0.5	0.7	5.331	A
3	409	102	172	913	0.448	408	435	0.6	0.8	7.115	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	266	67	307	575	0.464	265	403	0.6	0.8	11.592	B
2	599	150	146	1147	0.522	598	427	0.7	1.1	6.536	A
3	501	125	211	888	0.564	499	532	0.8	1.3	9.208	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	266	67	308	574	0.464	266	404	0.8	0.9	11.700	B
2	599	150	146	1146	0.522	599	428	1.1	1.1	6.574	A
3	501	125	211	888	0.564	501	534	1.3	1.3	9.299	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	218	54	253	605	0.360	219	331	0.9	0.6	9.346	A
2	489	122	120	1162	0.421	490	351	1.1	0.7	5.370	A
3	409	102	173	913	0.448	411	438	1.3	0.8	7.199	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	182	46	211	628	0.290	183	277	0.6	0.4	8.093	A
2	410	102	100	1174	0.349	410	294	0.7	0.5	4.716	A
3	343	86	145	931	0.368	343	366	0.8	0.6	6.138	A

F'bridge 2033 Forecast + CD With One Way, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	17.42	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	F'bridge 2033 Forecast + CD With One Way	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	348	100.000
2		ONE HOUR	✓	493	100.000
3		ONE HOUR	✓	622	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	178	170
	2	186	0	307
	3	237	385	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	3
	2	3	0	4
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.78	31.61	3.2	D	319	479
2	0.50	6.66	1.0	A	452	679
3	0.78	18.02	3.3	C	571	856

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	262	65	287	568	0.461	259	316	0.0	0.8	11.505	B
2	371	93	127	1120	0.332	369	419	0.0	0.5	4.785	A
3	468	117	139	926	0.506	464	357	0.0	1.0	7.734	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	313	78	345	537	0.582	311	379	0.8	1.3	15.758	C
2	443	111	152	1104	0.401	443	503	0.5	0.7	5.435	A
3	559	140	167	908	0.616	557	428	1.0	1.6	10.200	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	383	96	420	496	0.772	377	463	1.3	3.0	28.593	D
2	543	136	184	1085	0.500	542	612	0.7	1.0	6.612	A
3	685	171	204	883	0.776	678	522	1.6	3.2	17.045	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	383	96	424	494	0.775	382	466	3.0	3.2	31.612	D
2	543	136	187	1083	0.501	543	619	1.0	1.0	6.664	A
3	685	171	205	883	0.776	684	525	3.2	3.3	18.024	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	313	78	350	534	0.586	320	383	3.2	1.5	17.286	C
2	443	111	157	1101	0.402	444	513	1.0	0.7	5.489	A
3	559	140	168	907	0.616	566	433	3.3	1.7	10.745	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	262	65	291	566	0.463	264	320	1.5	0.9	12.018	B
2	371	93	129	1118	0.332	372	426	0.7	0.5	4.829	A
3	468	117	140	925	0.506	471	361	1.7	1.0	7.966	A

F'bridge 2033 Forecast + CD With One Way, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	12.19	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	F'bridge 2033 Forecast + CD With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	293	100.000
2		ONE HOUR	✓	661	100.000
3		ONE HOUR	✓	537	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	129	164
	2	257	0	404
	3	228	309	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	1	0	0
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.58	15.38	1.4	C	269	403
2	0.65	9.05	1.8	A	607	910
3	0.70	14.32	2.3	B	493	739

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	221	55	231	618	0.357	218	363	0.0	0.5	8.971	A
2	498	124	122	1161	0.429	495	327	0.0	0.7	5.382	A
3	404	101	192	901	0.449	401	425	0.0	0.8	7.162	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	263	66	277	592	0.445	262	435	0.5	0.8	10.902	B
2	594	149	147	1146	0.519	593	392	0.7	1.1	6.492	A
3	483	121	231	876	0.551	481	509	0.8	1.2	9.085	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	323	81	338	557	0.579	320	531	0.8	1.3	15.049	C
2	728	182	179	1126	0.646	725	479	1.1	1.8	8.910	A
3	591	148	282	842	0.702	587	622	1.2	2.2	13.872	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	323	81	340	556	0.580	322	534	1.3	1.4	15.385	C
2	728	182	181	1125	0.647	728	482	1.8	1.8	9.045	A
3	591	148	283	842	0.702	591	625	2.2	2.3	14.323	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	263	66	280	590	0.447	266	439	1.4	0.8	11.174	B
2	594	149	149	1145	0.519	597	397	1.8	1.1	6.606	A
3	483	121	232	875	0.552	487	514	2.3	1.3	9.381	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	221	55	234	616	0.358	222	366	0.8	0.6	9.153	A
2	498	124	124	1160	0.429	499	331	1.1	0.8	5.460	A
3	404	101	194	899	0.449	406	429	1.3	0.8	7.322	A

F'bridge 2033 Forecast + CD + PD With One Way, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	19.58	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	F'bridge 2033 Forecast + CD + PD With One Way	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	357	100.000
2		ONE HOUR	✓	498	100.000
3		ONE HOUR	✓	650	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	178	179
	2	186	0	312
	3	264	386	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	3
	2	3	0	4
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.80	34.51	3.6	D	328	491
2	0.51	6.81	1.0	A	457	685
3	0.81	21.22	4.0	C	596	895

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	269	67	288	568	0.473	265	336	0.0	0.9	11.755	B
2	375	94	133	1116	0.336	373	420	0.0	0.5	4.835	A
3	489	122	139	926	0.529	485	367	0.0	1.1	8.093	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	321	80	345	537	0.598	319	403	0.9	1.4	16.320	C
2	448	112	160	1099	0.407	447	504	0.5	0.7	5.513	A
3	584	146	167	907	0.644	582	440	1.1	1.8	10.964	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	393	98	420	496	0.792	386	492	1.4	3.3	30.616	D
2	548	137	194	1079	0.508	547	612	0.7	1.0	6.748	A
3	716	179	204	883	0.811	707	536	1.8	3.9	19.602	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	393	98	425	494	0.796	392	495	3.3	3.6	34.511	D
2	548	137	197	1077	0.509	548	619	1.0	1.0	6.808	A
3	716	179	205	883	0.811	715	540	3.9	4.0	21.218	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	321	80	352	533	0.602	329	409	3.6	1.6	18.239	C
2	448	112	165	1096	0.408	449	516	1.0	0.7	5.573	A
3	584	146	168	907	0.644	593	447	4.0	1.9	11.768	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	269	67	292	566	0.475	271	340	1.6	0.9	12.332	B
2	375	94	136	1114	0.337	376	427	0.7	0.5	4.882	A
3	489	122	140	925	0.529	492	372	1.9	1.1	8.376	A

F'bridge 2033 Forecast + CD + PD With One Way, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	13.18	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	F'bridge 2033 Forecast + CD + PD With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	311	100.000
2		ONE HOUR	✓	671	100.000
3		ONE HOUR	✓	554	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	129	182
	2	257	0	414
	3	244	310	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	1	0	0
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.62	16.83	1.6	C	285	428
2	0.66	9.60	1.9	A	616	924
3	0.72	15.45	2.6	C	508	763

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	234	59	231	617	0.379	232	375	0.0	0.6	9.281	A
2	505	126	136	1153	0.438	502	328	0.0	0.8	5.509	A
3	417	104	192	901	0.463	414	445	0.0	0.8	7.343	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	280	70	278	591	0.473	278	449	0.6	0.9	11.465	B
2	603	151	163	1136	0.531	602	393	0.8	1.1	6.721	A
3	498	125	231	876	0.569	496	534	0.8	1.3	9.453	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	342	86	339	557	0.615	340	548	0.9	1.5	16.367	C
2	739	185	199	1114	0.663	736	480	1.1	1.9	9.426	A
3	610	152	282	843	0.724	605	653	1.3	2.5	14.865	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	342	86	341	556	0.616	342	551	1.5	1.6	16.833	C
2	739	185	200	1113	0.664	739	483	1.9	1.9	9.598	A
3	610	152	283	842	0.725	610	656	2.5	2.6	15.452	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	280	70	281	589	0.474	282	454	1.6	0.9	11.816	B
2	603	151	165	1135	0.532	606	398	1.9	1.2	6.852	A
3	498	125	232	875	0.569	503	539	2.6	1.4	9.798	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	234	59	234	616	0.380	235	379	0.9	0.6	9.498	A
2	505	126	138	1151	0.439	507	332	1.2	0.8	5.597	A
3	417	104	194	900	0.464	419	450	1.4	0.9	7.522	A

F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	20.05	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	361	100.000
2		ONE HOUR	✓	500	100.000
3		ONE HOUR	✓	652	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	178	183
	2	186	0	314
	3	266	386	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	3
	2	3	0	4
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.80	35.81	3.7	E	331	496
2	0.51	6.86	1.0	A	459	688
3	0.81	21.49	4.1	C	598	897

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	272	68	288	568	0.478	268	338	0.0	0.9	11.860	B
2	376	94	136	1114	0.338	374	420	0.0	0.5	4.855	A
3	491	123	139	926	0.530	486	371	0.0	1.1	8.119	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	324	81	345	537	0.604	322	405	0.9	1.5	16.574	C
2	449	112	163	1098	0.410	449	504	0.5	0.7	5.543	A
3	586	147	167	907	0.646	584	445	1.1	1.8	11.022	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	397	99	420	496	0.800	389	494	1.5	3.4	31.520	D
2	551	138	197	1077	0.511	549	612	0.7	1.0	6.803	A
3	718	179	204	883	0.813	709	542	1.8	3.9	19.809	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	397	99	425	494	0.804	396	497	3.4	3.7	35.814	E
2	551	138	201	1075	0.512	550	620	1.0	1.0	6.864	A
3	718	179	205	883	0.813	717	546	3.9	4.1	21.486	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	324	81	352	533	0.608	333	410	3.7	1.6	18.641	C
2	449	112	169	1094	0.411	451	516	1.0	0.7	5.606	A
3	586	147	168	907	0.646	595	452	4.1	1.9	11.851	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	272	68	292	566	0.480	274	342	1.6	0.9	12.463	B
2	376	94	139	1112	0.338	377	428	0.7	0.5	4.902	A
3	491	123	140	925	0.531	494	376	1.9	1.2	8.409	A

F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	13.20	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	310	100.000
2		ONE HOUR	✓	671	100.000
3		ONE HOUR	✓	556	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	129	181
	2	257	0	414
	3	246	310	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	1	0	0
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.61	16.75	1.6	C	284	427
2	0.66	9.58	1.9	A	616	924
3	0.73	15.60	2.6	C	510	765

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	233	58	231	617	0.378	231	376	0.0	0.6	9.262	A
2	505	126	135	1153	0.438	502	328	0.0	0.8	5.505	A
3	419	105	192	901	0.465	415	445	0.0	0.9	7.363	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	279	70	278	591	0.471	278	451	0.6	0.9	11.433	B
2	603	151	162	1137	0.531	602	393	0.8	1.1	6.714	A
3	500	125	231	876	0.571	498	533	0.9	1.3	9.482	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	341	85	339	557	0.613	339	550	0.9	1.5	16.289	C
2	739	185	198	1115	0.663	736	480	1.1	1.9	9.411	A
3	612	153	282	843	0.726	607	652	1.3	2.5	14.991	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	341	85	341	556	0.614	341	554	1.5	1.6	16.747	C
2	739	185	199	1114	0.663	739	483	1.9	1.9	9.581	A
3	612	153	283	842	0.727	612	655	2.5	2.6	15.596	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	279	70	281	589	0.473	281	456	1.6	0.9	11.783	B
2	603	151	164	1135	0.531	606	398	1.9	1.2	6.845	A
3	500	125	232	875	0.571	505	538	2.6	1.4	9.850	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	233	58	234	616	0.379	235	380	0.9	0.6	9.479	A
2	505	126	137	1152	0.439	507	332	1.2	0.8	5.593	A
3	419	105	194	900	0.465	421	450	1.4	0.9	7.546	A

Appendix S

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Station Road,Normandy Way Junction_Sensitivty Flows.j9
Path: P:\Southern\130-139\132 Intelligent Land\132.0001 South Alderholt Strategic Site\Modelling\2023 Post-App\Normandy Way
Report generation date: 5/1/2024 6:43:10 AM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	F'bridge 2023							
Stream B-C	0.2	8.18	0.19	A	0.1	7.08	0.12	A
Stream B-A	0.3	12.36	0.22	B	0.1	10.64	0.06	B
Stream C-AB	0.3	5.55	0.13	A	0.4	6.13	0.21	A
	F'bridge 2033 Forecast + CD With One Way							
Stream B-C	0.3	9.69	0.25	A	0.2	7.76	0.15	A
Stream B-A	0.7	18.82	0.41	C	0.2	13.08	0.15	B
Stream C-AB	0.4	5.58	0.16	A	0.7	6.45	0.29	A
	F'bridge 2033 Forecast + CD + PD With One Way							
Stream B-C	0.4	10.99	0.30	B	0.3	8.31	0.21	A
Stream B-A	0.6	18.13	0.40	C	0.2	13.49	0.15	B
Stream C-AB	0.6	6.18	0.24	A	0.8	6.91	0.33	A
	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way							
Stream B-C	0.4	11.21	0.31	B	0.3	8.30	0.21	A
Stream B-A	0.7	18.53	0.40	C	0.2	13.51	0.15	B
Stream C-AB	0.6	6.23	0.25	A	0.8	6.94	0.34	A

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/3/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\abmodelling
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	F'bridge 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	F'bridge 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	F'bridge 2033 Forecast + CD With One Way	AM	ONE HOUR	07:45	09:15	15	✓
D4	F'bridge 2033 Forecast + CD With One Way	PM	ONE HOUR	16:45	18:15	15	✓
D5	F'bridge 2033 Forecast + CD + PD With One Way	AM	ONE HOUR	07:45	09:15	15	✓
D6	F'bridge 2033 Forecast + CD + PD With One Way	PM	ONE HOUR	16:45	18:15	15	✓
D7	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	AM	ONE HOUR	07:45	09:15	15	✓
D8	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

F'bridge 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road (W)		Major
B	Normandy Way		Minor
C	Station Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50			80.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.40	3.50	3.00	3.00	3.00	✓	1.00	35	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	545	0.101	0.256	0.161	0.366
1	B-C	677	0.106	0.268	-	-
1	C-B	620	0.246	0.246	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	F'bridge 2023	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	356	100.000
B		ONE HOUR	✓	165	100.000
C		ONE HOUR	✓	355	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	53	303
	B	73	0	92
	C	306	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	3
	B	0	0	0
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	8.18	0.2	A	84	127
B-A	0.22	12.36	0.3	B	67	100
C-AB	0.13	5.55	0.3	A	75	112
C-A					251	376
A-B					49	73
A-C					278	417

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	69	17	589	0.118	69	0.0	0.1	6.908	A
B-A	55	14	428	0.129	54	0.0	0.1	9.630	A
C-AB	55	14	705	0.078	54	0.0	0.1	5.533	A
C-A	212	53			212				
A-B	40	10			40				
A-C	228	57			228				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	570	0.145	83	0.1	0.2	7.382	A
B-A	66	16	404	0.162	65	0.1	0.2	10.616	B
C-AB	71	18	725	0.098	71	0.1	0.2	5.507	A
C-A	248	62			248				
A-B	48	12			48				
A-C	272	68			272				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	101	25	542	0.187	101	0.2	0.2	8.163	A
B-A	80	20	372	0.216	80	0.2	0.3	12.335	B
C-AB	98	25	753	0.130	98	0.2	0.3	5.496	A
C-A	293	73			293				
A-B	58	15			58				
A-C	334	83			334				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	101	25	542	0.187	101	0.2	0.2	8.175	A
B-A	80	20	372	0.216	80	0.3	0.3	12.361	B
C-AB	98	25	753	0.130	98	0.3	0.3	5.506	A
C-A	293	73			293				
A-B	58	15			58				
A-C	334	83			334				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	570	0.145	83	0.2	0.2	7.400	A
B-A	66	16	404	0.162	66	0.3	0.2	10.646	B
C-AB	71	18	725	0.099	72	0.3	0.2	5.527	A
C-A	248	62			248				
A-B	48	12			48				
A-C	272	68			272				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	69	17	589	0.118	69	0.2	0.1	6.934	A
B-A	55	14	428	0.128	55	0.2	0.1	9.666	A
C-AB	55	14	705	0.078	55	0.2	0.1	5.551	A
C-A	212	53			212				
A-B	40	10			40				
A-C	228	57			228				

F'bridge 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	F'bridge 2023	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	327	100.000
B		ONE HOUR	✓	85	100.000
C		ONE HOUR	✓	366	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	31	296
	B	20	0	65
	C	281	85	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	7.08	0.1	A	60	89
B-A	0.06	10.64	0.1	B	18	28
C-AB	0.21	6.13	0.4	A	123	185
C-A					213	319
A-B					28	43
A-C					272	407

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	49	12	613	0.080	49	0.0	0.1	6.377	A
B-A	15	4	414	0.036	15	0.0	0.0	9.011	A
C-AB	91	23	704	0.130	91	0.0	0.2	5.862	A
C-A	184	46			184				
A-B	23	6			23				
A-C	223	56			223				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	15	599	0.098	58	0.1	0.1	6.658	A
B-A	18	4	392	0.046	18	0.0	0.0	9.631	A
C-AB	118	29	723	0.163	118	0.2	0.3	5.953	A
C-A	211	53			211				
A-B	28	7			28				
A-C	266	67			266				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	580	0.123	71	0.1	0.1	7.079	A
B-A	22	6	361	0.061	22	0.0	0.1	10.627	B
C-AB	160	40	749	0.214	160	0.3	0.4	6.118	A
C-A	243	61			243				
A-B	34	9			34				
A-C	326	81			326				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	580	0.123	72	0.1	0.1	7.082	A
B-A	22	6	360	0.061	22	0.1	0.1	10.636	B
C-AB	160	40	749	0.214	160	0.4	0.4	6.131	A
C-A	243	61			243				
A-B	34	9			34				
A-C	326	81			326				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	15	599	0.098	59	0.1	0.1	6.665	A
B-A	18	4	391	0.046	18	0.1	0.0	9.641	A
C-AB	118	30	723	0.163	119	0.4	0.3	5.973	A
C-A	211	53			211				
A-B	28	7			28				
A-C	266	67			266				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	49	12	613	0.080	49	0.1	0.1	6.390	A
B-A	15	4	414	0.036	15	0.0	0.0	9.028	A
C-AB	92	23	705	0.130	92	0.3	0.2	5.885	A
C-A	184	46			184				
A-B	23	6			23				
A-C	223	56			223				

F'bridge 2033 Forecast + CD With One Way, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	F'bridge 2033 Forecast + CD With One Way	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	445	100.000
B		ONE HOUR	✓	233	100.000
C		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	70	375
	B	119	0	114
	C	351	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	3
	B	0	0	0
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.25	9.69	0.3	A	105	157
B-A	0.41	18.82	0.7	C	109	164
C-AB	0.16	5.58	0.4	A	92	138
C-A					281	421
A-B					64	96
A-C					344	516

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	86	21	589	0.146	85	0.0	0.2	7.132	A
B-A	90	22	390	0.230	88	0.0	0.3	11.888	B
C-AB	66	16	714	0.092	65	0.0	0.2	5.548	A
C-A	240	60			240				
A-B	53	13			53				
A-C	282	71			282				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	102	26	555	0.185	102	0.2	0.2	7.945	A
B-A	107	27	362	0.295	107	0.3	0.4	14.050	B
C-AB	87	22	736	0.118	87	0.2	0.2	5.541	A
C-A	278	70			278				
A-B	63	16			63				
A-C	337	84			337				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	126	31	499	0.252	125	0.2	0.3	9.633	A
B-A	131	33	322	0.407	130	0.4	0.7	18.622	C
C-AB	122	31	769	0.159	122	0.2	0.4	5.568	A
C-A	325	81			325				
A-B	77	19			77				
A-C	413	103			413				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	126	31	497	0.253	126	0.3	0.3	9.691	A
B-A	131	33	322	0.407	131	0.7	0.7	18.821	C
C-AB	123	31	769	0.159	123	0.4	0.4	5.582	A
C-A	324	81			324				
A-B	77	19			77				
A-C	413	103			413				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	102	26	553	0.185	103	0.3	0.2	8.003	A
B-A	107	27	362	0.295	108	0.7	0.4	14.223	B
C-AB	87	22	736	0.118	88	0.4	0.2	5.568	A
C-A	278	69			278				
A-B	63	16			63				
A-C	337	84			337				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	86	21	587	0.146	86	0.2	0.2	7.187	A
B-A	90	22	390	0.230	90	0.4	0.3	12.028	B
C-AB	66	17	714	0.093	66	0.2	0.2	5.571	A
C-A	240	60			240				
A-B	53	13			53				
A-C	282	71			282				

F'bridge 2033 Forecast + CD With One Way, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	F'bridge 2033 Forecast + CD With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	414	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	456	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	70	344
	B	43	0	75
	C	353	103	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	7.76	0.2	A	69	104
B-A	0.15	13.08	0.2	B	39	59
C-AB	0.29	6.45	0.7	A	170	255
C-A					249	373
A-B					64	96
A-C					316	473

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	57	14	592	0.096	56	0.0	0.1	6.715	A
B-A	32	8	389	0.083	32	0.0	0.1	10.081	B
C-AB	122	31	728	0.168	121	0.0	0.3	5.928	A
C-A	221	55			221				
A-B	53	13			53				
A-C	259	65			259				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	68	17	574	0.118	68	0.1	0.1	7.109	A
B-A	39	10	361	0.107	39	0.1	0.1	11.161	B
C-AB	161	40	752	0.214	160	0.3	0.4	6.092	A
C-A	249	62			249				
A-B	63	16			63				
A-C	309	77			309				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	547	0.152	83	0.1	0.2	7.752	A
B-A	47	12	323	0.147	47	0.1	0.2	13.055	B
C-AB	226	56	786	0.287	225	0.4	0.7	6.424	A
C-A	277	69			277				
A-B	77	19			77				
A-C	379	95			379				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	547	0.152	83	0.2	0.2	7.757	A
B-A	47	12	322	0.147	47	0.2	0.2	13.083	B
C-AB	226	56	786	0.287	226	0.7	0.7	6.448	A
C-A	276	69			276				
A-B	77	19			77				
A-C	379	95			379				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	68	17	574	0.118	68	0.2	0.1	7.121	A
B-A	39	10	361	0.107	39	0.2	0.1	11.196	B
C-AB	161	40	752	0.214	162	0.7	0.4	6.125	A
C-A	249	62			249				
A-B	63	16			63				
A-C	309	77			309				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	57	14	592	0.096	57	0.1	0.1	6.725	A
B-A	32	8	388	0.083	33	0.1	0.1	10.123	B
C-AB	123	31	728	0.169	123	0.4	0.3	5.964	A
C-A	221	55			221				
A-B	53	13			53				
A-C	259	65			259				

F'bridge 2033 Forecast + CD + PD With One Way, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	F'bridge 2033 Forecast + CD + PD With One Way	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	445	100.000
B		ONE HOUR	✓	246	100.000
C		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	70	375
	B	119	0	127
	C	351	83	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	3
	B	0	0	0
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	10.99	0.4	B	117	175
B-A	0.40	18.13	0.6	C	109	164
C-AB	0.24	6.18	0.6	A	139	208
C-A					260	390
A-B					64	96
A-C					344	516

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	96	24	552	0.173	95	0.0	0.2	7.862	A
B-A	90	22	408	0.220	88	0.0	0.3	11.233	B
C-AB	99	25	714	0.139	98	0.0	0.3	5.845	A
C-A	228	57			228				
A-B	53	13			53				
A-C	282	71			282				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	114	29	521	0.219	114	0.2	0.3	8.840	A
B-A	107	27	376	0.285	107	0.3	0.4	13.341	B
C-AB	131	33	736	0.178	131	0.3	0.4	5.947	A
C-A	259	65			259				
A-B	63	16			63				
A-C	337	84			337				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	140	35	469	0.298	139	0.3	0.4	10.915	B
B-A	131	33	330	0.398	130	0.4	0.6	17.951	C
C-AB	185	46	769	0.240	184	0.4	0.5	6.160	A
C-A	293	73			293				
A-B	77	19			77				
A-C	413	103			413				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	140	35	467	0.299	140	0.4	0.4	10.985	B
B-A	131	33	329	0.398	131	0.6	0.6	18.126	C
C-AB	185	46	769	0.241	185	0.5	0.6	6.182	A
C-A	293	73			293				
A-B	77	19			77				
A-C	413	103			413				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	114	29	520	0.220	115	0.4	0.3	8.903	A
B-A	107	27	376	0.285	108	0.6	0.4	13.485	B
C-AB	131	33	737	0.178	132	0.6	0.4	5.981	A
C-A	259	65			259				
A-B	63	16			63				
A-C	337	84			337				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	96	24	551	0.174	96	0.3	0.2	7.919	A
B-A	90	22	408	0.220	90	0.4	0.3	11.347	B
C-AB	100	25	714	0.140	100	0.4	0.3	5.882	A
C-A	227	57			227				
A-B	53	13			53				
A-C	282	71			282				

F'bridge 2033 Forecast + CD + PD With One Way, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	F'bridge 2033 Forecast + CD + PD With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	414	100.000
B		ONE HOUR	✓	146	100.000
C		ONE HOUR	✓	473	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	70	344
	B	43	0	103
	C	353	120	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.21	8.31	0.3	A	94	141
B-A	0.15	13.49	0.2	B	39	59
C-AB	0.33	6.91	0.8	A	198	297
C-A					236	354
A-B					64	96
A-C					316	473

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	77	19	592	0.130	77	0.0	0.1	6.977	A
B-A	32	8	384	0.084	32	0.0	0.1	10.224	B
C-AB	142	36	728	0.195	141	0.0	0.4	6.127	A
C-A	214	53			214				
A-B	53	13			53				
A-C	259	65			259				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	92	23	573	0.161	92	0.1	0.2	7.478	A
B-A	39	10	355	0.109	39	0.1	0.1	11.387	B
C-AB	187	47	752	0.249	187	0.4	0.5	6.378	A
C-A	238	59			238				
A-B	63	16			63				
A-C	309	77			309				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	113	28	546	0.207	113	0.2	0.3	8.301	A
B-A	47	12	314	0.151	47	0.1	0.2	13.456	B
C-AB	263	66	786	0.334	262	0.5	0.8	6.876	A
C-A	258	65			258				
A-B	77	19			77				
A-C	379	95			379				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	113	28	546	0.207	113	0.3	0.3	8.314	A
B-A	47	12	314	0.151	47	0.2	0.2	13.492	B
C-AB	263	66	787	0.335	263	0.8	0.8	6.909	A
C-A	258	64			258				
A-B	77	19			77				
A-C	379	95			379				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	92	23	573	0.161	93	0.3	0.2	7.493	A
B-A	39	10	354	0.109	39	0.2	0.1	11.424	B
C-AB	188	47	753	0.250	189	0.8	0.5	6.425	A
C-A	237	59			237				
A-B	63	16			63				
A-C	309	77			309				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	77	19	592	0.131	77	0.2	0.2	7.001	A
B-A	32	8	383	0.085	33	0.1	0.1	10.269	B
C-AB	143	36	728	0.196	144	0.5	0.4	6.176	A
C-A	213	53			213				
A-B	53	13			53				
A-C	259	65			259				

F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	445	100.000
B		ONE HOUR	✓	251	100.000
C		ONE HOUR	✓	436	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	70	375
	B	119	0	132
	C	351	85	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	3
	B	0	0	0
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.31	11.21	0.4	B	121	182
B-A	0.40	18.53	0.7	C	109	164
C-AB	0.25	6.23	0.6	A	142	213
C-A					258	387
A-B					64	96
A-C					344	516

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	99	25	552	0.180	99	0.0	0.2	7.920	A
B-A	90	22	404	0.222	88	0.0	0.3	11.367	B
C-AB	102	25	714	0.142	101	0.0	0.3	5.868	A
C-A	227	57			227				
A-B	53	13			53				
A-C	282	71			282				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	119	30	521	0.228	118	0.2	0.3	8.940	A
B-A	107	27	372	0.288	107	0.3	0.4	13.536	B
C-AB	134	34	736	0.182	134	0.3	0.4	5.976	A
C-A	258	64			258				
A-B	63	16			63				
A-C	337	84			337				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	145	36	468	0.311	145	0.3	0.4	11.129	B
B-A	131	33	325	0.403	130	0.4	0.7	18.337	C
C-AB	189	47	769	0.246	188	0.4	0.6	6.204	A
C-A	291	73			291				
A-B	77	19			77				
A-C	413	103			413				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	145	36	466	0.312	145	0.4	0.4	11.208	B
B-A	131	33	325	0.403	131	0.7	0.7	18.534	C
C-AB	189	47	769	0.246	189	0.6	0.6	6.228	A
C-A	291	73			291				
A-B	77	19			77				
A-C	413	103			413				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	119	30	520	0.228	119	0.4	0.3	9.005	A
B-A	107	27	372	0.288	108	0.7	0.4	13.688	B
C-AB	135	34	737	0.183	135	0.6	0.4	6.014	A
C-A	257	64			257				
A-B	63	16			63				
A-C	337	84			337				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	99	25	551	0.180	100	0.3	0.2	7.980	A
B-A	90	22	404	0.222	90	0.4	0.3	11.487	B
C-AB	102	26	714	0.143	103	0.4	0.3	5.904	A
C-A	226	57			226				
A-B	53	13			53				
A-C	282	71			282				

F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	414	100.000
B		ONE HOUR	✓	145	100.000
C		ONE HOUR	✓	474	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	70	344
	B	43	0	102
	C	353	121	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.21	8.30	0.3	A	94	140
B-A	0.15	13.51	0.2	B	39	59
C-AB	0.34	6.94	0.8	A	199	299
C-A					235	353
A-B					64	96
A-C					316	473

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	77	19	592	0.130	76	0.0	0.1	6.971	A
B-A	32	8	384	0.084	32	0.0	0.1	10.231	B
C-AB	143	36	728	0.197	142	0.0	0.4	6.140	A
C-A	213	53			213				
A-B	53	13			53				
A-C	259	65			259				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	92	23	573	0.160	92	0.1	0.2	7.470	A
B-A	39	10	354	0.109	39	0.1	0.1	11.398	B
C-AB	189	47	752	0.251	188	0.4	0.5	6.398	A
C-A	237	59			237				
A-B	63	16			63				
A-C	309	77			309				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	112	28	546	0.206	112	0.2	0.3	8.288	A
B-A	47	12	314	0.151	47	0.1	0.2	13.473	B
C-AB	265	66	786	0.337	264	0.5	0.8	6.905	A
C-A	257	64			257				
A-B	77	19			77				
A-C	379	95			379				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	112	28	546	0.206	112	0.3	0.3	8.301	A
B-A	47	12	314	0.151	47	0.2	0.2	13.509	B
C-AB	265	66	787	0.338	265	0.8	0.8	6.941	A
C-A	256	64			256				
A-B	77	19			77				
A-C	379	95			379				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	92	23	573	0.160	92	0.3	0.2	7.487	A
B-A	39	10	354	0.109	39	0.2	0.1	11.435	B
C-AB	190	47	753	0.252	191	0.8	0.5	6.440	A
C-A	237	59			237				
A-B	63	16			63				
A-C	309	77			309				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	77	19	592	0.130	77	0.2	0.2	6.995	A
B-A	32	8	383	0.085	32	0.1	0.1	10.278	B
C-AB	144	36	728	0.198	145	0.5	0.4	6.189	A
C-A	213	53			213				
A-B	53	13			53				
A-C	259	65			259				

Appendix T

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

Filename: Provost Street Mitigation Dummy file.j9
Path: P:\Southern\130-139\132 Intelligent Land\132.0001 South Alderholt Strategic Site\Modelling\2023 Post-App\Provost Street
Report generation date: 4/29/2024 12:07:35 PM

»Mitigation - 2033 Forecast + Com Dev + Prop Dev (Sens), AM
»Mitigation - 2033 Forecast + Com Dev + Prop Dev (Sens), PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Mitigation - 2033 Forecast + Com Dev + Prop Dev (Sens)							
Stream B-C	0.9	17.01	0.47	C	0.5	12.00	0.32	B
Stream B-A	4.1	85.89	0.84	F	1.0	30.08	0.50	D
Stream C-AB	0.9	7.93	0.36	A	1.0	10.11	0.42	B

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	Provost Street/Shaftesbury Street/B3078
Location	Fordinbridge
Site number	
Date	3/9/2022
Version	
Status	Preliminary
Identifier	
Client	
Jobnumber	132.0001
Enumerator	Paul Basham
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2033 Forecast + Com Dev + Prop Dev (Sens)	AM	ONE HOUR	07:45	09:15	15	✓
D2	2033 Forecast + Com Dev + Prop Dev (Sens)	PM	ONE HOUR	16:45	18:15	15	✓

Mitigation - 2033 Forecast + Com Dev + Prop Dev (Sens), AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Mitigation	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Provost Street/Shaftesbury Street/B3078	T-Junction	Two-way	13.93	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3078		Major
B	Provost Street		Minor
C	Shaftesbury Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shaftesbury Street	6.00			50.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Provost Street	Two lanes	3.50	3.50	15	100

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-A	✓	To be consistent with baseline	-80
B-C	✓	To be consistent with baseline	-80

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	558	0.102	0.257	0.162	0.367
1	B-C	721	0.111	0.279	-	-
1	C-B	603	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2033 Forecast + Com Dev + Prop Dev (Sens)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3078		ONE HOUR	✓	576	100.000
B - Provost Street		ONE HOUR	✓	342	100.000
C - Shaftesbury Street		ONE HOUR	✓	449	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	140	436
	B - Provost Street	169	0	173
	C - Shaftesbury Street	336	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	4	2
	B - Provost Street	2	0	1
	C - Shaftesbury Street	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.47	17.01	0.9	C	159	238
B-A	0.84	85.89	4.1	F	155	233
C-AB	0.36	7.93	0.9	A	193	290
C-A					219	328
A-B					128	193
A-C					400	600

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	130	33	486	0.268	129	0.0	0.4	10.046	B
B-A	127	32	300	0.423	124	0.0	0.7	20.145	C
C-AB	137	34	667	0.205	135	0.0	0.4	6.762	A
C-A	201	50			201				
A-B	105	26			105				
A-C	328	82			328				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	156	39	453	0.343	155	0.4	0.5	12.054	B
B-A	152	38	267	0.568	150	0.7	1.2	30.072	D
C-AB	182	46	687	0.265	181	0.4	0.6	7.130	A
C-A	221	55			221				
A-B	126	31			126				
A-C	392	98			392				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	190	48	405	0.470	189	0.5	0.9	16.539	C
B-A	186	47	222	0.838	177	1.2	3.5	68.868	F
C-AB	259	65	716	0.362	258	0.6	0.9	7.881	A
C-A	235	59			235				
A-B	154	39			154				
A-C	480	120			480				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	190	48	402	0.474	190	0.9	0.9	17.013	C
B-A	186	47	222	0.839	184	3.5	4.1	85.887	F
C-AB	260	65	717	0.363	260	0.9	0.9	7.931	A
C-A	235	59			235				
A-B	154	39			154				
A-C	480	120			480				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	156	39	448	0.347	157	0.9	0.5	12.428	B
B-A	152	38	267	0.569	163	4.1	1.4	37.322	E
C-AB	183	46	688	0.266	184	0.9	0.6	7.189	A
C-A	221	55			221				
A-B	126	31			126				
A-C	392	98			392				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	130	33	484	0.269	131	0.5	0.4	10.223	B
B-A	127	32	300	0.424	130	1.4	0.8	21.491	C
C-AB	138	34	668	0.206	139	0.6	0.4	6.820	A
C-A	200	50			200				
A-B	105	26			105				
A-C	328	82			328				

Mitigation - 2033 Forecast + Com Dev + Prop Dev (Sens), PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Mitigation	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Provost Street/Shaftesbury Street/B3078	T-Junction	Two-way	5.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3078		Major
B	Provost Street		Minor
C	Shaftesbury Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shaftesbury Street	6.00			50.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Provost Street	Two lanes	3.50	3.50	15	100

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-A	✓	To be consistent with baseline	-80
B-C	✓	To be consistent with baseline	-80

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	558	0.102	0.257	0.162	0.367
1	B-C	721	0.111	0.279	-	-
1	C-B	603	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2033 Forecast + Com Dev + Prop Dev (Sens)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3078		ONE HOUR	✓	629	100.000
B - Provost Street		ONE HOUR	✓	235	100.000
C - Shaftesbury Street		ONE HOUR	✓	356	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	222	407
	B - Provost Street	107	0	128
	C - Shaftesbury Street	213	143	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	0	1
	B - Provost Street	1	0	0
	C - Shaftesbury Street	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.32	12.00	0.5	B	117	176
B-A	0.50	30.08	1.0	D	98	147
C-AB	0.42	10.11	1.0	B	197	296
C-A					129	194
A-B					204	306
A-C					373	560

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	96	24	509	0.189	95	0.0	0.2	8.692	A
B-A	81	20	312	0.258	79	0.0	0.3	15.350	C
C-AB	147	37	604	0.243	145	0.0	0.4	7.835	A
C-A	121	30			121				
A-B	167	42			167				
A-C	306	77			306				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	115	29	481	0.239	115	0.2	0.3	9.820	A
B-A	96	24	281	0.343	96	0.3	0.5	19.359	C
C-AB	188	47	608	0.310	188	0.4	0.6	8.585	A
C-A	132	33			132				
A-B	200	50			200				
A-C	366	91			366				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	141	35	442	0.319	140	0.3	0.5	11.924	B
B-A	118	29	237	0.496	116	0.5	0.9	29.256	D
C-AB	256	64	614	0.417	254	0.6	1.0	10.027	B
C-A	136	34			136				
A-B	244	61			244				
A-C	448	112			448				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	141	35	441	0.320	141	0.5	0.5	11.997	B
B-A	118	29	237	0.497	118	0.9	1.0	30.081	D
C-AB	256	64	615	0.417	256	1.0	1.0	10.107	B
C-A	136	34			136				
A-B	244	61			244				
A-C	448	112			448				

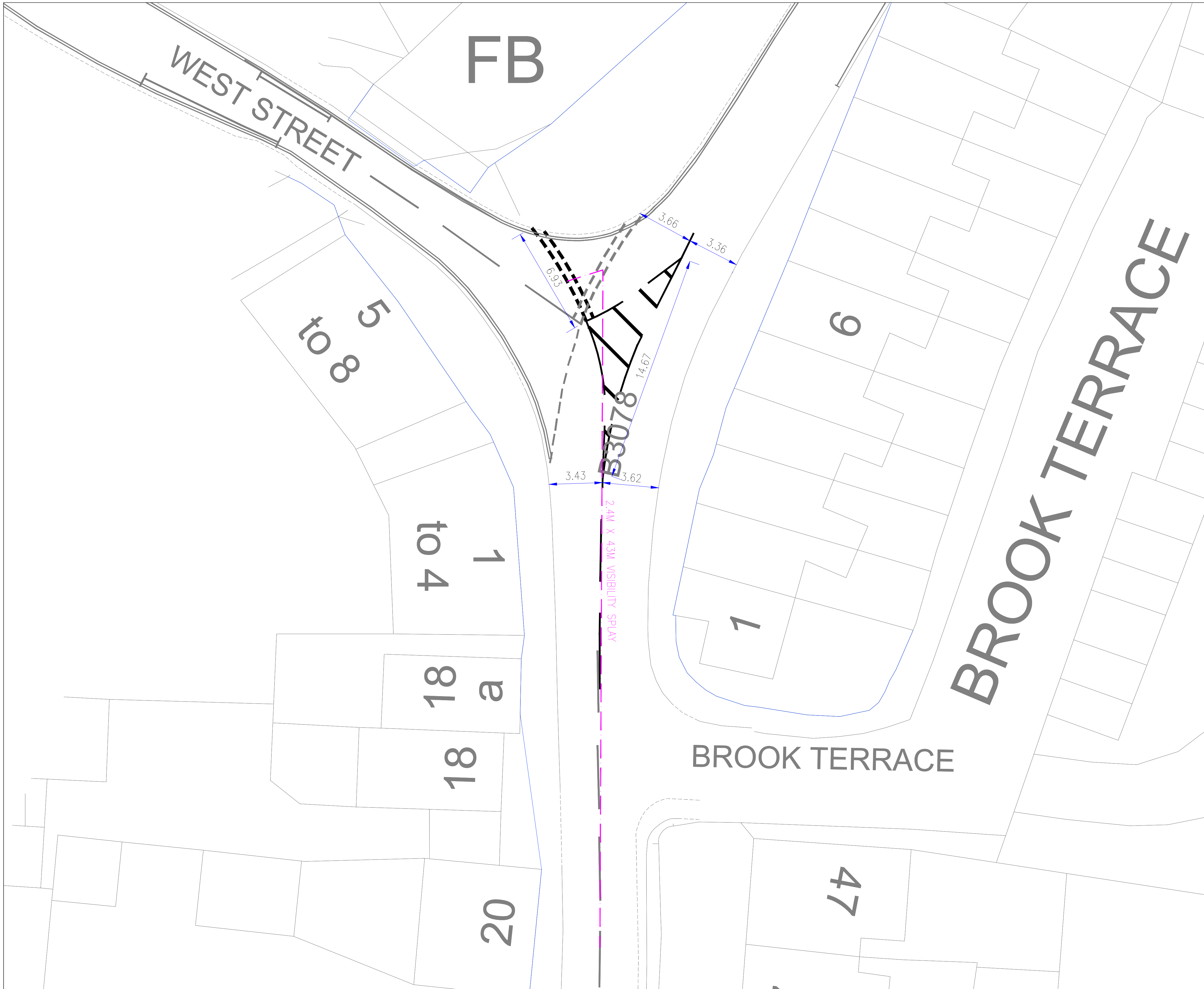
17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	115	29	480	0.240	116	0.5	0.3	9.894	A
B-A	96	24	280	0.343	98	1.0	0.5	19.921	C
C-AB	189	47	608	0.311	190	1.0	0.6	8.661	A
C-A	131	33			131				
A-B	200	50			200				
A-C	366	91			366				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	96	24	508	0.190	97	0.3	0.2	8.760	A
B-A	81	20	312	0.258	81	0.5	0.4	15.672	C
C-AB	147	37	604	0.244	148	0.6	0.4	7.912	A
C-A	121	30			121				
A-B	167	42			167				
A-C	306	77			306				

Appendix U



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NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	23.04.24	THP	JNR

Project Name
SOUTH ALDERHOLT STRATEGIC SITES

Project Phase
PRELIMINARY

Title
WEST STREET ONE-WAY ARRANGEMENTS

paulbasham associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

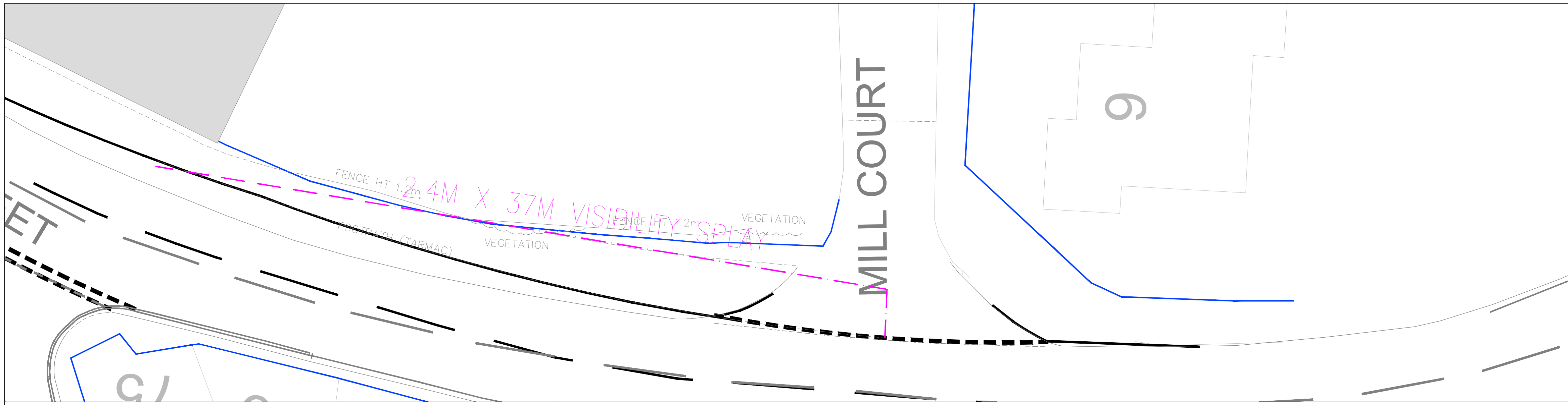
Client
Intelligent Land

Date Created	Drawn By	Approved By	Suitabilty Code
18.04.24	THP	JNR	-

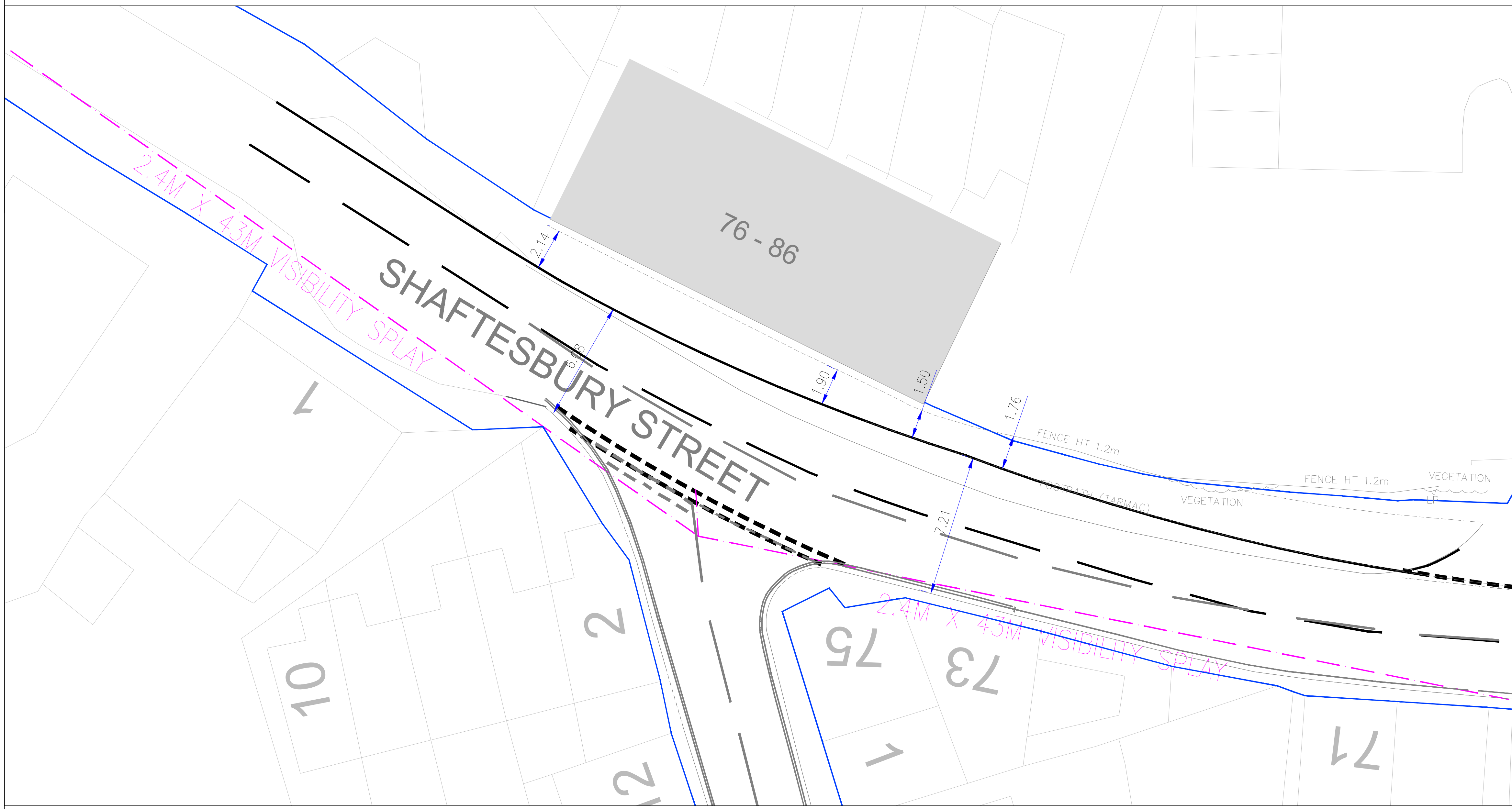
PBA Project Number	Scale	
132.0001	1:250	(AT A3)

PBA Drawing No:	Revison
132.0001-0019	P01

QMS2011/v8/210723/JM



MILL COURT VISIBILITY SPLAYS



WEST STREET GEOMETRIES AND VISIBILITY SPLAYS

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KEY

VISIBILITY SPLAY

NOTE: VISIBILITY SPLAYS FROM MILL COURT ARE BASED ON SPEED SURVEYS UNDERTAKEN FOR SS16 WHICH RECORDED 85TH PERCENTILE SPEEDS OF 27.2MPH ON SHAFTESBURY STREET.

NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	23.04.24	THP	JNR

Project Name
SOUTH ALDERHOLT STRATEGIC SITES

Project Phase
PRELIMINARY

Title
WEST STREET ONE-WAY SHAFTESBURY STREET ARRANGEMENTS

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

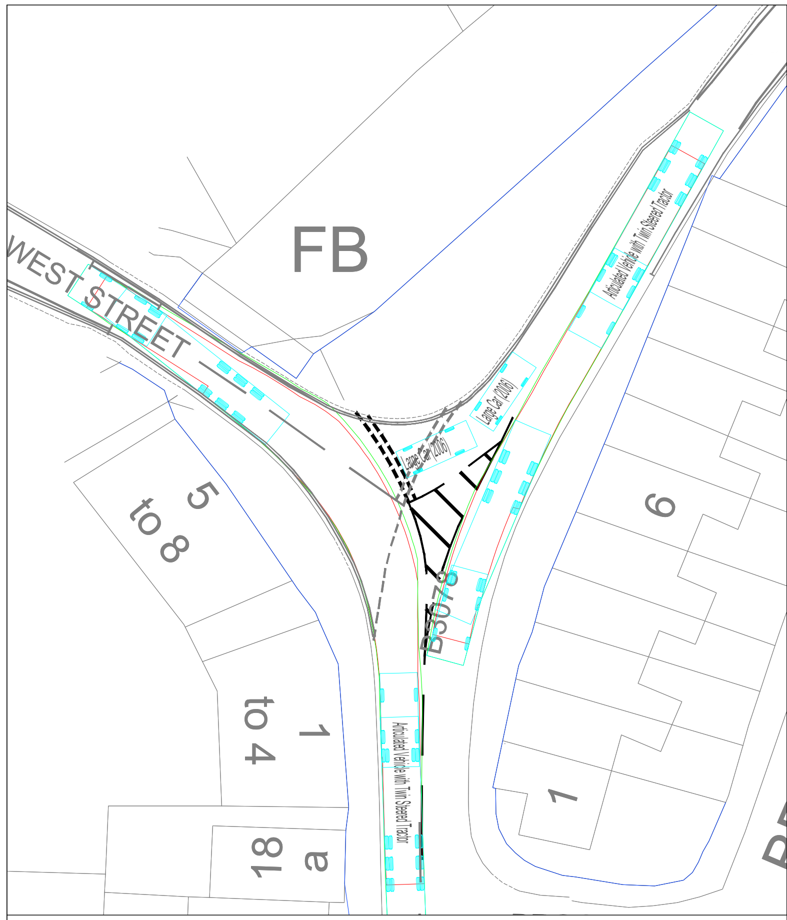
Client
Intelligent Land

Date Created	Drawn By	Approved By	Suitability Code
18.04.24	THP	JNR	-

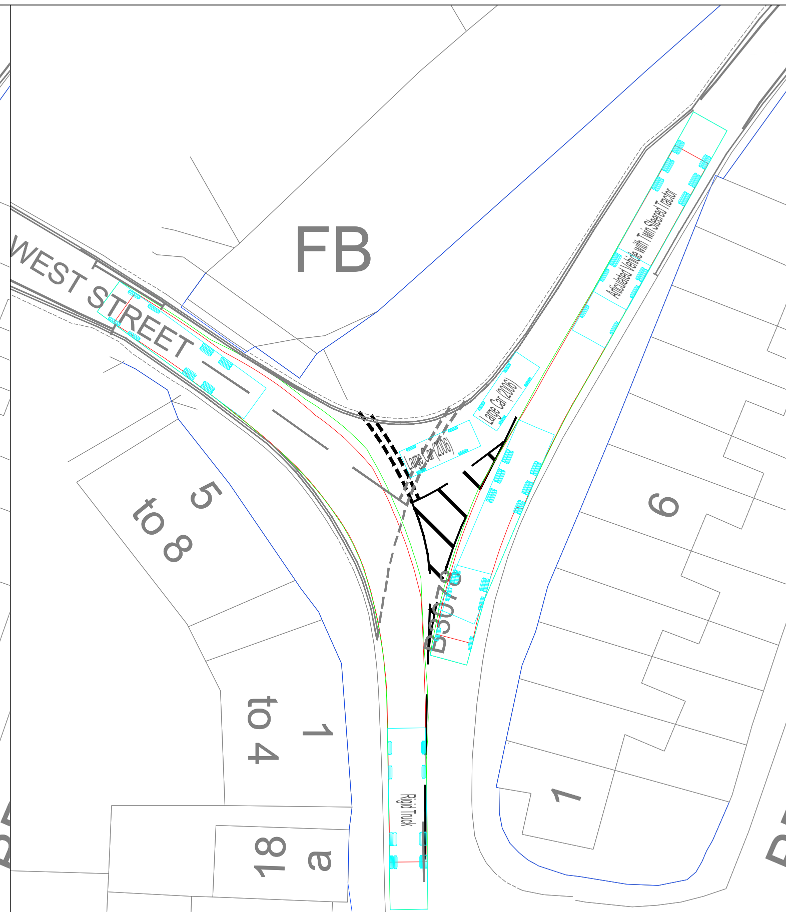
PBA Project Number	Scale
132.0001	1:250 (AT A3)

PBA Drawing No:	Revison
132.0001-0020	P01

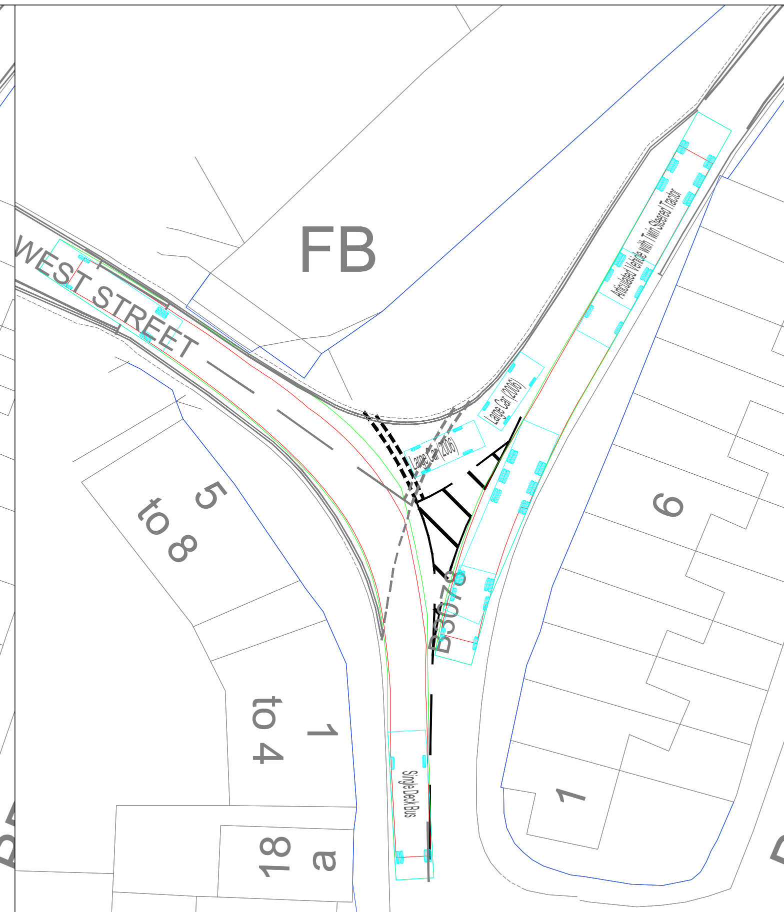
QMS2011/v8/210723/JM



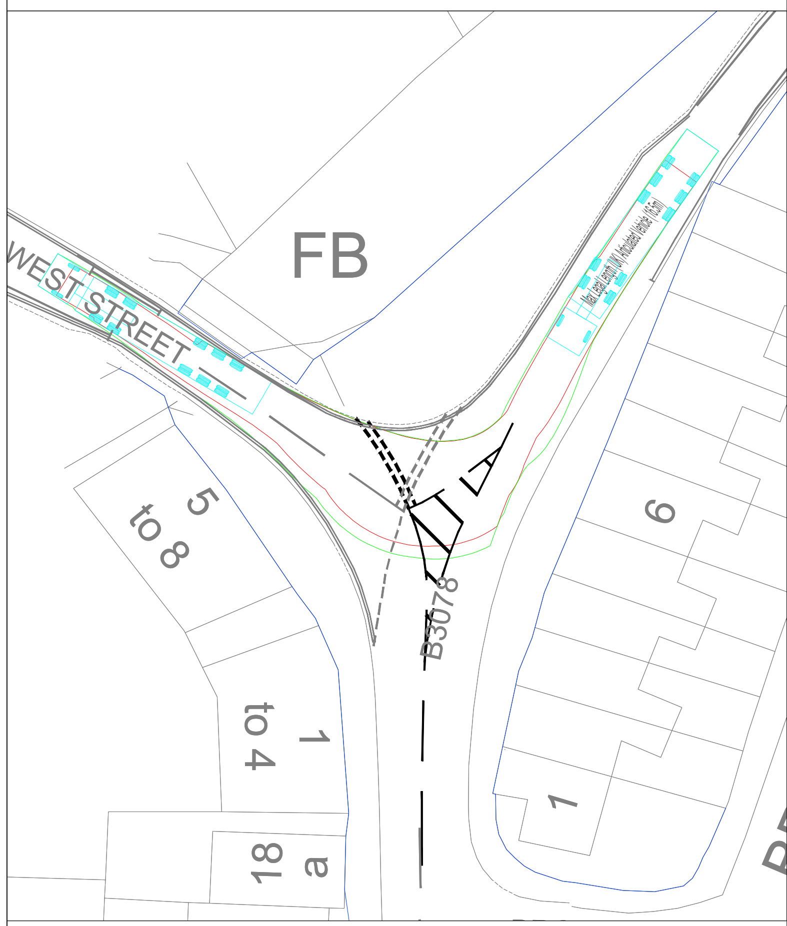
ARTICULATED HGV TRACKING - LEFT



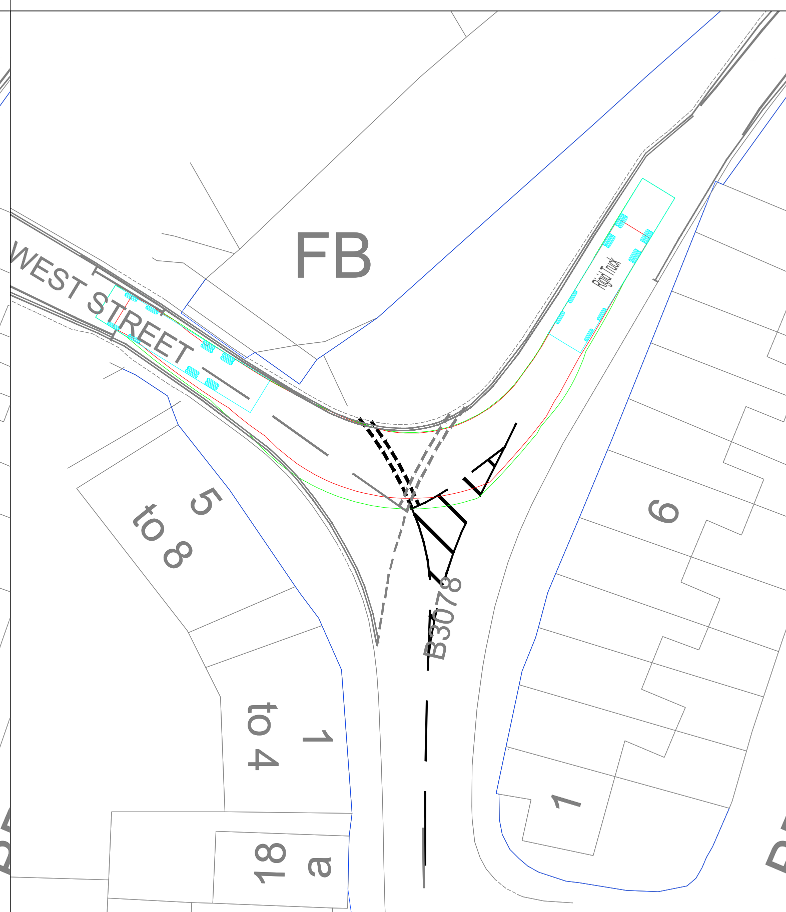
RIGID HGV TRACKING - LEFT



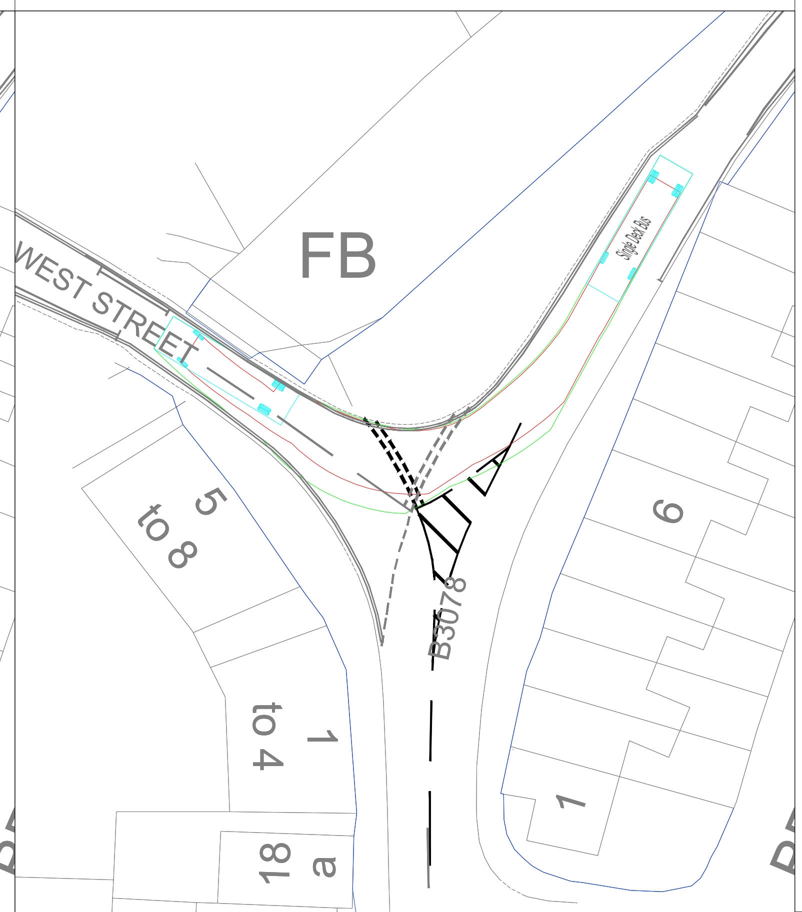
BUS TRACKING - LEFT



ARTICULATED HGV TRACKING - RIGHT TURN



RIGID HGV TRACKING - RIGHT TURN



BUS TRACKING - RIGHT TURN

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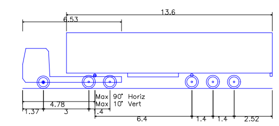
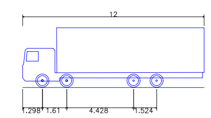
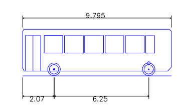
VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m



Single Deck Bus	
Overall Length	9.795m
Overall Width	2.500m
Overall Body Height	3.070m
Min Body Ground Clearance	0.306m
Track Width	2.322m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.111m

NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	23.04.24	THP	JNR

Project Name
SOUTH ALDERHOLT STRATEGIC SITES

Project Phase
PRELIMINARY

Title
WEST STREET ONE-WAY TRACKING

paulbasham associates

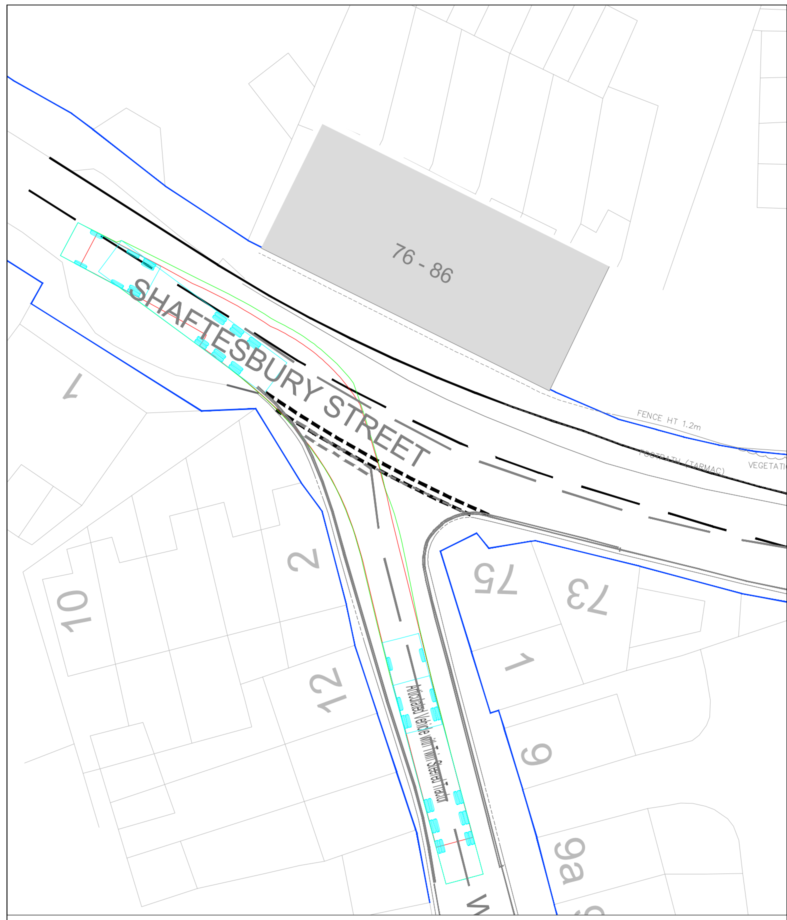
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

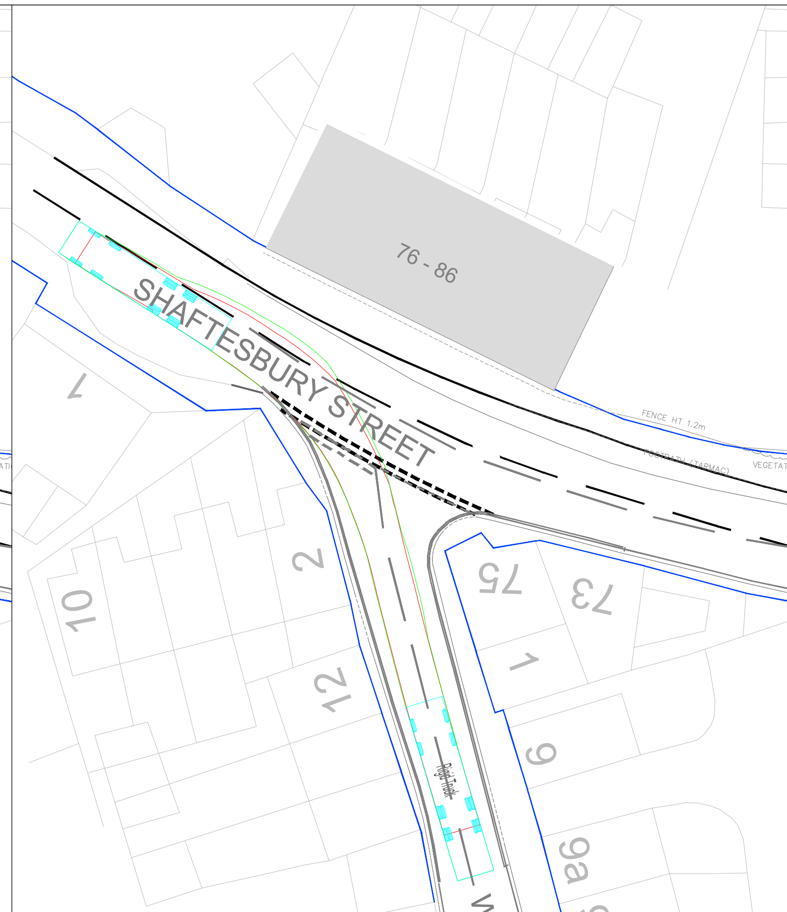
Date Created	Drawn By	Approved By	Suitability Code
18.04.24	THP	JNR	-

PBA Project Number	Scale
132.0001	1:500 (AT A3)

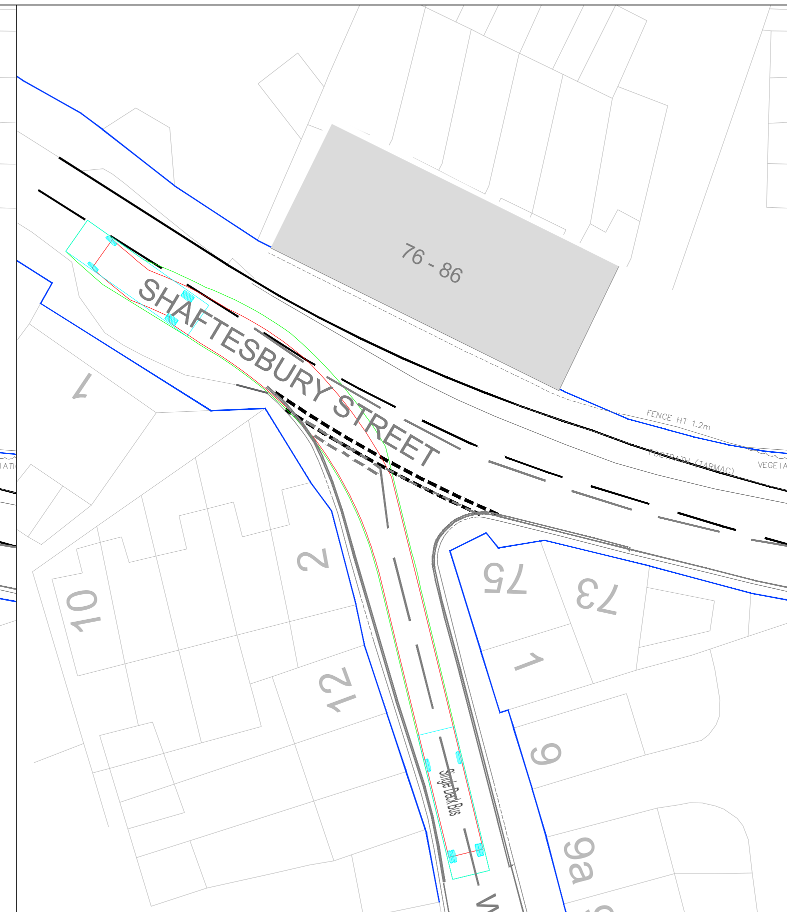
PBA Drawing No:	Revison
132.0001-0027	P01



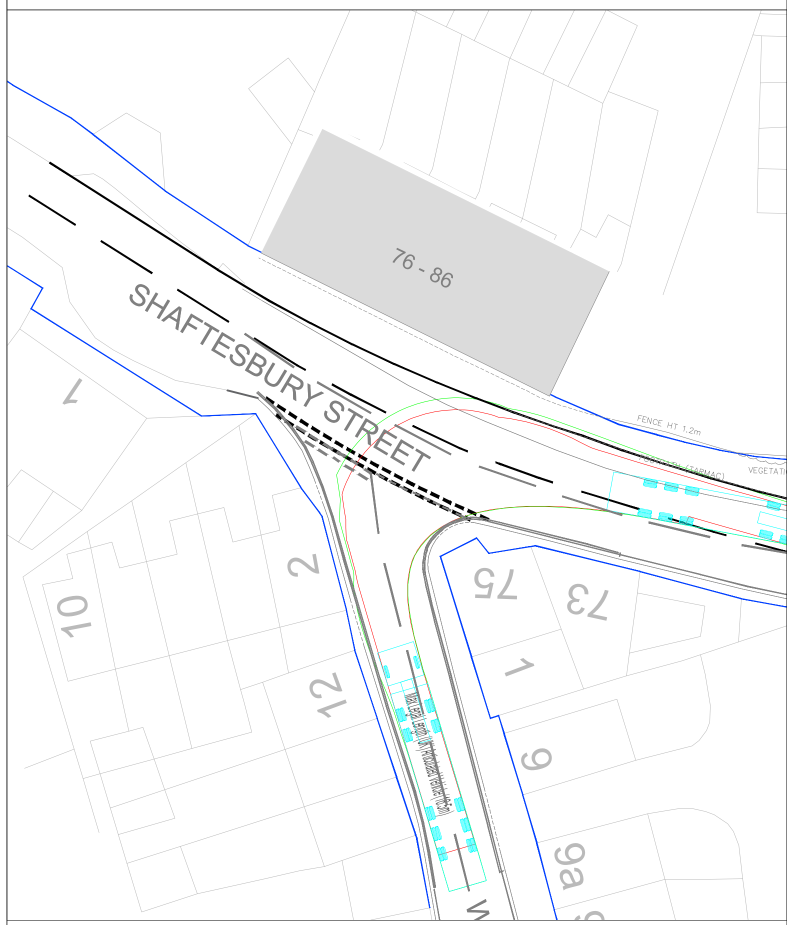
ARTICULATED HGV TRACKING - LEFT OUT



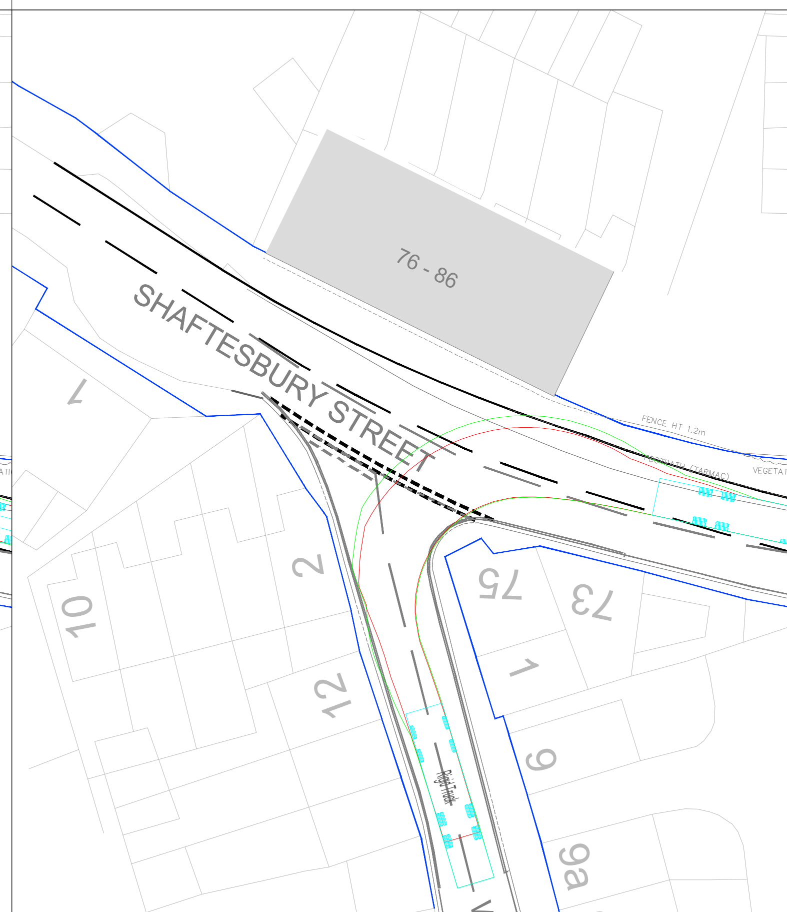
RIGID HGV TRACKING - LEFT OUT



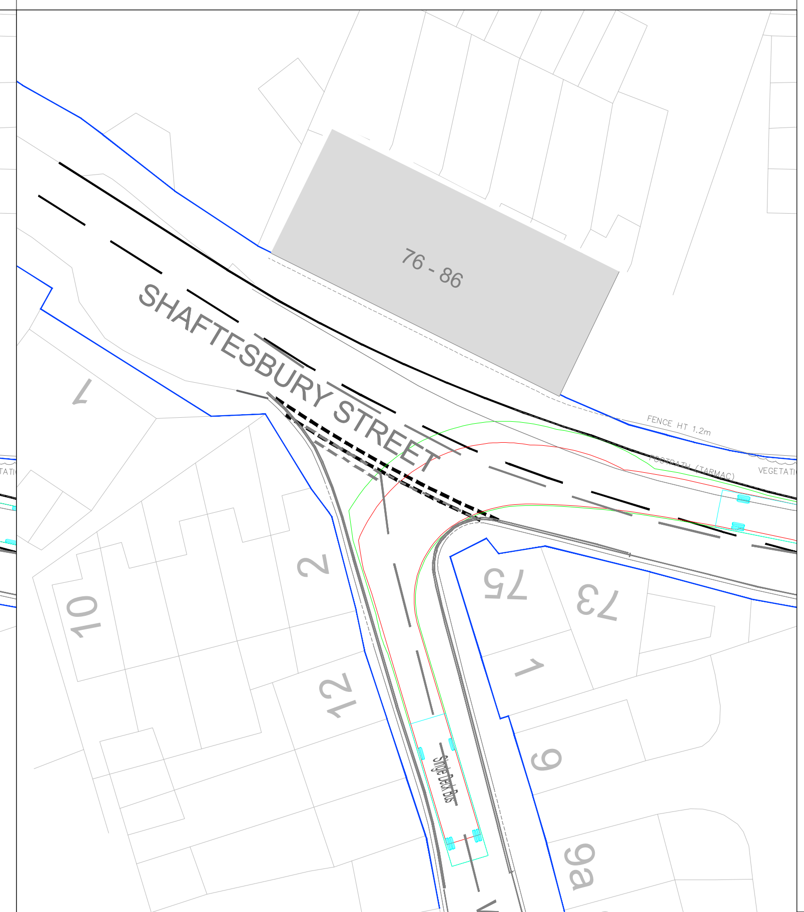
BUS TRACKING - LEFT OUT



ARTICULATED HGV TRACKING - RIGHT OUT



RIGID HGV TRACKING - RIGHT OUT



BUS TRACKING - RIGHT OUT

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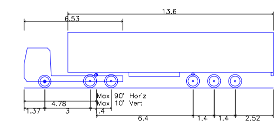
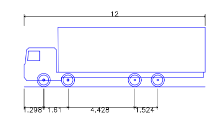
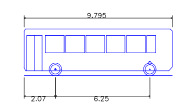
VEHICLE PROFILE



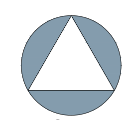
Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m



Single Deck Bus	
Overall Length	9.795m
Overall Width	2.500m
Overall Body Height	3.070m
Min Body Ground Clearance	0.306m
Track Width	2.322m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.111m


NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	23.04.24	THP	JNR

Project Name
SOUTH ALDERHOLT STRATEGIC SITES

Project Phase
PRELIMINARY

Title
WEST STREET ONE-WAY SHAFTESBURY STREET TRACKING

paulbasham associates

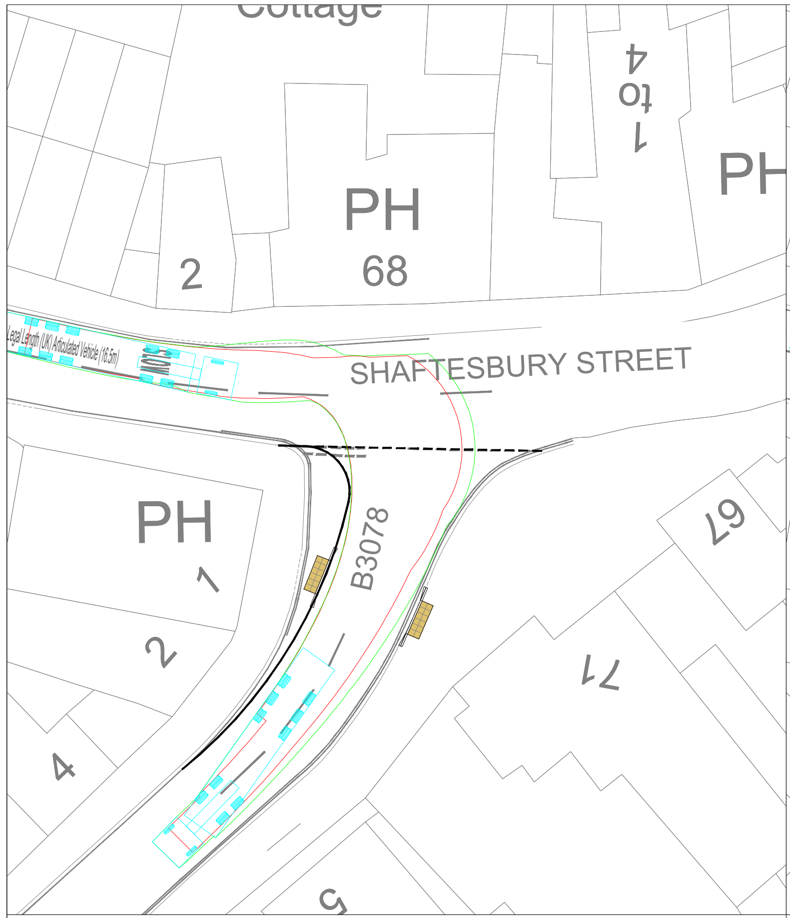
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

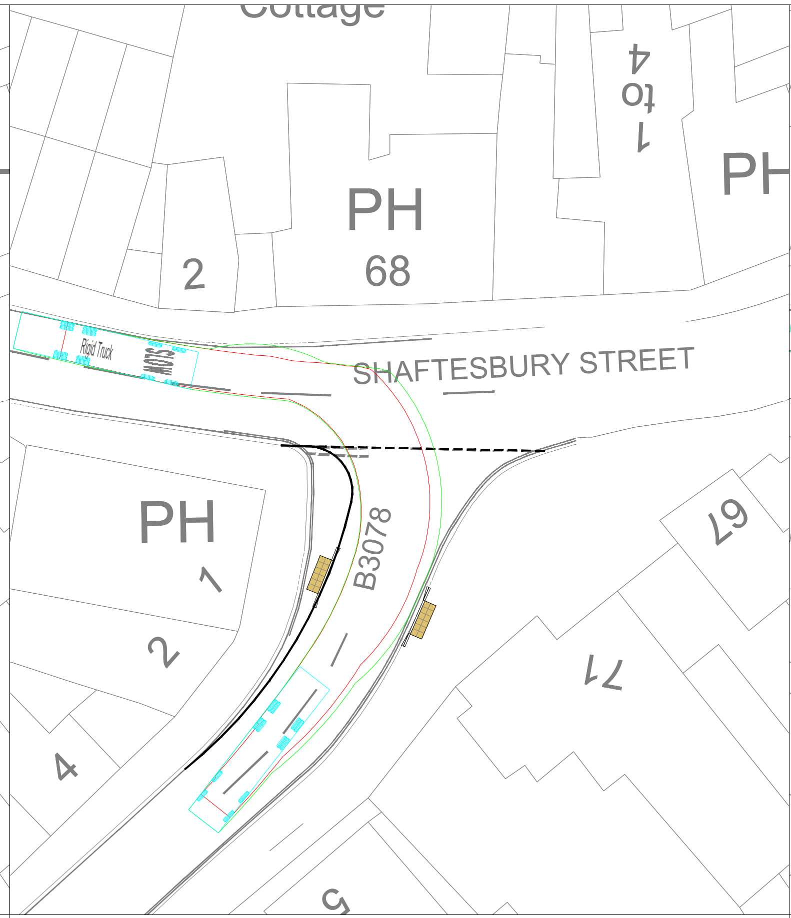
Date Created	Drawn By	Approved By	Suitability Code
18.04.24	THP	JNR	-

PBA Project Number	Scale
132.0001	1:500 (AT A3)

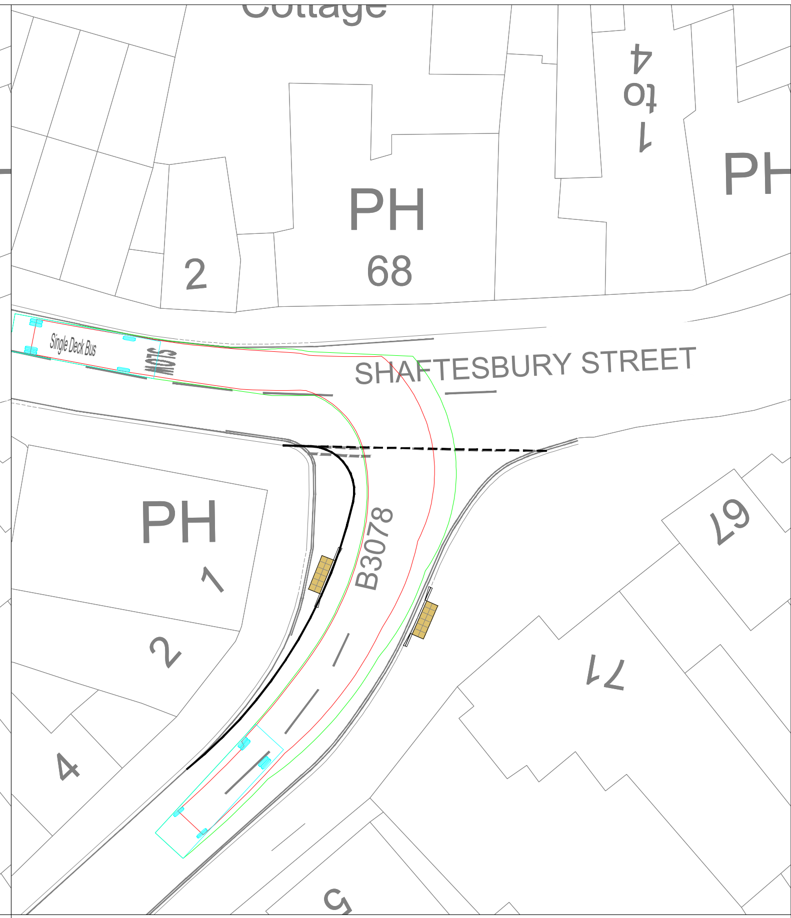
PBA Drawing No:	Revison
132.0001-0028	P01



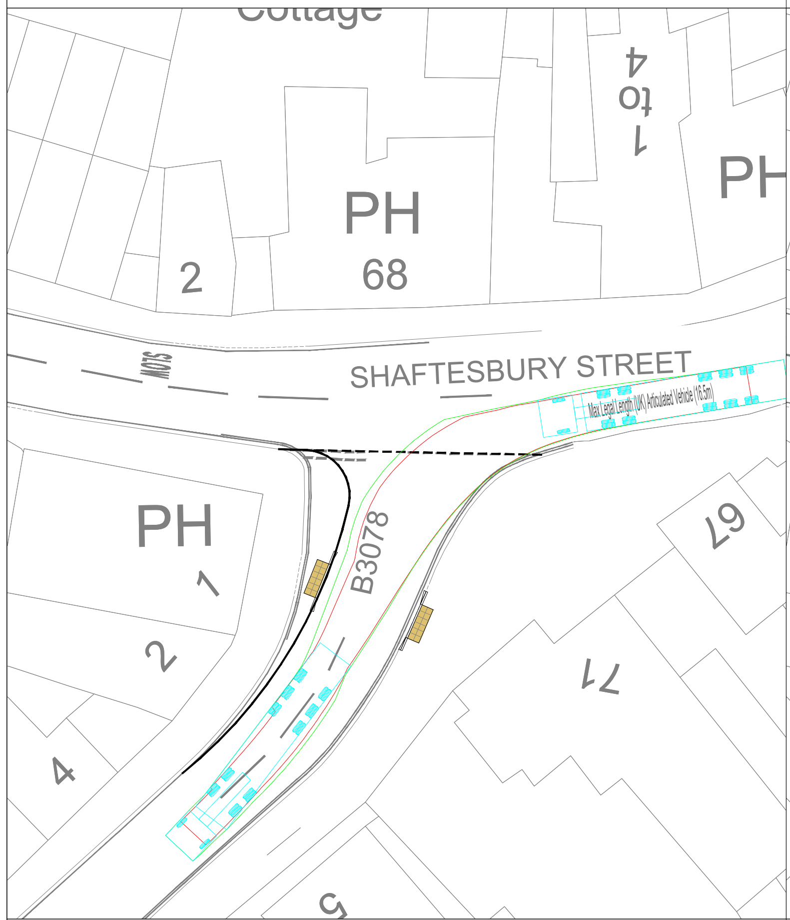
ARTICULATED HGV TRACKING - RIGHT IN



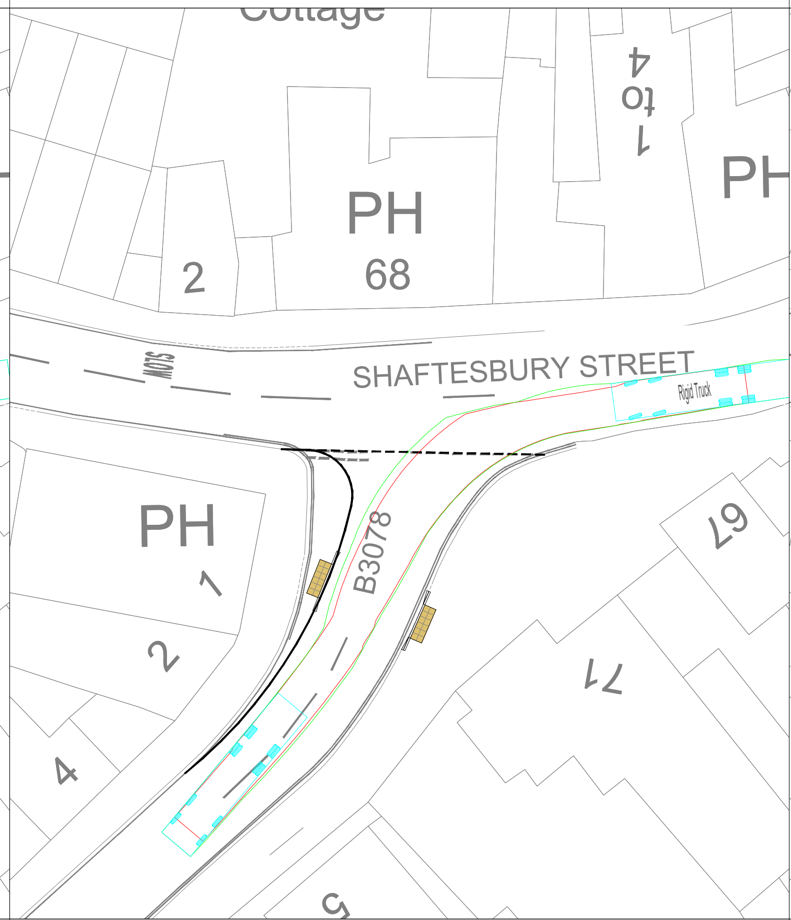
RIGID HGV TRACKING - RIGHT IN



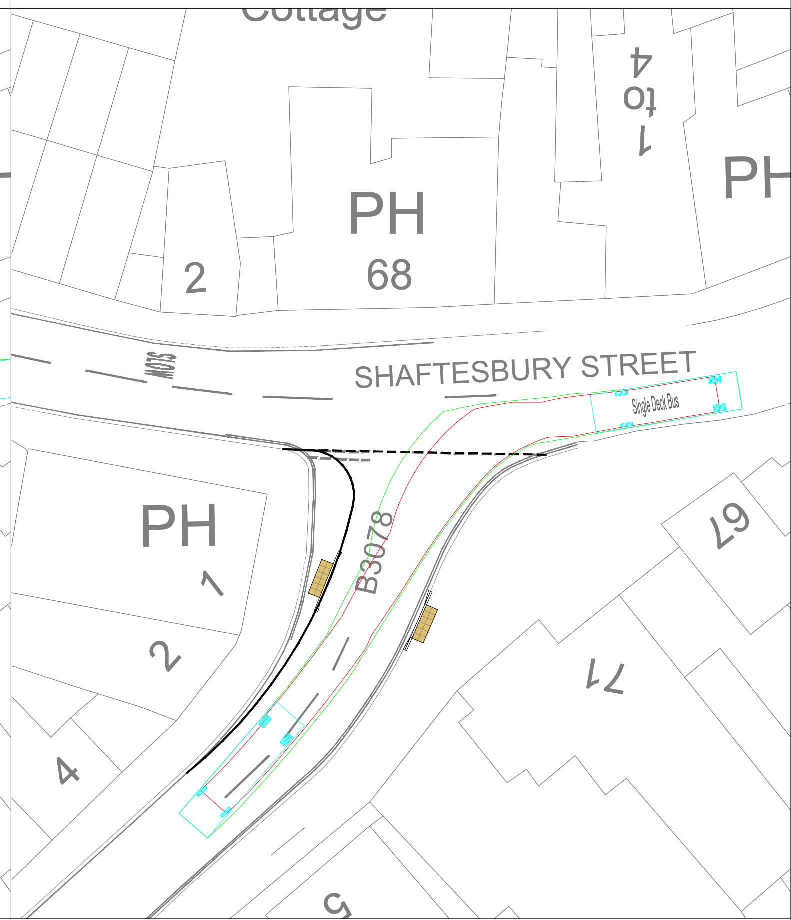
BUS TRACKING - RIGHT IN



ARTICULATED HGV TRACKING - LEFT IN



RIGID HGV TRACKING - LEFT IN



BUS TRACKING - LEFT IN

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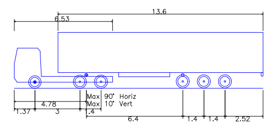

Max Legal Length (UK) Articulated Vehicle (16.5m)	
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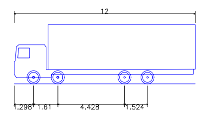

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Min Body Ground Clearance	0.412m
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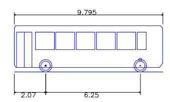

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Track Width	2.322m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.111m

NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	23.04.24	THP	JNR

Project Name
SOUTH ALDERHOLT STRATEGIC SITES

Project Phase
PRELIMINARY

Title
PROVOST STREET ONE-WAY ARRANGEMENT AND TRACKING

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Date Created	Drawn By	Approved By	Suitabilty Code
18.04.24	THP	JNR	-

PBA Project Number	Scale
132.0001	1:500 (AT A3)

PBA Drawing No:	Revison
132.0001-0029	P01

QMS2011/v8/210723/JM

Appendix V

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

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: Provost Street Shaftesbury Street B3078 Junction_One Way(Capacity Reduction).j9
Path: P:\Southern\130-139\132 Intelligent Land\132.0001 South Alderholt Strategic Site\Modelling\2023 Post-App\Provost Street
Report generation date: 4/29/2024 12:01:17 PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Existing Layout - F'bridge 2033 Forecast + CD							
Stream B-AC	9.9	152.74	0.99	F	1.6	32.60	0.62	D
Stream C-AB	0.4	6.18	0.19	A	0.3	7.13	0.18	A

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Implemented One-Way System - F'bridge 2033 Forecast + CD With One Way							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	1.4	7.65	0.43	A	0.9	8.33	0.37	A
	Implemented One-Way System - F'bridge 2033 Forecast + CD + PD With One Way							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	2.7	10.71	0.60	B	2.6	14.59	0.64	B
	Implemented One-Way System - F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	3.3	12.53	0.65	B	2.5	14.17	0.63	B

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	Provost Street/Shaftesbury Street/B3078
Location	Fordinbridge
Site number	
Date	3/9/2022
Version	
Status	Preliminary
Identifier	
Client	
Jobnumber	132.0001
Enumerator	Paul Basham
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	F'bridge 2033 Forecast + CD	AM	Existing Road Network (not-oneway)	ONE HOUR	07:45	09:15	15	✓
D2	F'bridge 2033 Forecast + CD	PM	Existing Road Network (not-oneway)	ONE HOUR	16:45	18:15	15	✓
D3	F'bridge 2033 Forecast + CD With One Way	AM		ONE HOUR	07:45	09:15	15	✓
D4	F'bridge 2033 Forecast + CD With One Way	PM		ONE HOUR	16:45	18:15	15	✓
D5	F'bridge 2033 Forecast + CD + PD With One Way	AM		ONE HOUR	07:45	09:15	15	✓
D6	F'bridge 2033 Forecast + CD + PD With One Way	PM		ONE HOUR	16:45	18:15	15	✓
D7	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	AM		ONE HOUR	07:45	09:15	15	✓
D8	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	PM		ONE HOUR	16:45	18:15	15	✓

Existing Layout - F'bridge 2033 Forecast + CD, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Provost Street/Shaftesbury Street/B3078	T-Junction	Two-way	29.06	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3078		Major
B	Provost Street		Minor
C	Shaftesbury Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shaftesbury Street	6.00			50.0	✓	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 - Provost Street	One lane	4.00	15	100

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓	To reflect observed	-160

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	584	0.106	0.269	0.169	0.384
1	B-C	756	0.116	0.293	-	-
1	C-B	603	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	F'bridge 2033 Forecast + CD	AM	Existing Road Network (not-oneway)	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3078		ONE HOUR	✓	557	100.000
B - Provost Street		ONE HOUR	✓	222	100.000
C - Shaftesbury Street		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	121	436
	B - Provost Street	138	0	84
	C - Shaftesbury Street	336	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	4	3
	B - Provost Street	1	0	2
	C - Shaftesbury Street	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.99	152.74	9.9	F	204	306
C-AB	0.19	6.18	0.4	A	100	151
C-A					262	393
A-B					111	167
A-C					400	600

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	167	42	321	0.520	163	0.0	1.0	22.198	C
C-AB	71	18	670	0.107	71	0.0	0.2	6.003	A
C-A	226	56			226				
A-B	91	23			91				
A-C	328	82			328				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	200	50	291	0.686	196	1.0	2.0	36.478	E
C-AB	95	24	689	0.138	94	0.2	0.3	6.058	A
C-A	260	65			260				
A-B	109	27			109				
A-C	392	98			392				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	244	61	248	0.985	223	2.0	7.2	100.716	F
C-AB	135	34	719	0.187	134	0.3	0.4	6.168	A
C-A	300	75			300				
A-B	133	33			133				
A-C	480	120			480				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	244	61	248	0.985	234	7.2	9.9	152.745	F
C-AB	135	34	719	0.188	135	0.4	0.4	6.180	A
C-A	300	75			300				
A-B	133	33			133				
A-C	480	120			480				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	200	50	291	0.687	229	9.9	2.5	71.907	F
C-AB	95	24	690	0.138	96	0.4	0.3	6.073	A
C-A	260	65			260				
A-B	109	27			109				
A-C	392	98			392				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	167	42	321	0.520	173	2.5	1.1	25.066	D
C-AB	72	18	670	0.107	72	0.3	0.2	6.030	A
C-A	226	56			226				
A-B	91	23			91				
A-C	328	82			328				

Existing Layout - F'bridge 2033 Forecast + CD, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Provost Street/Shaftesbury Street/B3078	T-Junction	Two-way	5.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3078		Major
B	Provost Street		Minor
C	Shaftesbury Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shaftesbury Street	6.00			50.0	✓	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 - Provost Street	One lane	4.00	15	100

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓	To reflect observed	-160

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	584	0.106	0.269	0.169	0.384
1	B-C	756	0.116	0.293	-	-
1	C-B	603	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	F'bridge 2033 Forecast + CD	PM	Existing Road Network (not-oneway)	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3078		ONE HOUR	✓	602	100.000
B - Provost Street		ONE HOUR	✓	162	100.000
C - Shaftesbury Street		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	195	407
	B - Provost Street	88	0	74
	C - Shaftesbury Street	213	64	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	0	1
	B - Provost Street	1	0	0
	C - Shaftesbury Street	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.62	32.60	1.6	D	149	223
C-AB	0.18	7.13	0.3	A	88	132
C-A					166	250
A-B					179	268
A-C					373	560

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	122	30	353	0.346	120	0.0	0.5	15.316	C
C-AB	65	16	608	0.108	65	0.0	0.2	6.624	A
C-A	143	36			143				
A-B	147	37			147				
A-C	306	77			306				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	146	36	326	0.447	145	0.5	0.8	19.738	C
C-AB	84	21	612	0.137	84	0.2	0.2	6.815	A
C-A	165	41			165				
A-B	175	44			175				
A-C	366	91			366				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	178	45	288	0.619	175	0.8	1.5	31.203	D
C-AB	114	28	620	0.184	113	0.2	0.3	7.120	A
C-A	191	48			191				
A-B	215	54			215				
A-C	448	112			448				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	178	45	288	0.620	178	1.5	1.6	32.605	D
C-AB	114	28	620	0.184	114	0.3	0.3	7.130	A
C-A	191	48			191				
A-B	215	54			215				
A-C	448	112			448				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	146	36	326	0.447	149	1.6	0.8	20.626	C
C-AB	84	21	613	0.137	85	0.3	0.2	6.825	A
C-A	165	41			165				
A-B	175	44			175				
A-C	366	91			366				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	122	30	353	0.346	123	0.8	0.5	15.757	C
C-AB	66	16	608	0.108	66	0.2	0.2	6.643	A
C-A	143	36			143				
A-B	147	37			147				
A-C	306	77			306				

Implemented One-Way System - F'bridge 2033 Forecast + CD With One Way, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Implemented One-Way System	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Provost Street/Shaftesbury Street/B3078	T-Junction	Two-way	1.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3078		Major
B	Provost Street		Minor
C	Shaftesbury Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shaftesbury Street	6.00			50.0	✓	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 - Provost Street	One lane	5.00	15	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	638	0.116	0.294	0.185	0.419
1	B-C	824	0.126	0.319	-	-
1	C-B	603	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	F'bridge 2033 Forecast + CD With One Way	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3078		ONE HOUR	✓	557	100.000
B - Provost Street		ONE HOUR	✓	0	100.000
C - Shaftesbury Street		ONE HOUR	✓	594	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	143	414
	B - Provost Street	0	0	0
	C - Shaftesbury Street	474	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	4	3
	B - Provost Street	1	0	2
	C - Shaftesbury Street	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.43	7.65	1.4	A	257	386
C-A					288	432
A-B					131	197
A-C					380	570

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	174	43	745	0.233	171	0.0	0.5	6.279	A
C-A	274	68			274				
A-B	108	27			108				
A-C	312	78			312				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	483	0.000	0	0.0	0.0	0.000	A
C-AB	239	60	781	0.306	238	0.5	0.8	6.651	A
C-A	295	74			295				
A-B	129	32			129				
A-C	372	93			372				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	426	0.000	0	0.0	0.0	0.000	A
C-AB	357	89	833	0.429	355	0.8	1.4	7.570	A
C-A	297	74			297				
A-B	157	39			157				
A-C	456	114			456				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	426	0.000	0	0.0	0.0	0.000	A
C-AB	359	90	834	0.430	359	1.4	1.4	7.648	A
C-A	295	74			295				
A-B	157	39			157				
A-C	456	114			456				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	482	0.000	0	0.0	0.0	0.000	A
C-AB	241	60	783	0.307	243	1.4	0.8	6.737	A
C-A	293	73			293				
A-B	129	32			129				
A-C	372	93			372				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	175	44	746	0.235	176	0.8	0.5	6.351	A
C-A	272	68			272				
A-B	108	27			108				
A-C	312	78			312				

Implemented One-Way System - F'bridge 2033 Forecast + CD With One Way, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Implemented One-Way System	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Provost Street/Shaftesbury Street/B3078	T-Junction	Two-way	1.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3078		Major
B	Provost Street		Minor
C	Shaftesbury Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shaftesbury Street	6.00			50.0	✓	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 - Provost Street	One lane	5.00	15	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	638	0.116	0.294	0.185	0.419
1	B-C	824	0.126	0.319	-	-
1	C-B	603	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	F'bridge 2033 Forecast + CD With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3078		ONE HOUR	✓	602	100.000
B - Provost Street		ONE HOUR	✓	0	100.000
C - Shaftesbury Street		ONE HOUR	✓	424	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	223	379
	B - Provost Street	0	0	0
	C - Shaftesbury Street	302	122	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	0	1
	B - Provost Street	1	0	0
	C - Shaftesbury Street	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.37	8.33	0.9	A	195	293
C-A					194	291
A-B					205	307
A-C					348	522

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	140	35	657	0.214	139	0.0	0.4	6.945	A
C-A	179	45			179				
A-B	168	42			168				
A-C	285	71			285				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	516	0.000	0	0.0	0.0	0.000	A
C-AB	185	46	672	0.275	184	0.4	0.6	7.397	A
C-A	196	49			196				
A-B	200	50			200				
A-C	341	85			341				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	469	0.000	0	0.0	0.0	0.000	A
C-AB	259	65	694	0.374	258	0.6	0.9	8.279	A
C-A	207	52			207				
A-B	246	61			246				
A-C	417	104			417				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	468	0.000	0	0.0	0.0	0.000	A
C-AB	260	65	695	0.374	260	0.9	0.9	8.328	A
C-A	207	52			207				
A-B	246	61			246				
A-C	417	104			417				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	516	0.000	0	0.0	0.0	0.000	A
C-AB	186	46	673	0.276	187	0.9	0.6	7.452	A
C-A	196	49			196				
A-B	200	50			200				
A-C	341	85			341				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	141	35	657	0.215	142	0.6	0.4	7.005	A
C-A	178	44			178				
A-B	168	42			168				
A-C	285	71			285				

Implemented One-Way System - F'bridge 2033 Forecast + CD + PD With One Way, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Implemented One-Way System	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Provost Street/Shaftesbury Street/B3078	T-Junction	Two-way	3.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3078		Major
B	Provost Street		Minor
C	Shaftesbury Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shaftesbury Street	6.00			50.0	✓	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 - Provost Street	One lane	5.00	15	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	638	0.116	0.294	0.185	0.419
1	B-C	824	0.126	0.319	-	-
1	C-B	603	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	F'bridge 2033 Forecast + CD + PD With One Way	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3078		ONE HOUR	✓	571	100.000
B - Provost Street		ONE HOUR	✓	0	100.000
C - Shaftesbury Street		ONE HOUR	✓	663	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	157	414
	B - Provost Street	0	0	0
	C - Shaftesbury Street	502	161	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	4	3
	B - Provost Street	1	0	2
	C - Shaftesbury Street	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.60	10.71	2.7	B	364	546
C-A					244	367
A-B					144	216
A-C					380	570

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	507	0.000	0	0.0	0.0	0.000	A
C-AB	242	60	758	0.319	239	0.0	0.8	6.927	A
C-A	257	64			257				
A-B	118	30			118				
A-C	312	78			312				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	464	0.000	0	0.0	0.0	0.000	A
C-AB	336	84	797	0.422	334	0.8	1.2	7.810	A
C-A	260	65			260				
A-B	141	35			141				
A-C	372	93			372				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	401	0.000	0	0.0	0.0	0.000	A
C-AB	509	127	854	0.596	504	1.2	2.6	10.369	B
C-A	221	55			221				
A-B	173	43			173				
A-C	456	114			456				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	400	0.000	0	0.0	0.0	0.000	A
C-AB	513	128	857	0.598	513	2.6	2.7	10.710	B
C-A	217	54			217				
A-B	173	43			173				
A-C	456	114			456				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	462	0.000	0	0.0	0.0	0.000	A
C-AB	340	85	801	0.424	345	2.7	1.3	8.062	A
C-A	256	64			256				
A-B	141	35			141				
A-C	372	93			372				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	506	0.000	0	0.0	0.0	0.000	A
C-AB	244	61	760	0.321	246	1.3	0.8	7.073	A
C-A	255	64			255				
A-B	118	30			118				
A-C	312	78			312				

Implemented One-Way System - F'bridge 2033 Forecast + CD + PD With One Way, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Implemented One-Way System	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Provost Street/Shaftesbury Street/B3078	T-Junction	Two-way	4.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3078		Major
B	Provost Street		Minor
C	Shaftesbury Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shaftesbury Street	6.00			50.0	✓	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 - Provost Street	One lane	5.00	15	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	638	0.116	0.294	0.185	0.419
1	B-C	824	0.126	0.319	-	-
1	C-B	603	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	F'bridge 2033 Forecast + CD + PD With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3078		ONE HOUR	✓	631	100.000
B - Provost Street		ONE HOUR	✓	0	100.000
C - Shaftesbury Street		ONE HOUR	✓	522	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	252	379
	B - Provost Street	0	0	0
	C - Shaftesbury Street	319	203	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	0	1
	B - Provost Street	1	0	0
	C - Shaftesbury Street	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.64	14.59	2.6	B	337	506
C-A					142	212
A-B					231	347
A-C					348	522

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	526	0.000	0	0.0	0.0	0.000	A
C-AB	240	60	662	0.363	237	0.0	0.8	8.446	A
C-A	153	38			153				
A-B	190	47			190				
A-C	285	71			285				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	486	0.000	0	0.0	0.0	0.000	A
C-AB	318	79	678	0.469	316	0.8	1.2	9.965	A
C-A	151	38			151				
A-B	227	57			227				
A-C	341	85			341				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	428	0.000	0	0.0	0.0	0.000	A
C-AB	451	113	703	0.641	446	1.2	2.5	14.042	B
C-A	124	31			124				
A-B	277	69			277				
A-C	417	104			417				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	427	0.000	0	0.0	0.0	0.000	A
C-AB	453	113	705	0.643	453	2.5	2.6	14.593	B
C-A	121	30			121				
A-B	277	69			277				
A-C	417	104			417				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	484	0.000	0	0.0	0.0	0.000	A
C-AB	321	80	682	0.470	326	2.6	1.3	10.346	B
C-A	149	37			149				
A-B	227	57			227				
A-C	341	85			341				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	242	60	663	0.364	244	1.3	0.8	8.651	A
C-A	151	38			151				
A-B	190	47			190				
A-C	285	71			285				

Implemented One-Way System - F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Implemented One-Way System	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Provost Street/Shaftesbury Street/B3078	T-Junction	Two-way	4.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3078		Major
B	Provost Street		Minor
C	Shaftesbury Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shaftesbury Street	6.00			50.0	✓	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 - Provost Street	One lane	5.00	15	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	638	0.116	0.294	0.185	0.419
1	B-C	824	0.126	0.319	-	-
1	C-B	603	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3078		ONE HOUR	✓	576	100.000
B - Provost Street		ONE HOUR	✓	0	100.000
C - Shaftesbury Street		ONE HOUR	✓	680	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	162	414
	B - Provost Street	0	0	0
	C - Shaftesbury Street	505	175	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	4	3
	B - Provost Street	1	0	2
	C - Shaftesbury Street	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.65	12.53	3.3	B	399	598
C-A					225	338
A-B					149	223
A-C					380	570

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	503	0.000	0	0.0	0.0	0.000	A
C-AB	264	66	759	0.348	261	0.0	0.9	7.217	A
C-A	248	62			248				
A-B	122	30			122				
A-C	312	78			312				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	458	0.000	0	0.0	0.0	0.000	A
C-AB	368	92	799	0.460	366	0.9	1.4	8.354	A
C-A	244	61			244				
A-B	146	36			146				
A-C	372	93			372				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	393	0.000	0	0.0	0.0	0.000	A
C-AB	558	139	856	0.652	551	1.4	3.2	11.933	B
C-A	191	48			191				
A-B	178	45			178				
A-C	456	114			456				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	391	0.000	0	0.0	0.0	0.000	A
C-AB	563	141	860	0.655	563	3.2	3.3	12.528	B
C-A	186	46			186				
A-B	178	45			178				
A-C	456	114			456				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	456	0.000	0	0.0	0.0	0.000	A
C-AB	373	93	804	0.464	380	3.3	1.5	8.734	A
C-A	239	60			239				
A-B	146	36			146				
A-C	372	93			372				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	501	0.000	0	0.0	0.0	0.000	A
C-AB	267	67	761	0.351	270	1.5	0.9	7.398	A
C-A	245	61			245				
A-B	122	30			122				
A-C	312	78			312				

Implemented One-Way System - F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Implemented One-Way System	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Provost Street/Shaftesbury Street/B3078	T-Junction	Two-way	4.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3078		Major
B	Provost Street		Minor
C	Shaftesbury Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shaftesbury Street	6.00			50.0	✓	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 - Provost Street	One lane	5.00	15	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	638	0.116	0.294	0.185	0.419
1	B-C	824	0.126	0.319	-	-
1	C-B	603	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3078		ONE HOUR	✓	629	100.000
B - Provost Street		ONE HOUR	✓	0	100.000
C - Shaftesbury Street		ONE HOUR	✓	521	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	250	379
	B - Provost Street	0	0	0
	C - Shaftesbury Street	321	200	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B3078	B - Provost Street	C - Shaftesbury Street
From	A - B3078	0	0	1
	B - Provost Street	1	0	0
	C - Shaftesbury Street	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.63	14.17	2.5	B	333	500
C-A					145	217
A-B					229	344
A-C					348	522

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	237	59	663	0.357	234	0.0	0.8	8.363	A
C-A	155	39			155				
A-B	188	47			188				
A-C	285	71			285				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	487	0.000	0	0.0	0.0	0.000	A
C-AB	314	79	680	0.462	312	0.8	1.2	9.817	A
C-A	154	39			154				
A-B	225	56			225				
A-C	341	85			341				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	430	0.000	0	0.0	0.0	0.000	A
C-AB	446	111	705	0.632	441	1.2	2.4	13.671	B
C-A	128	32			128				
A-B	275	69			275				
A-C	417	104			417				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	428	0.000	0	0.0	0.0	0.000	A
C-AB	448	112	707	0.633	448	2.4	2.5	14.170	B
C-A	126	31			126				
A-B	275	69			275				
A-C	417	104			417				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	485	0.000	0	0.0	0.0	0.000	A
C-AB	317	79	683	0.464	322	2.5	1.3	10.170	B
C-A	152	38			152				
A-B	225	56			225				
A-C	341	85			341				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	0	0	526	0.000	0	0.0	0.0	0.000	A
C-AB	239	60	665	0.359	241	1.3	0.8	8.557	A
C-A	154	38			154				
A-B	188	47			188				
A-C	285	71			285				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: West Street Shaftesbury Street Model_hcc sens.j9
Path: P:\Southern\130-139\132 Intelligent Land\132.0001 South Alderholt Strategic Site\Modelling\2023 Post-App\West Street
Report generation date: 4/29/2024 12:10:59 PM

»Implemented One-Way System - F'bridge 2033 Forecast + CD With One Way, AM
»Implemented One-Way System - F'bridge 2033 Forecast + CD With One Way, PM
»Implemented One-Way System - F'bridge 2033 Forecast + CD + PD With One Way, AM
»Implemented One-Way System - F'bridge 2033 Forecast + CD + PD With One Way, PM
»Implemented One-Way System - F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way, AM
»Implemented One-Way System - F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Implemented One-Way System - F'bridge 2033 Forecast + CD With One Way							
Stream B-C	0.5	12.46	0.36	B	0.4	10.21	0.28	B
Stream B-A	1.5	27.30	0.61	D	0.5	15.09	0.32	C
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	Implemented One-Way System - F'bridge 2033 Forecast + CD + PD With One Way							
Stream B-C	0.9	16.56	0.47	C	0.5	11.55	0.33	B
Stream B-A	5.8	76.61	0.89	F	0.9	20.03	0.49	C
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	Implemented One-Way System - F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way							
Stream B-C	0.9	17.10	0.48	C	0.5	11.67	0.34	B
Stream B-A	6.9	87.72	0.91	F	1.0	20.64	0.50	C
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	8/4/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PC-PBASH-KAREN\Paul B
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	F'bridge 2033 Forecast + CD	AM	Existing layout (not one-way)	ONE HOUR	07:45	09:15	15	
D2	F'bridge 2033 Forecast + CD	PM	Existing layout (not one-way)	ONE HOUR	16:45	18:15	15	
D3	F'bridge 2033 Forecast + CD With One Way	AM		ONE HOUR	07:45	09:15	15	✓
D4	F'bridge 2033 Forecast + CD With One Way	PM		ONE HOUR	16:45	18:15	15	✓
D5	F'bridge 2033 Forecast + CD + PD With One Way	AM		ONE HOUR	07:45	09:15	15	✓
D6	F'bridge 2033 Forecast + CD + PD With One Way	PM		ONE HOUR	16:45	18:15	15	✓
D7	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	AM		ONE HOUR	07:45	09:15	15	✓
D8	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	PM		ONE HOUR	16:45	18:15	15	✓

Implemented One-Way System - F'bridge 2033 Forecast + CD With One Way, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Implemented One-Way System	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftesbury Street East		Major
B	West Street		Minor
C	Shaftesbury Street West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			70.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.70	2.70	24	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	476	0.084	0.213	0.134	0.305
1	B-C	611	0.091	0.231	-	-
1	C-B	615	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	F'bridge 2033 Forecast + CD With One Way	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	257	100.000
B		ONE HOUR	✓	332	100.000
C		ONE HOUR	✓	472	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	257
	B	187	0	145
	C	472	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	1	0	2
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.36	12.46	0.5	B	133	200
B-A	0.61	27.30	1.5	D	172	257
C-AB	0.00	0.00	0.0	A	0	0
C-A					433	650
A-B					0	0
A-C					236	354

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	109	27	502	0.217	108	0.0	0.3	9.110	A
B-A	141	35	379	0.371	138	0.0	0.6	14.810	B
C-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
C-A	355	89			355				
A-B	0	0			0				
A-C	193	48			193				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	130	33	480	0.271	130	0.3	0.4	10.264	B
B-A	168	42	362	0.465	167	0.6	0.8	18.396	C
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	424	106			424				
A-B	0	0			0				
A-C	231	58			231				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	160	40	450	0.355	159	0.4	0.5	12.359	B
B-A	206	51	337	0.611	203	0.8	1.5	26.424	D
C-AB	0	0	535	0.000	0	0.0	0.0	0.000	A
C-A	520	130			520				
A-B	0	0			0				
A-C	283	71			283				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	160	40	449	0.356	160	0.5	0.5	12.457	B
B-A	206	51	337	0.611	206	1.5	1.5	27.298	D
C-AB	0	0	535	0.000	0	0.0	0.0	0.000	A
C-A	520	130			520				
A-B	0	0			0				
A-C	283	71			283				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	130	33	479	0.272	131	0.5	0.4	10.369	B
B-A	168	42	362	0.465	171	1.5	0.9	19.075	C
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	424	106			424				
A-B	0	0			0				
A-C	231	58			231				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	109	27	501	0.218	110	0.4	0.3	9.213	A
B-A	141	35	379	0.371	142	0.9	0.6	15.241	C
C-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
C-A	355	89			355				
A-B	0	0			0				
A-C	193	48			193				

Implemented One-Way System - F'bridge 2033 Forecast + CD With One Way, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Implemented One-Way System	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftesbury Street East		Major
B	West Street		Minor
C	Shaftesbury Street West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			70.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.70	2.70	24	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	476	0.084	0.213	0.134	0.305
1	B-C	611	0.091	0.231	-	-
1	C-B	615	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	F'bridge 2033 Forecast + CD With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	280	100.000
B		ONE HOUR	✓	229	100.000
C		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	280
	B	104	0	125
	C	353	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	10.21	0.4	B	115	172
B-A	0.32	15.09	0.5	C	95	143
C-AB	0.00	0.00	0.0	A	0	0
C-A					324	486
A-B					0	0
A-C					257	385

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	94	24	529	0.178	93	0.0	0.2	8.252	A
B-A	78	20	390	0.201	77	0.0	0.2	11.468	B
C-AB	0	0	560	0.000	0	0.0	0.0	0.000	A
C-A	266	66			266				
A-B	0	0			0				
A-C	211	53			211				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	112	28	513	0.219	112	0.2	0.3	8.981	A
B-A	93	23	375	0.250	93	0.2	0.3	12.780	B
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	317	79			317				
A-B	0	0			0				
A-C	252	63			252				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	138	34	490	0.281	137	0.3	0.4	10.182	B
B-A	115	29	353	0.324	114	0.3	0.5	15.022	C
C-AB	0	0	537	0.000	0	0.0	0.0	0.000	A
C-A	389	97			389				
A-B	0	0			0				
A-C	308	77			308				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	138	34	490	0.281	138	0.4	0.4	10.212	B
B-A	115	29	353	0.324	114	0.5	0.5	15.090	C
C-AB	0	0	537	0.000	0	0.0	0.0	0.000	A
C-A	389	97			389				
A-B	0	0			0				
A-C	308	77			308				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	112	28	512	0.219	113	0.4	0.3	9.020	A
B-A	93	23	375	0.250	94	0.5	0.3	12.856	B
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	317	79			317				
A-B	0	0			0				
A-C	252	63			252				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	94	24	528	0.178	94	0.3	0.2	8.302	A
B-A	78	20	390	0.201	79	0.3	0.3	11.563	B
C-AB	0	0	560	0.000	0	0.0	0.0	0.000	A
C-A	266	66			266				
A-B	0	0			0				
A-C	211	53			211				

Implemented One-Way System - F'bridge 2033 Forecast + CD + PD With One Way, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Implemented One-Way System	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	19.55	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftesbury Street East		Major
B	West Street		Minor
C	Shaftesbury Street West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			70.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.70	2.70	24	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	476	0.084	0.213	0.134	0.305
1	B-C	611	0.091	0.231	-	-
1	C-B	615	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	F'bridge 2033 Forecast + CD + PD With One Way	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	257	100.000
B		ONE HOUR	✓	442	100.000
C		ONE HOUR	✓	485	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	257
	B	270	0	172
	C	485	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	1	0	2
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.47	16.56	0.9	C	158	237
B-A	0.89	76.61	5.8	F	248	372
C-AB	0.00	0.00	0.0	A	0	0
C-A					445	668
A-B					0	0
A-C					236	354

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	129	32	479	0.270	128	0.0	0.4	10.217	B
B-A	203	51	378	0.538	199	0.0	1.1	19.643	C
C-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
C-A	365	91			365				
A-B	0	0			0				
A-C	193	48			193				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	155	39	451	0.343	154	0.4	0.5	12.098	B
B-A	243	61	360	0.674	240	1.1	1.9	29.103	D
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	436	109			436				
A-B	0	0			0				
A-C	231	58			231				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	189	47	411	0.461	188	0.5	0.8	16.050	C
B-A	297	74	335	0.887	285	1.9	5.0	60.385	F
C-AB	0	0	535	0.000	0	0.0	0.0	0.000	A
C-A	534	133			534				
A-B	0	0			0				
A-C	283	71			283				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	189	47	406	0.466	189	0.8	0.9	16.565	C
B-A	297	74	335	0.887	294	5.0	5.8	76.609	F
C-AB	0	0	535	0.000	0	0.0	0.0	0.000	A
C-A	534	133			534				
A-B	0	0			0				
A-C	283	71			283				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	155	39	444	0.348	156	0.9	0.5	12.555	B
B-A	243	61	360	0.674	257	5.8	2.3	38.551	E
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	436	109			436				
A-B	0	0			0				
A-C	231	58			231				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	129	32	476	0.272	130	0.5	0.4	10.441	B
B-A	203	51	378	0.538	207	2.3	1.2	21.592	C
C-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
C-A	365	91			365				
A-B	0	0			0				
A-C	193	48			193				

Implemented One-Way System - F'bridge 2033 Forecast + CD + PD With One Way, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Implemented One-Way System	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftesbury Street East		Major
B	West Street		Minor
C	Shaftesbury Street West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			70.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.70	2.70	24	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	476	0.084	0.213	0.134	0.305
1	B-C	611	0.091	0.231	-	-
1	C-B	615	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	F'bridge 2033 Forecast + CD + PD With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	280	100.000
B		ONE HOUR	✓	296	100.000
C		ONE HOUR	✓	380	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	280
	B	154	0	142
	C	380	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.33	11.55	0.5	B	130	195
B-A	0.49	20.03	0.9	C	141	212
C-AB	0.00	0.00	0.0	A	0	0
C-A					349	523
A-B					0	0
A-C					257	385

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	107	27	515	0.208	106	0.0	0.3	8.778	A
B-A	116	29	388	0.299	114	0.0	0.4	13.095	B
C-AB	0	0	560	0.000	0	0.0	0.0	0.000	A
C-A	286	72			286				
A-B	0	0			0				
A-C	211	53			211				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	128	32	496	0.258	127	0.3	0.3	9.767	A
B-A	138	35	371	0.373	138	0.4	0.6	15.367	C
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	342	85			342				
A-B	0	0			0				
A-C	252	63			252				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	156	39	468	0.334	156	0.3	0.5	11.488	B
B-A	170	42	349	0.486	168	0.6	0.9	19.764	C
C-AB	0	0	537	0.000	0	0.0	0.0	0.000	A
C-A	418	105			418				
A-B	0	0			0				
A-C	308	77			308				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	156	39	468	0.334	156	0.5	0.5	11.552	B
B-A	170	42	349	0.486	169	0.9	0.9	20.030	C
C-AB	0	0	537	0.000	0	0.0	0.0	0.000	A
C-A	418	105			418				
A-B	0	0			0				
A-C	308	77			308				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	128	32	495	0.258	128	0.5	0.4	9.837	A
B-A	138	35	371	0.373	140	0.9	0.6	15.624	C
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	342	85			342				
A-B	0	0			0				
A-C	252	63			252				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	107	27	514	0.208	107	0.4	0.3	8.855	A
B-A	116	29	388	0.299	117	0.6	0.4	13.324	B
C-AB	0	0	560	0.000	0	0.0	0.0	0.000	A
C-A	286	72			286				
A-B	0	0			0				
A-C	211	53			211				

Implemented One-Way System - F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Implemented One-Way System	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	22.39	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftesbury Street East		Major
B	West Street		Minor
C	Shaftesbury Street West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			70.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.70	2.70	24	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	476	0.084	0.213	0.134	0.305
1	B-C	611	0.091	0.231	-	-
1	C-B	615	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	257	100.000
B		ONE HOUR	✓	451	100.000
C		ONE HOUR	✓	490	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	257
	B	277	0	174
	C	490	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	1	0	2
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.48	17.10	0.9	C	160	239
B-A	0.91	87.72	6.9	F	254	381
C-AB	0.00	0.00	0.0	A	0	0
C-A					450	674
A-B					0	0
A-C					236	354

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	131	33	477	0.275	130	0.0	0.4	10.318	B
B-A	209	52	378	0.552	204	0.0	1.2	20.230	C
C-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	0	0			0				
A-C	193	48			193				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	156	39	448	0.349	156	0.4	0.5	12.279	B
B-A	249	62	359	0.693	246	1.2	2.0	30.647	D
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	440	110			440				
A-B	0	0			0				
A-C	231	58			231				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	192	48	408	0.470	190	0.5	0.9	16.465	C
B-A	305	76	334	0.912	290	2.0	5.7	66.337	F
C-AB	0	0	535	0.000	0	0.0	0.0	0.000	A
C-A	540	135			540				
A-B	0	0			0				
A-C	283	71			283				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	192	48	402	0.477	191	0.9	0.9	17.098	C
B-A	305	76	334	0.912	300	5.7	6.9	87.715	F
C-AB	0	0	535	0.000	0	0.0	0.0	0.000	A
C-A	540	135			540				
A-B	0	0			0				
A-C	283	71			283				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	156	39	440	0.356	158	0.9	0.6	12.826	B
B-A	249	62	359	0.693	266	6.9	2.5	43.742	E
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	440	110			440				
A-B	0	0			0				
A-C	231	58			231				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	131	33	473	0.277	132	0.6	0.4	10.562	B
B-A	209	52	378	0.552	213	2.5	1.3	22.530	C
C-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	0	0			0				
A-C	193	48			193				

Implemented One-Way System - F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Implemented One-Way System	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftesbury Street East		Major
B	West Street		Minor
C	Shaftesbury Street West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			70.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.70	2.70	24	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	476	0.084	0.213	0.134	0.305
1	B-C	611	0.091	0.231	-	-
1	C-B	615	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	F'bridge 2033 Forecast + CD + PD (Sensitivity) With One Way	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	280	100.000
B		ONE HOUR	✓	302	100.000
C		ONE HOUR	✓	379	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	280
	B	159	0	143
	C	379	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.34	11.67	0.5	B	131	197
B-A	0.50	20.64	1.0	C	146	219
C-AB	0.00	0.00	0.0	A	0	0
C-A					348	522
A-B					0	0
A-C					257	385

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	108	27	514	0.210	107	0.0	0.3	8.824	A
B-A	120	30	388	0.309	118	0.0	0.4	13.266	B
C-AB	0	0	560	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
A-B	0	0			0				
A-C	211	53			211				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	129	32	494	0.260	128	0.3	0.3	9.835	A
B-A	143	36	371	0.385	142	0.4	0.6	15.653	C
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	341	85			341				
A-B	0	0			0				
A-C	252	63			252				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	157	39	466	0.338	157	0.3	0.5	11.611	B
B-A	175	44	349	0.501	174	0.6	1.0	20.338	C
C-AB	0	0	537	0.000	0	0.0	0.0	0.000	A
C-A	417	104			417				
A-B	0	0			0				
A-C	308	77			308				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	157	39	466	0.338	157	0.5	0.5	11.675	B
B-A	175	44	349	0.501	175	1.0	1.0	20.642	C
C-AB	0	0	537	0.000	0	0.0	0.0	0.000	A
C-A	417	104			417				
A-B	0	0			0				
A-C	308	77			308				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	129	32	493	0.261	129	0.5	0.4	9.907	A
B-A	143	36	371	0.385	144	1.0	0.6	15.941	C
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	341	85			341				
A-B	0	0			0				
A-C	252	63			252				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	108	27	513	0.210	108	0.4	0.3	8.902	A
B-A	120	30	388	0.309	120	0.6	0.5	13.512	B
C-AB	0	0	560	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
A-B	0	0			0				
A-C	211	53			211				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: West Street Church Street Indicative Model.j9
Path: P:\Southern\130-139\132 Intelligent Land\132.0001 South Alderholt Strategic Site\Modelling\2023 Post-App\West Street-Church Street
Report generation date: 4/25/2024 4:52:45 PM

»2033 + Committed Development + Proposed Development (Sensitivity), AM
»2033 + Committed Development + Proposed Development (Sensitivity), PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2033 + Committed Development + Proposed Development (Sensitivity)							
Stream B-C	1.2	11.37	0.53	B	2.4	17.98	0.70	C
Stream B-A	0.2	9.50	0.14	A	0.2	8.93	0.14	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	4/25/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\acmodelling
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	2033 + Committed Development + Proposed Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15
D2	2033 + Committed Development + Proposed Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2033 + Committed Development + Proposed Development (Sensitivity), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	West Street (One Way)		Major
B	Provost Street (One Way)		Minor
C	Church Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			60.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	4.50	3.50	90	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	541	0.099	0.249	0.157	0.356
1	B-C	731	0.112	0.283	-	-
1	C-B	609	0.236	0.236	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2033 + Committed Development + Proposed Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	398	100.000
C		✓	448	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	60	0	338
	C	448	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.53	11.37	1.2	B
B-A	0.14	9.50	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	254	714	0.357	252	0.6	8.151	A
B-A	45	488	0.093	45	0.1	8.514	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	337			337			
A-B	0			0			
A-C	0			0			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	304	710	0.428	303	0.8	9.272	A
B-A	54	478	0.113	54	0.1	8.908	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	403			403			
A-B	0			0			
A-C	0			0			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	372	704	0.528	371	1.1	11.272	B
B-A	66	464	0.142	66	0.2	9.493	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	493			493			
A-B	0			0			
A-C	0			0			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	372	704	0.528	372	1.2	11.370	B
B-A	66	464	0.142	66	0.2	9.501	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	493			493			
A-B	0			0			
A-C	0			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	304	710	0.428	305	0.8	9.378	A
B-A	54	478	0.113	54	0.1	8.918	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	403			403			
A-B	0			0			
A-C	0			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	254	714	0.357	255	0.6	8.265	A
B-A	45	488	0.093	45	0.1	8.535	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	337			337			
A-B	0			0			
A-C	0			0			

2033 + Committed Development + Proposed Development (Sensitivity), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	10.65	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2033 + Committed Development + Proposed Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	511	100.000
C		✓	301	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	60	0	451
	C	301	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.70	17.98	2.4	C
B-A	0.14	8.93	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	340	714	0.475	336	0.9	9.893	A
B-A	45	506	0.089	45	0.1	8.195	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	227			227			
A-B	0			0			
A-C	0			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	405	711	0.570	404	1.4	12.241	B
B-A	54	499	0.108	54	0.1	8.493	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	271			271			
A-B	0			0			
A-C	0			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	497	706	0.704	493	2.3	17.394	C
B-A	66	489	0.135	66	0.2	8.926	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	331			331			
A-B	0			0			
A-C	0			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	497	706	0.704	496	2.4	17.981	C
B-A	66	489	0.135	66	0.2	8.931	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	331			331			
A-B	0			0			
A-C	0			0			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	405	711	0.571	409	1.4	12.701	B
B-A	54	499	0.108	54	0.1	8.503	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	271			271			
A-B	0			0			
A-C	0			0			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	340	714	0.475	341	1.0	10.192	B
B-A	45	506	0.089	45	0.1	8.213	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	227			227			
A-B	0			0			
A-C	0			0			

Appendix W

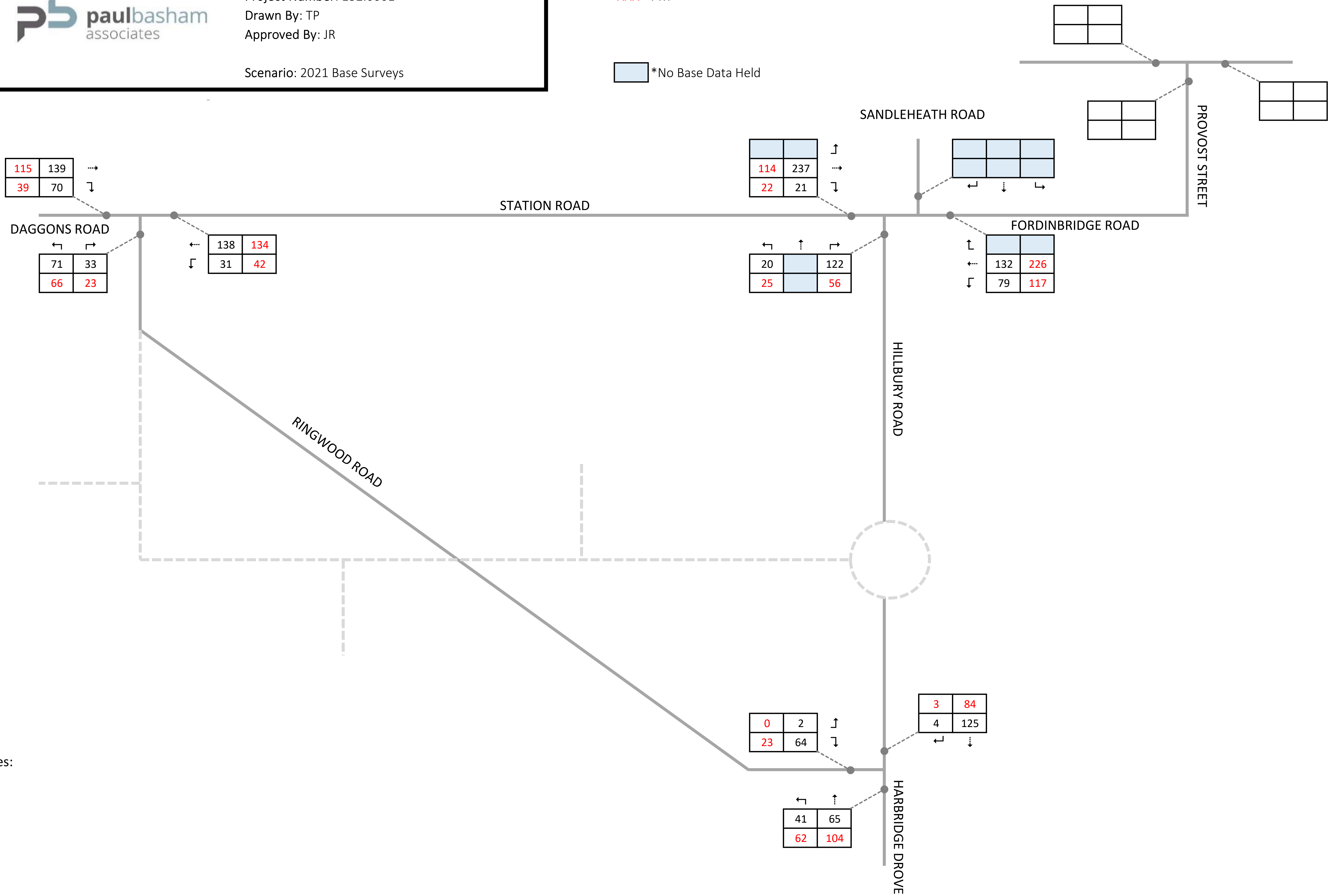
paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2021 Base Surveys

XXX AM
XXX PM

*No Base Data Held



Notes:

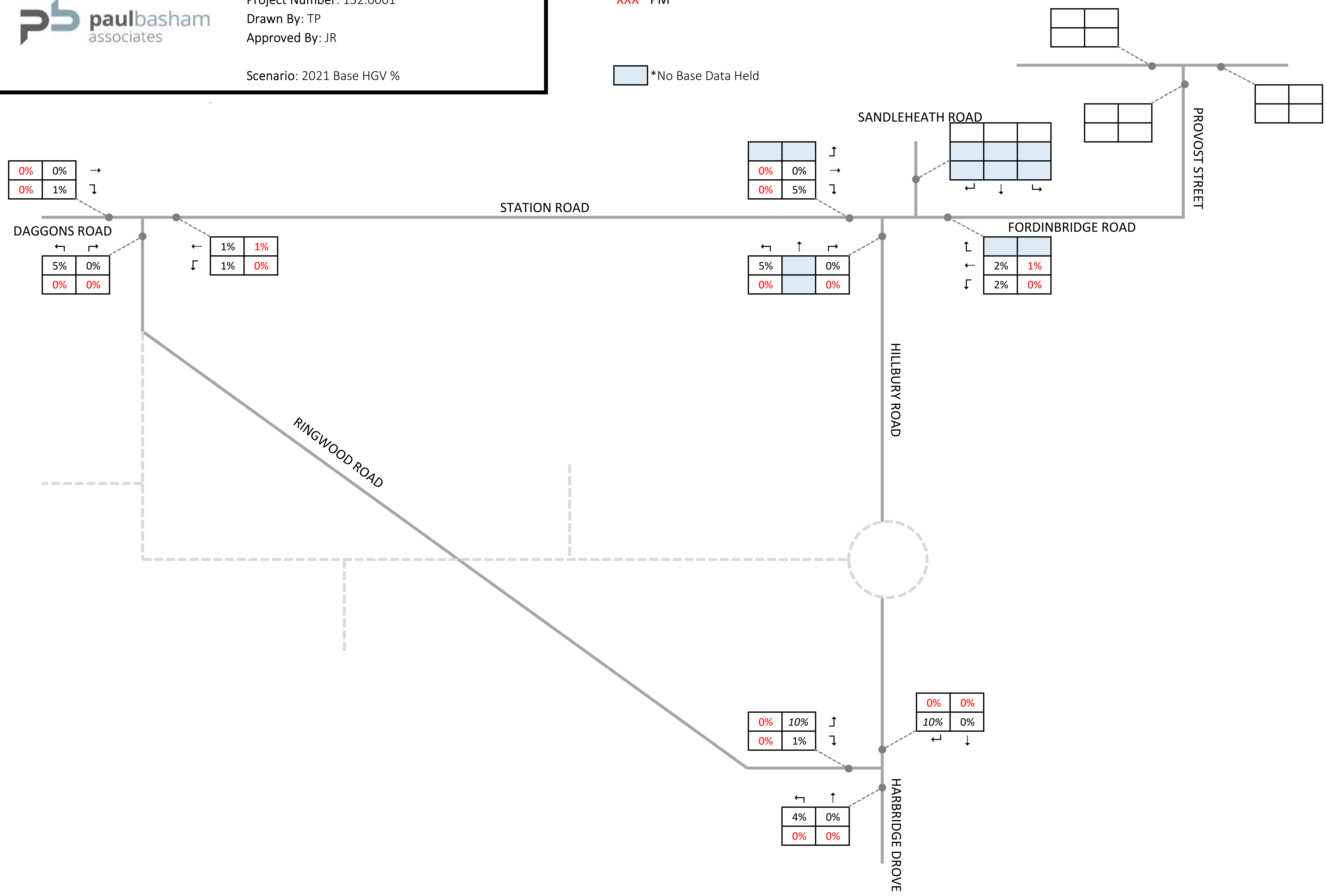
paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2021 Base HGV %

XXX AM
XXX PM

*No Base Data Held



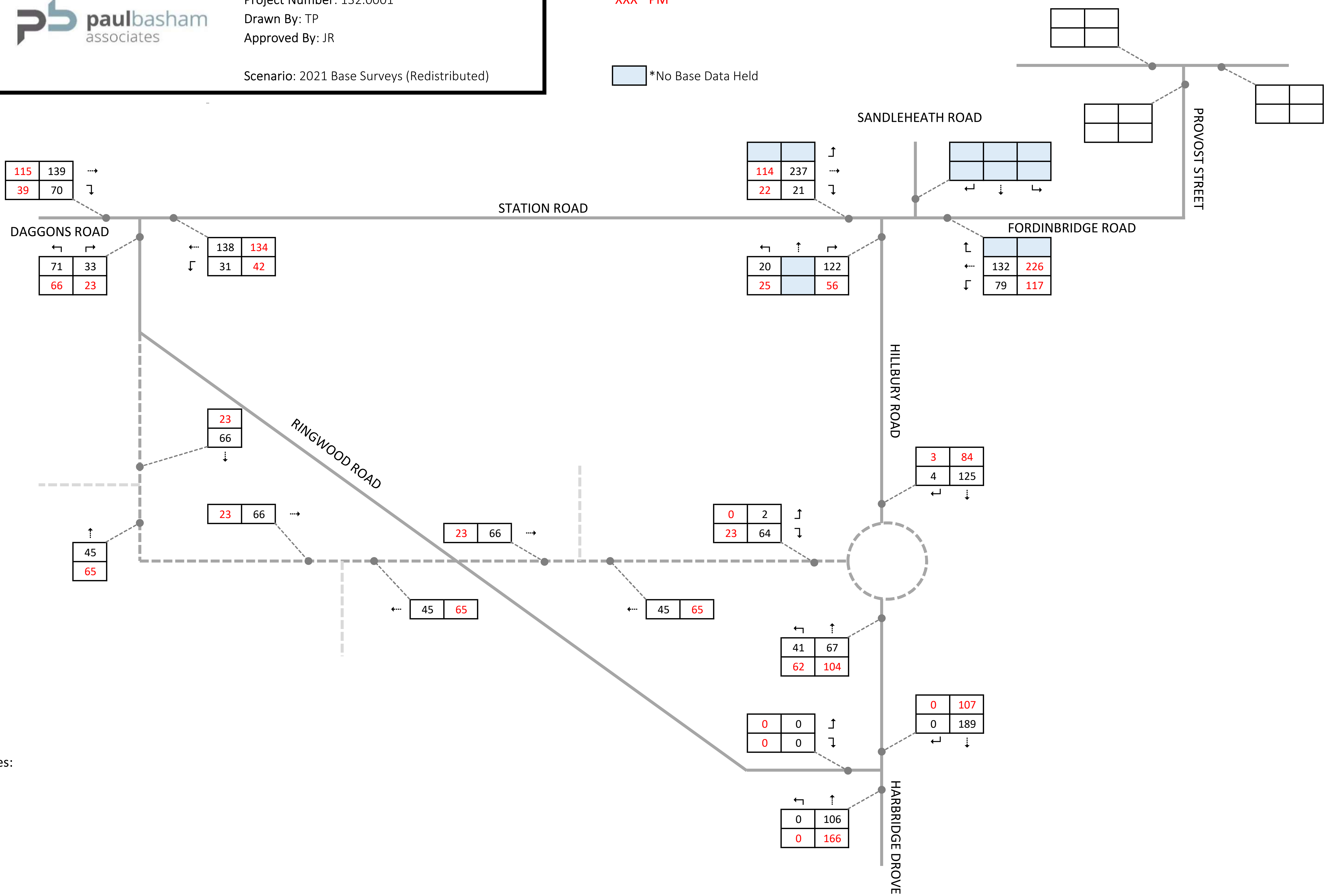
paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2021 Base Surveys (Redistributed)

XXX AM
XXX PM

*No Base Data Held

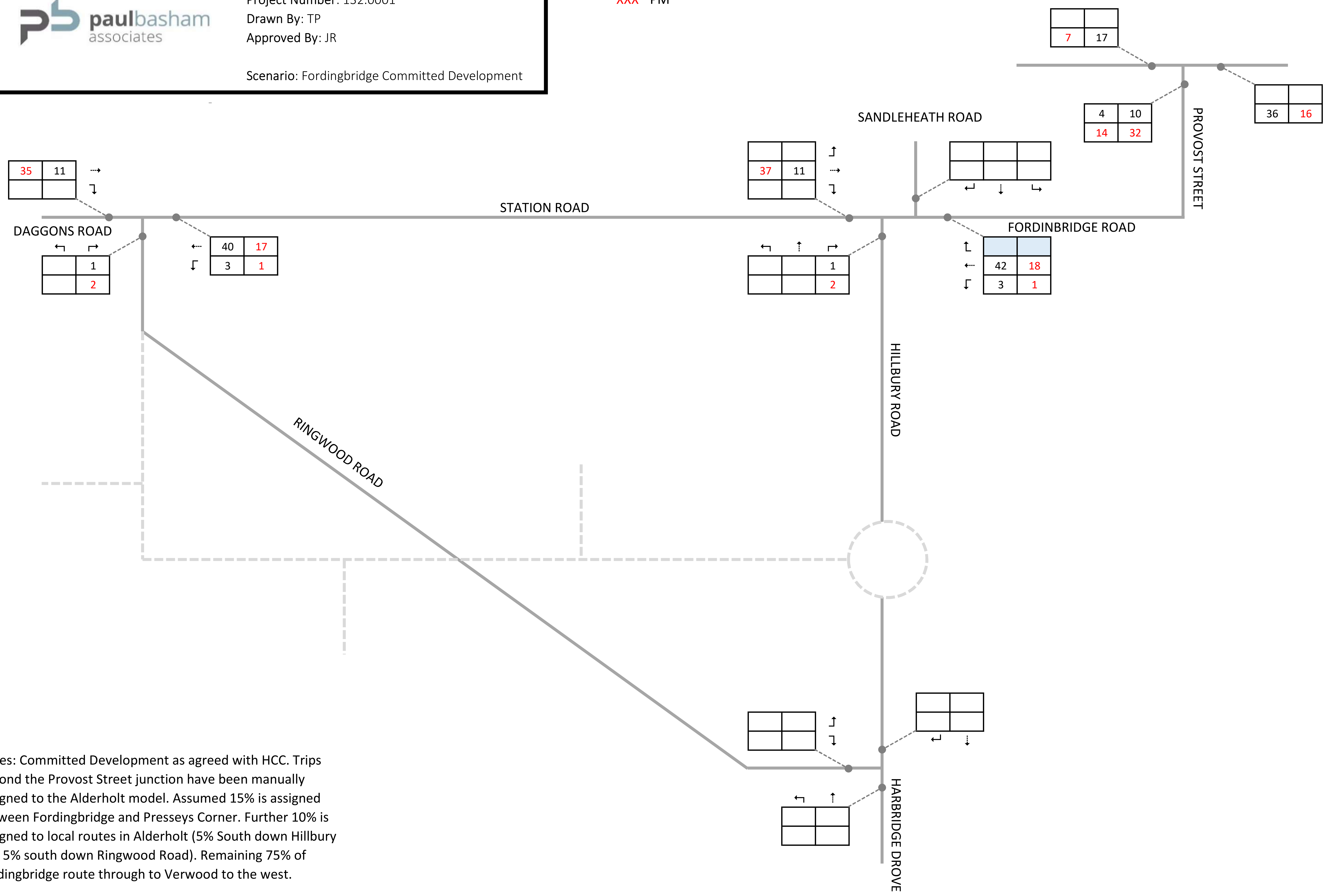


Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Fordingbridge Committed Development

XXX AM
XXX PM



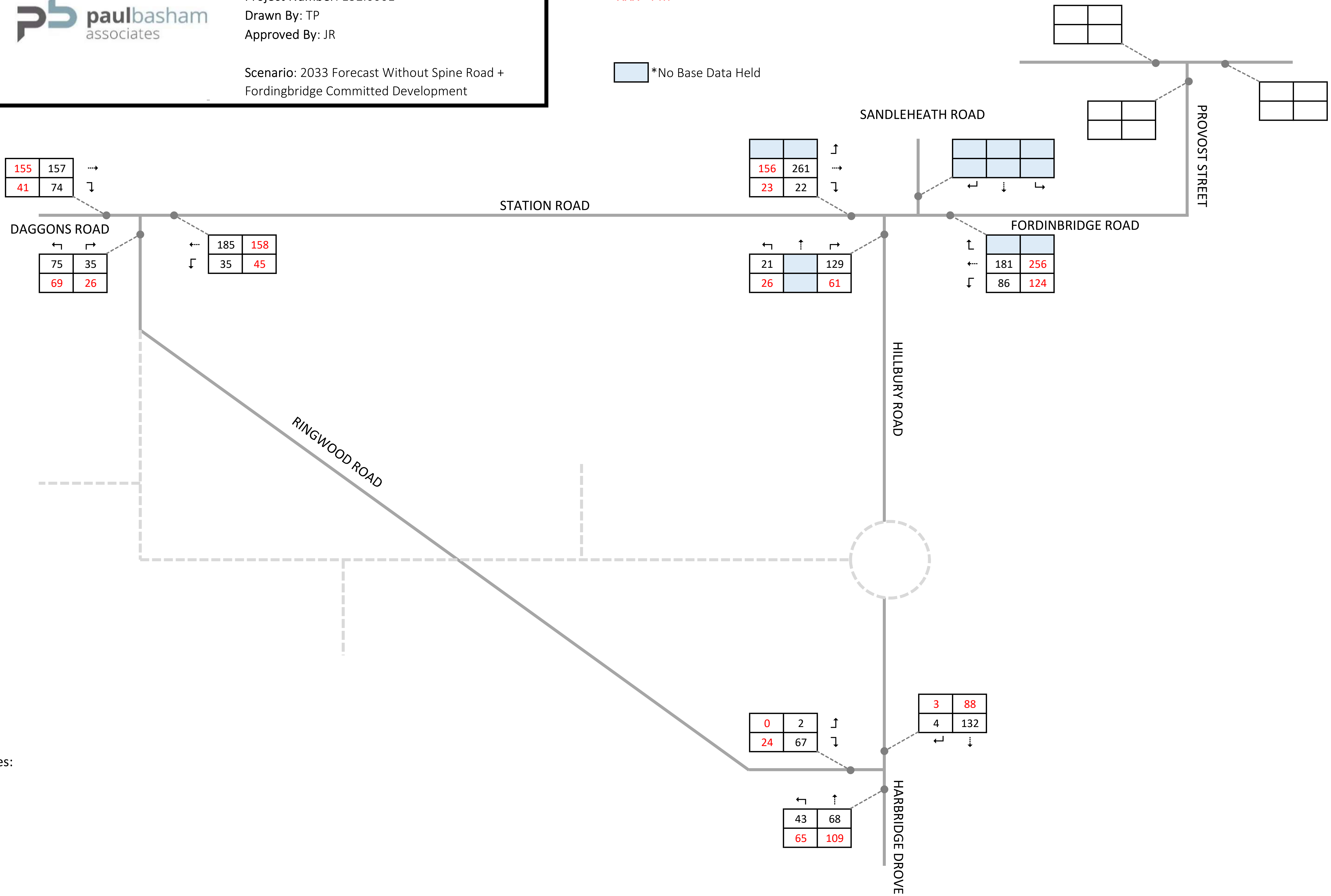
Notes: Committed Development as agreed with HCC. Trips beyond the Provost Street junction have been manually assigned to the Alderholt model. Assumed 15% is assigned between Fordingbridge and Presseys Corner. Further 10% is assigned to local routes in Alderholt (5% South down Hillbury and 5% south down Ringwood Road). Remaining 75% of Fordingbridge route through to Verwood to the west.

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2033 Forecast Without Spine Road + Fordingbridge Committed Development

XXX AM
XXX PM

*No Base Data Held



Notes:

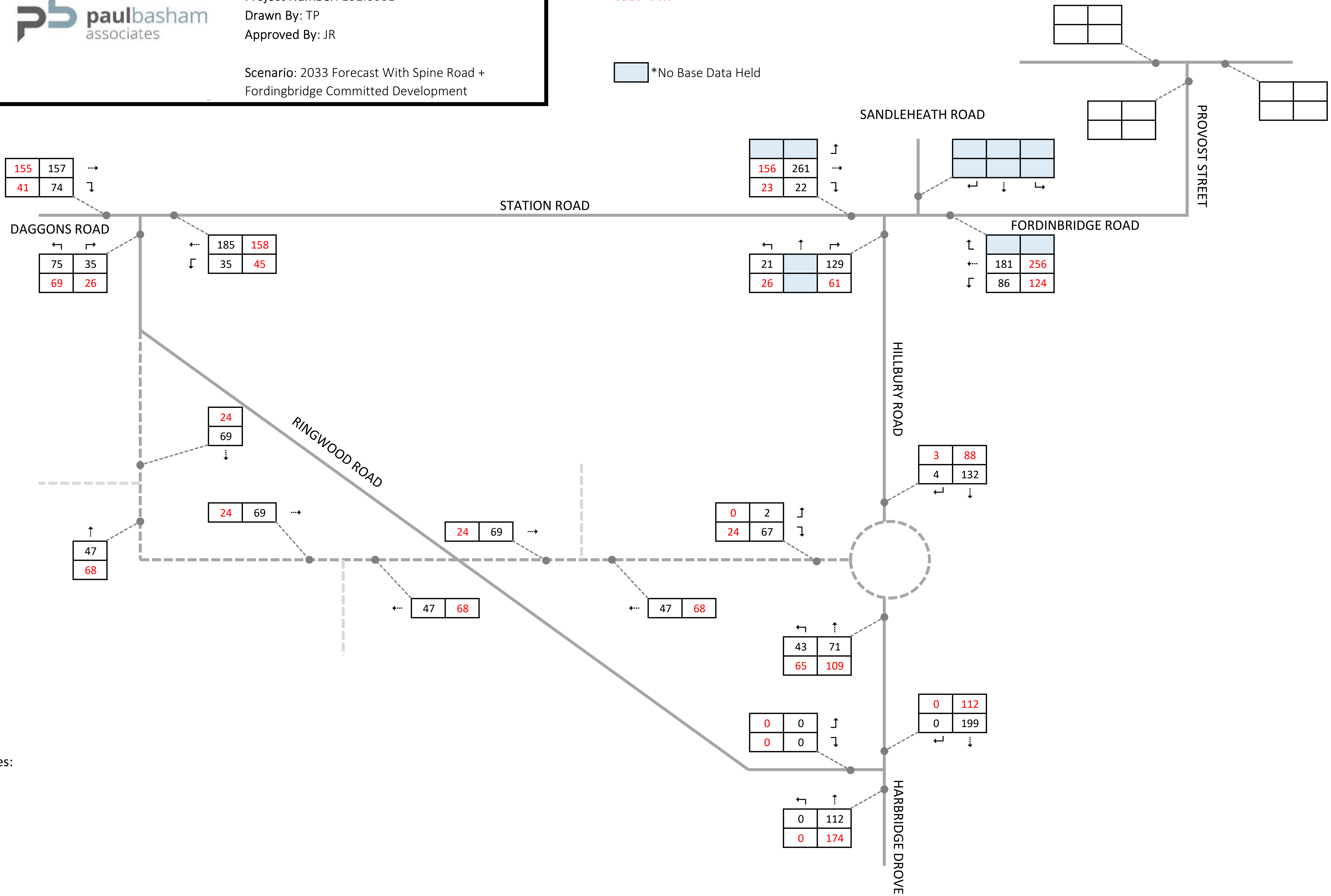
paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2033 Forecast With Spine Road + Fordingbridge Committed Development

XXX AM
XXX PM

*No Base Data Held

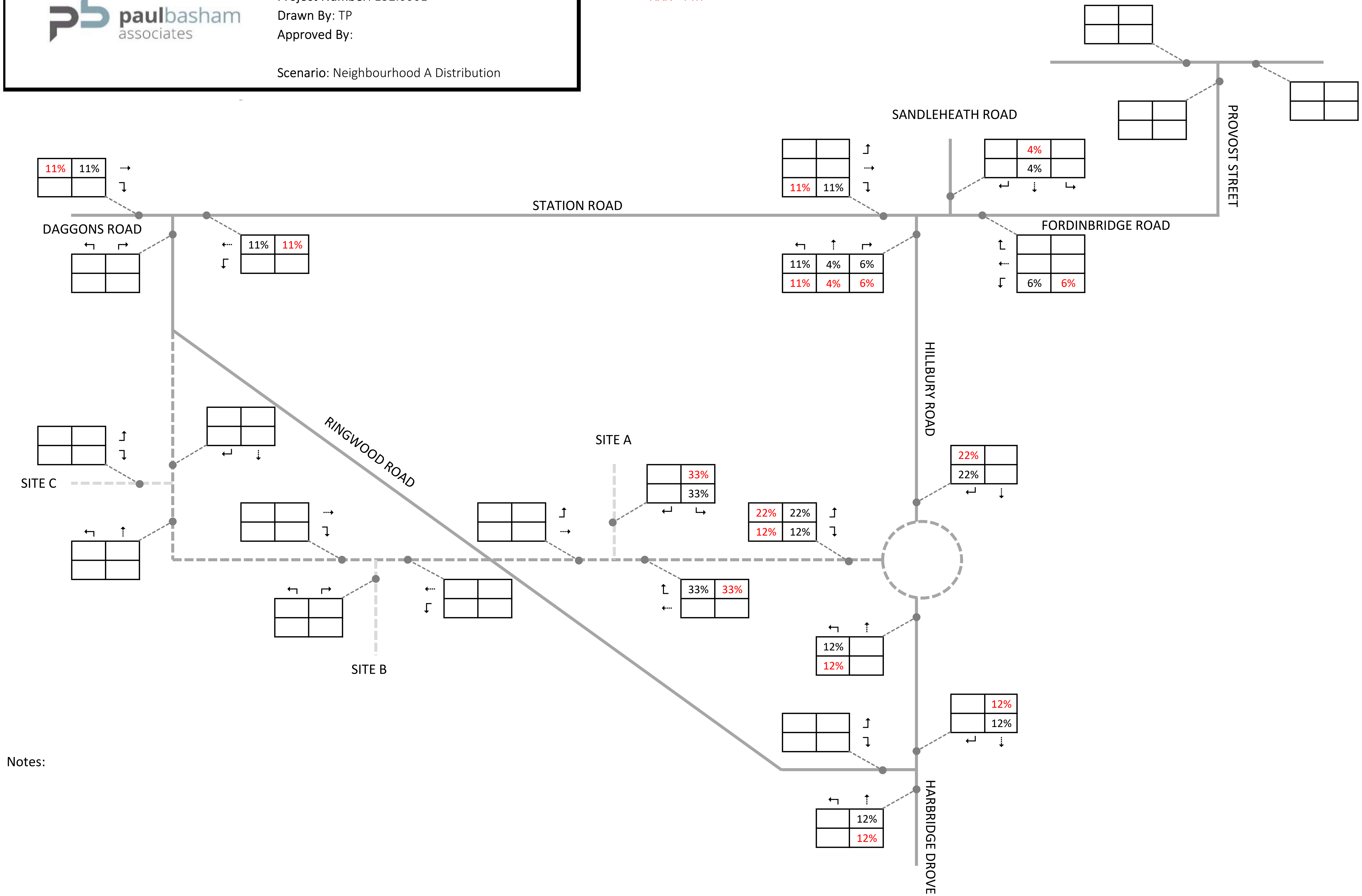


Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By:

Scenario: Neighbourhood A Distribution

XXX AM
XXX PM



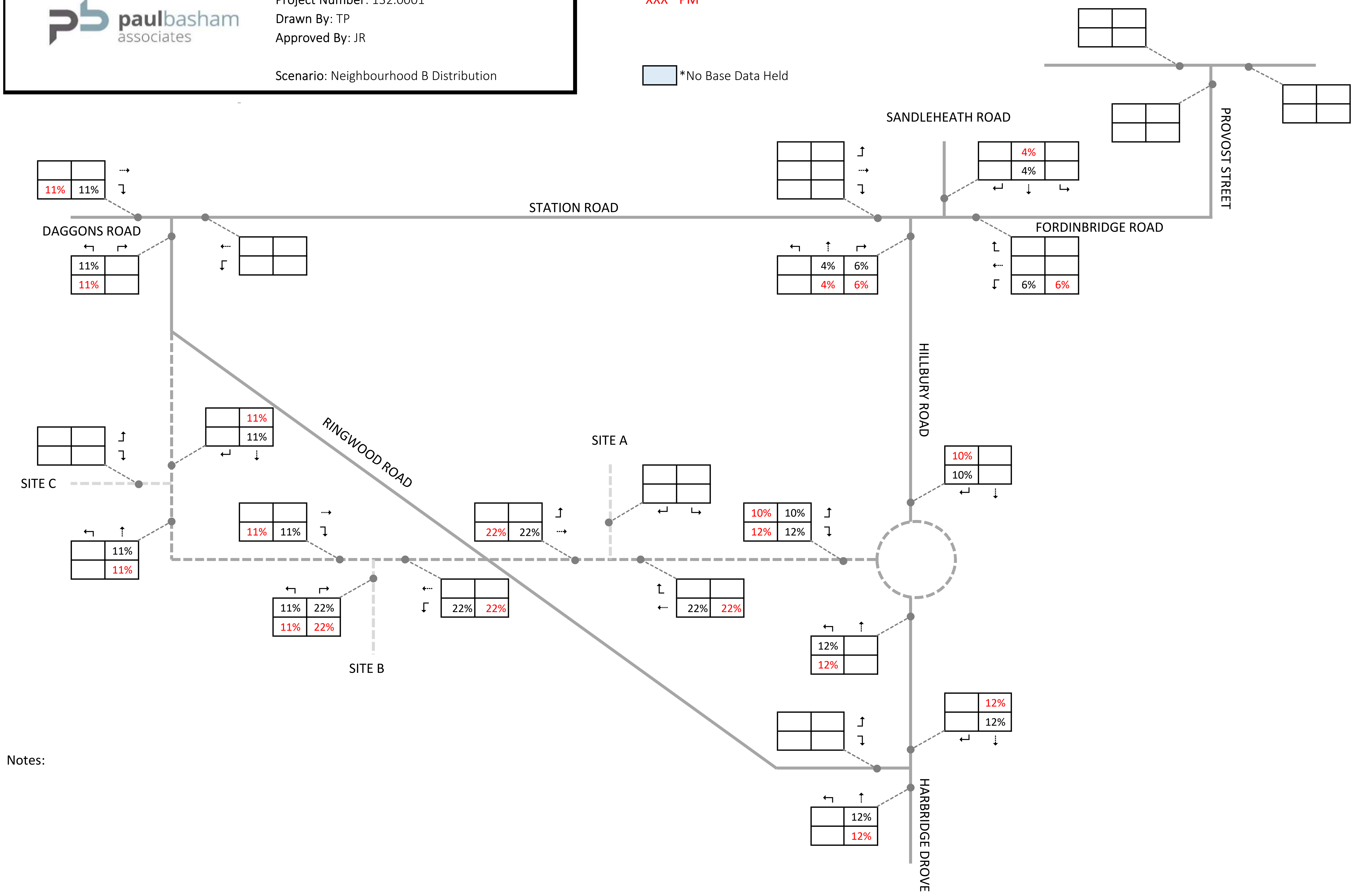
Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Neighbourhood B Distribution

XXX AM
XXX PM

*No Base Data Held



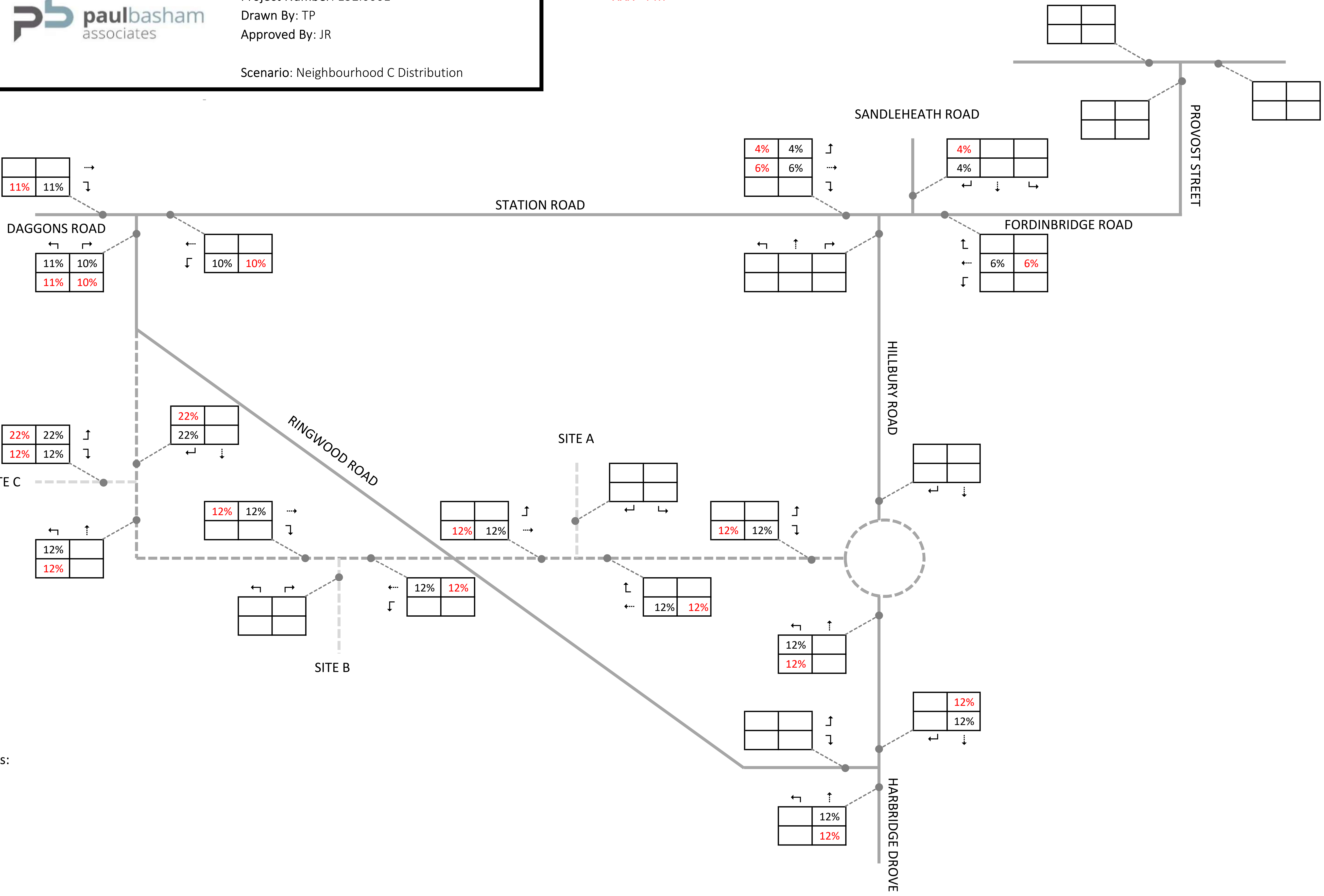
Notes:

paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Neighbourhood C Distribution

XXX AM
XXX PM



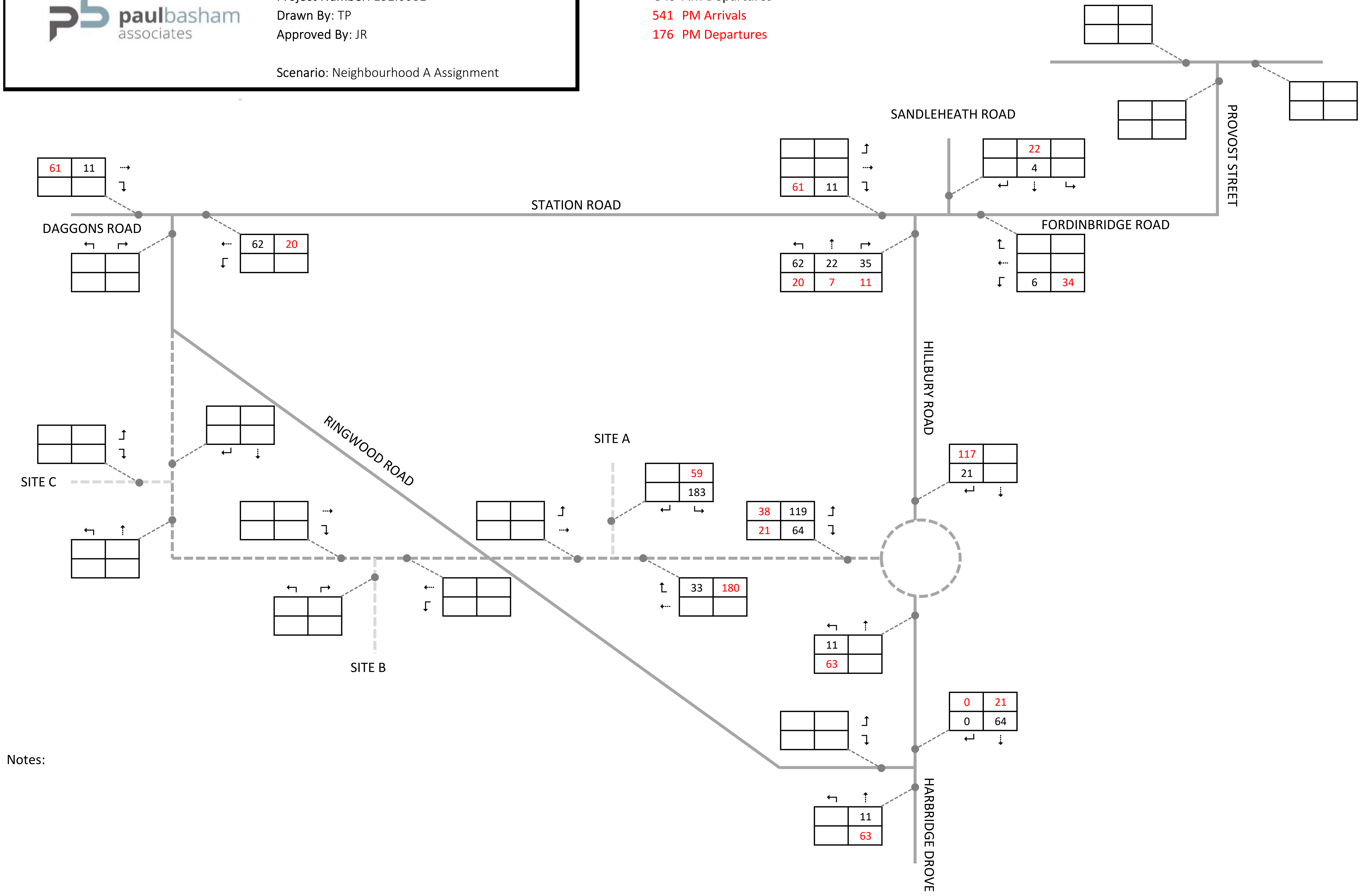
Notes:

paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Neighbourhood A Assignment

98 AM Arrivals
549 AM Departures
541 PM Arrivals
176 PM Departures

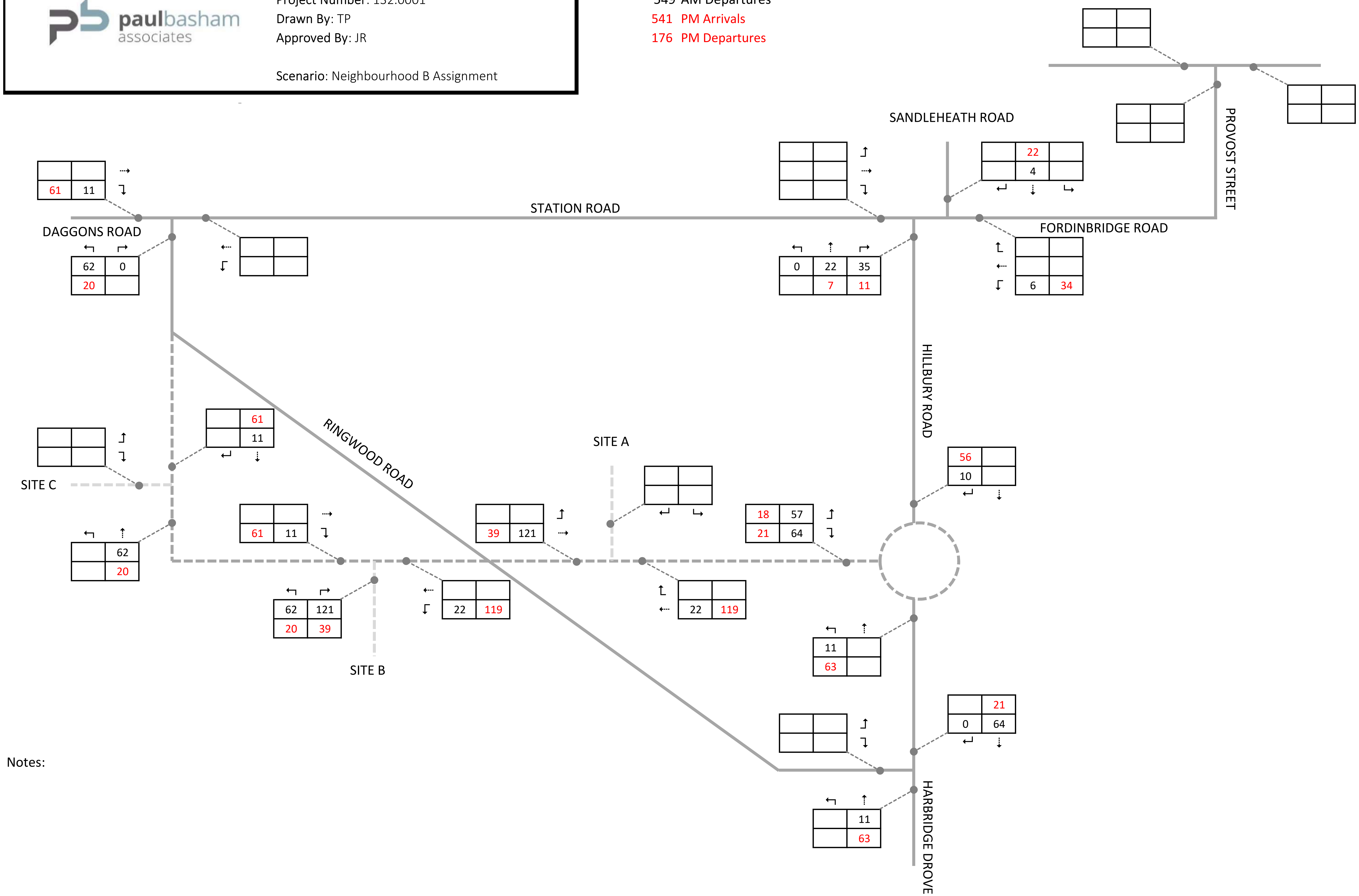


Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Neighbourhood B Assignment

98 AM Arrivals
549 AM Departures
541 PM Arrivals
176 PM Departures

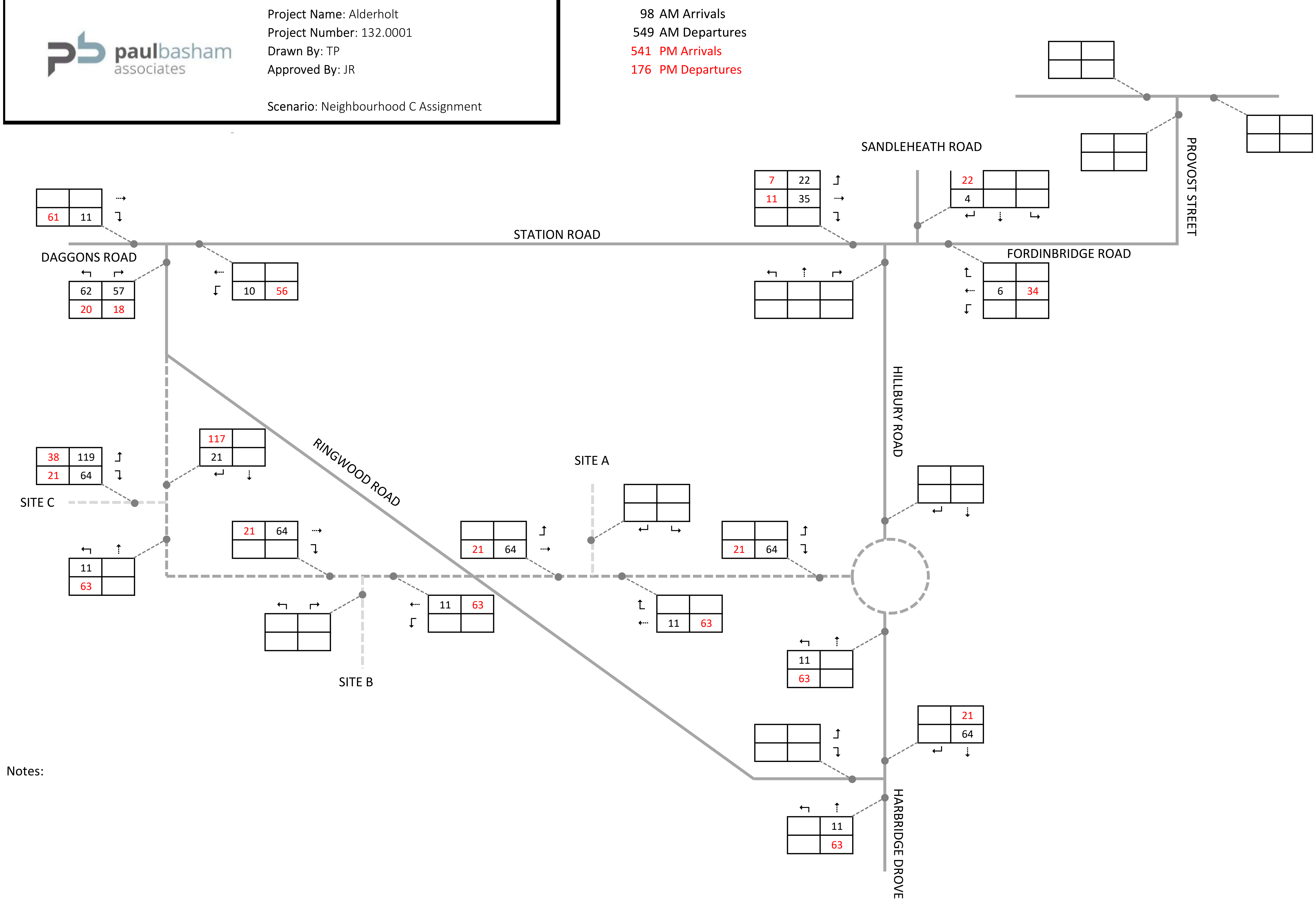


Notes:

paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Neighbourhood C Assignment

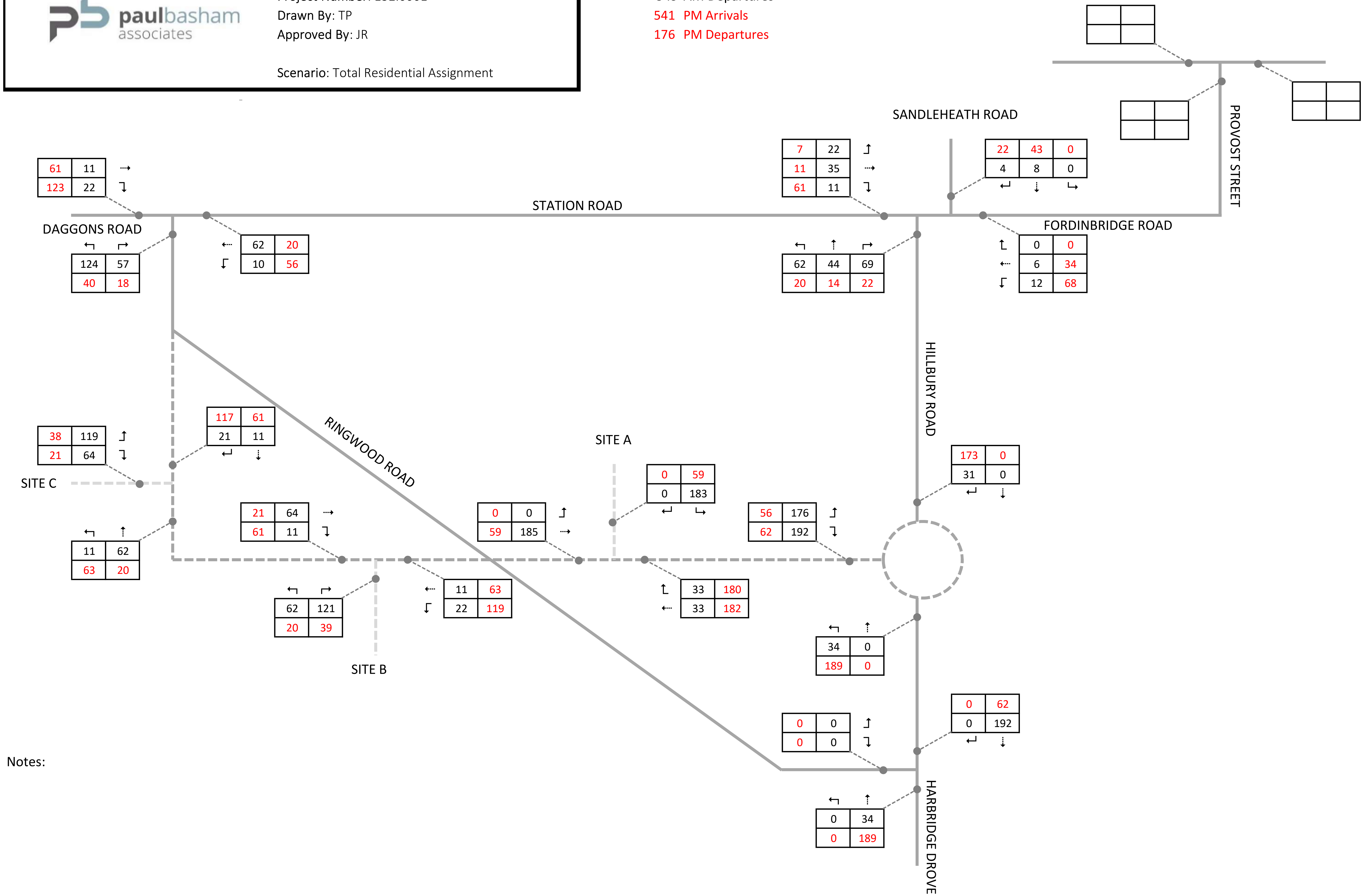


Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Total Residential Assignment

98 AM Arrivals
549 AM Departures
541 PM Arrivals
176 PM Departures

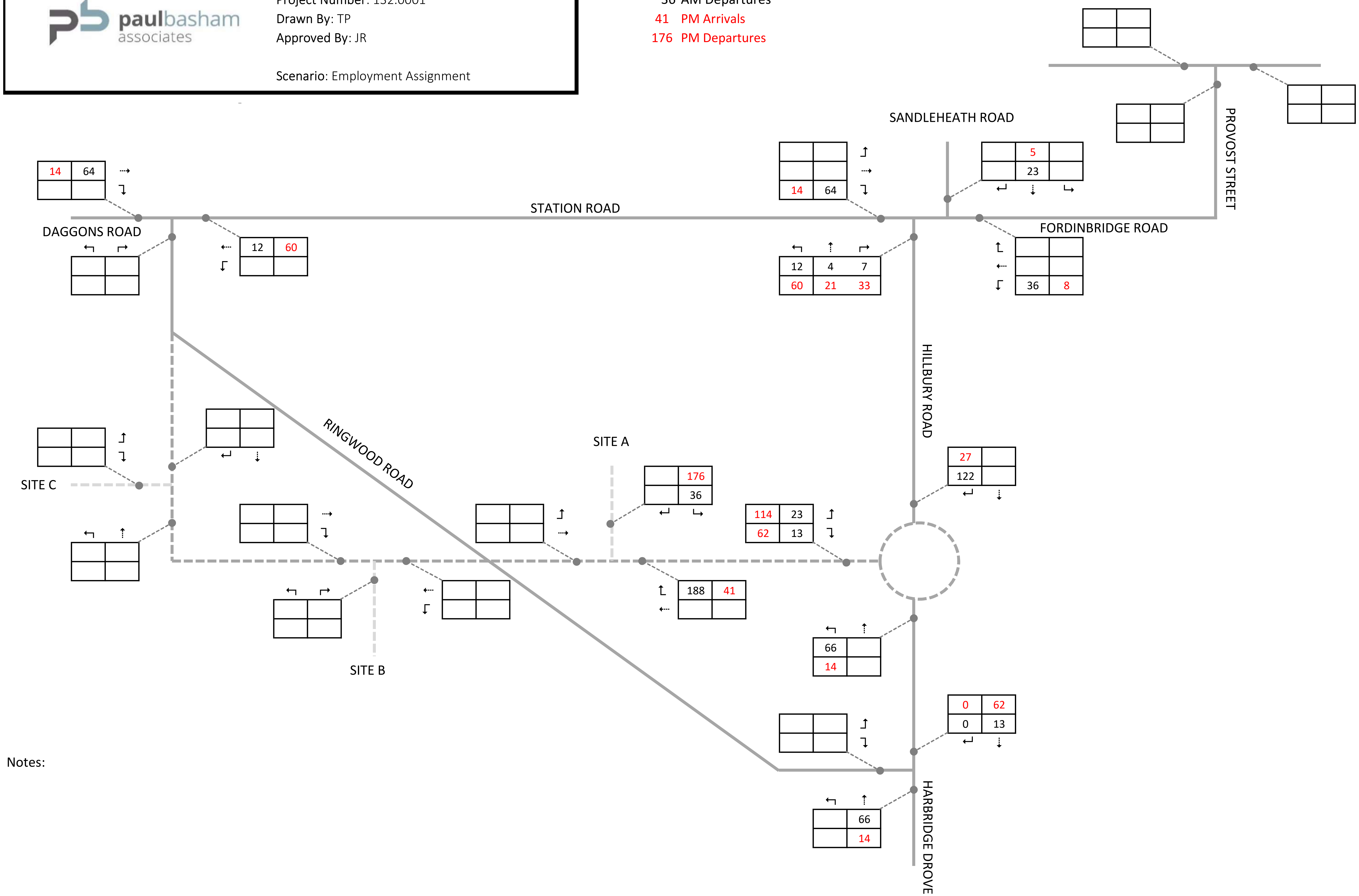


Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Employment Assignment

188 AM Arrivals
36 AM Departures
41 PM Arrivals
176 PM Departures

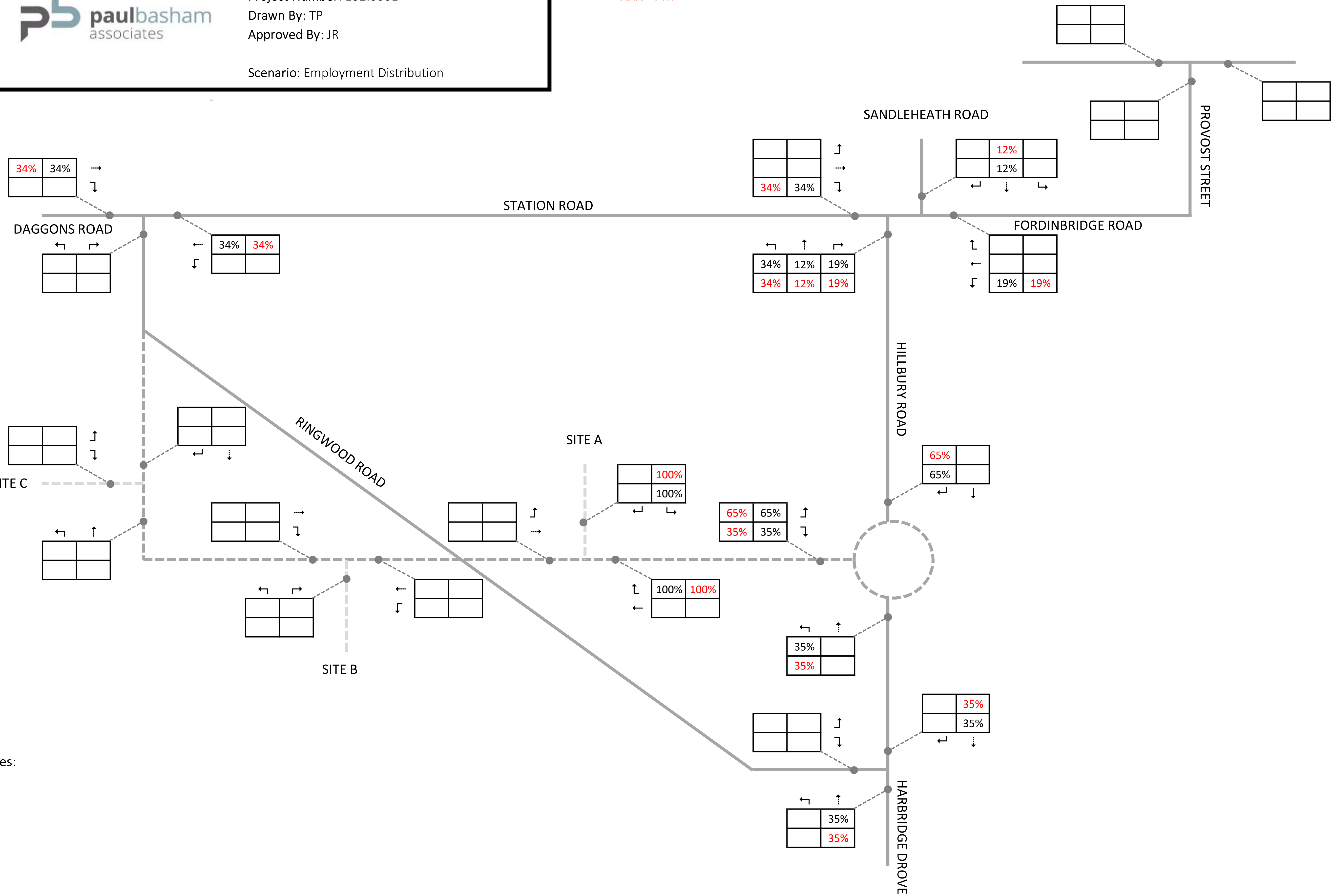


Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Employment Distribution

XXX AM
XXX PM



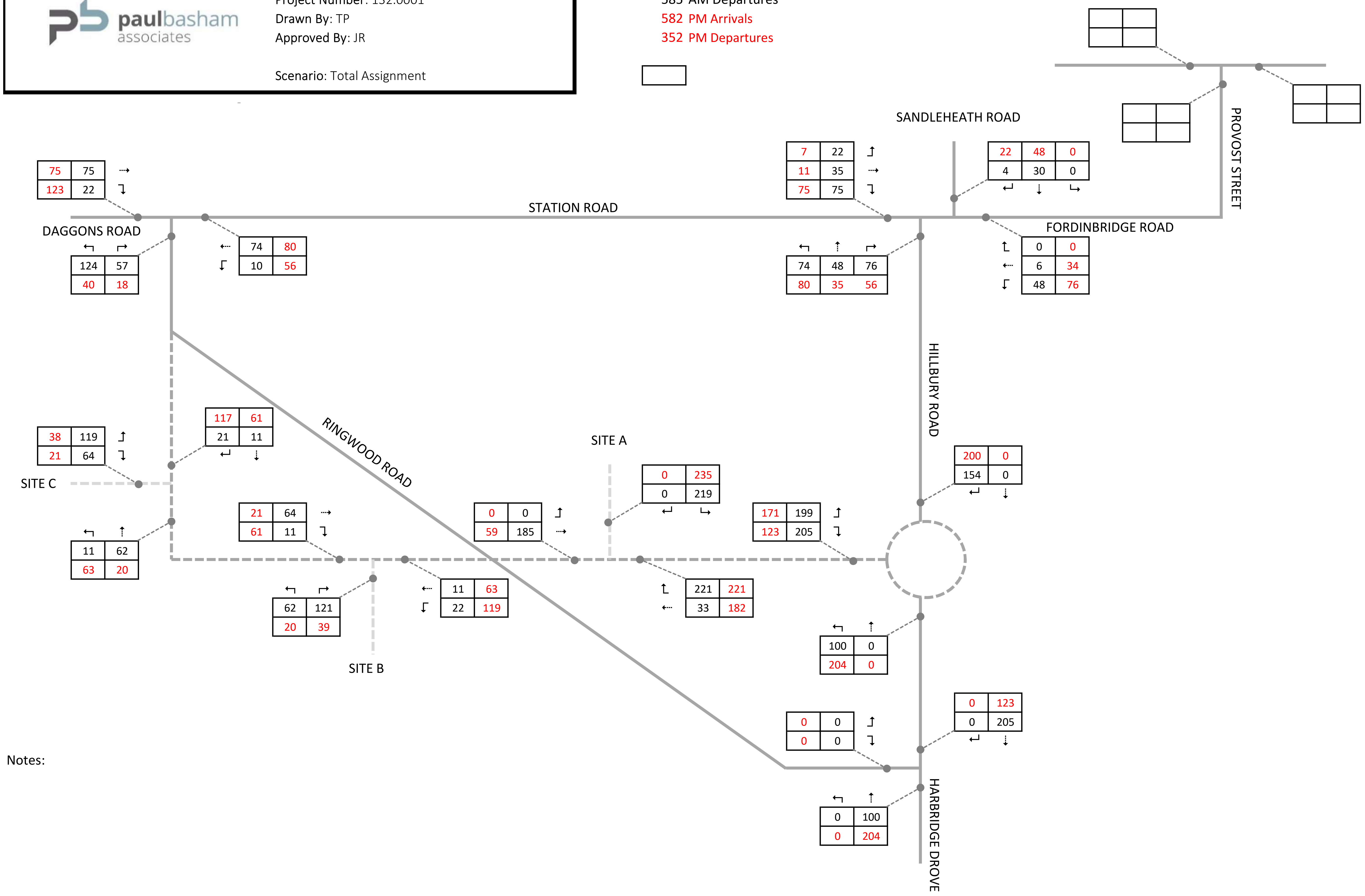
Notes:

paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Total Assignment

286 AM Arrivals
585 AM Departures
582 PM Arrivals
352 PM Departures



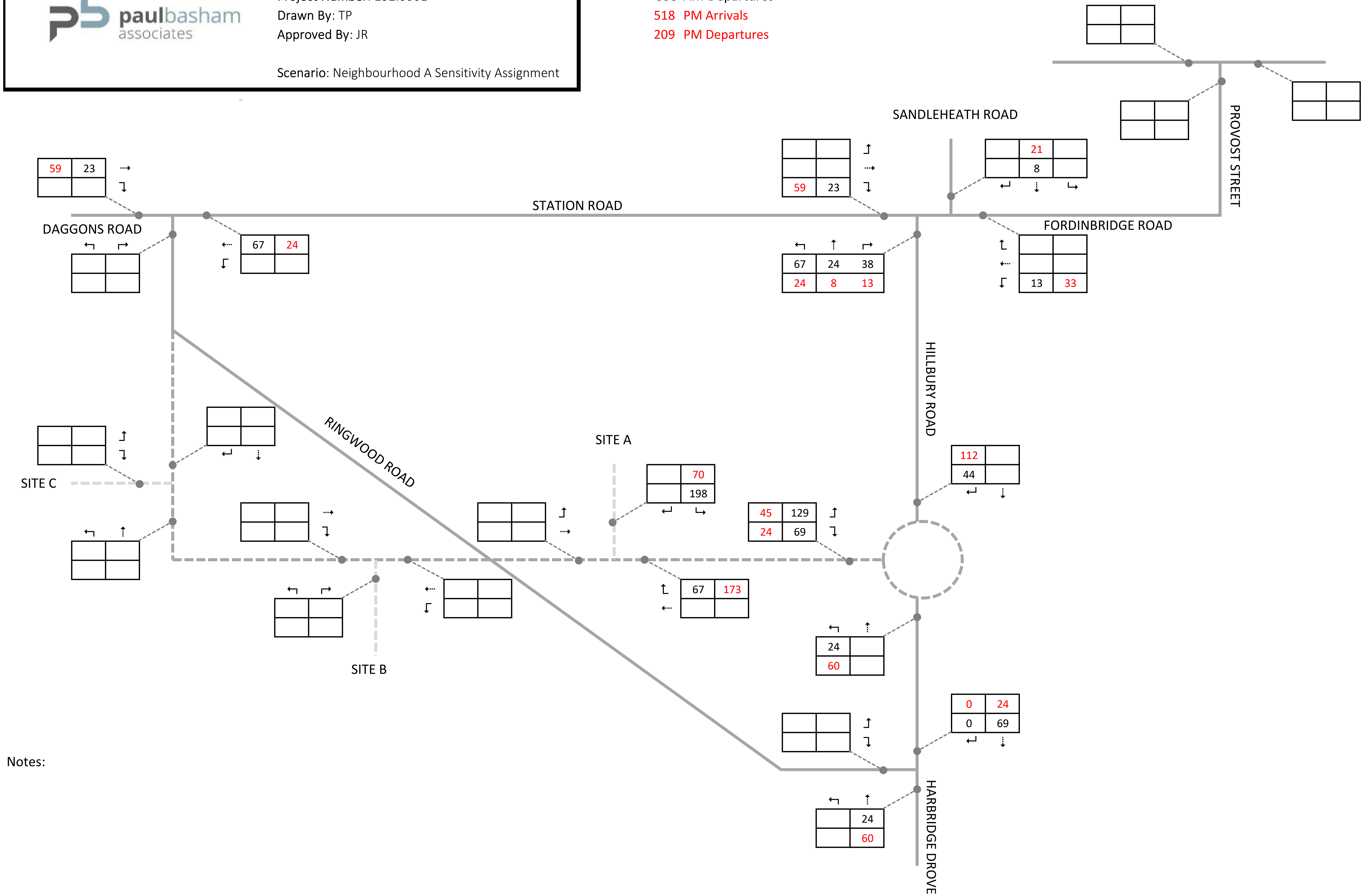
Notes:

paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Neighbourhood A Sensitivity Assignment

202 AM Arrivals
595 AM Departures
518 PM Arrivals
209 PM Departures

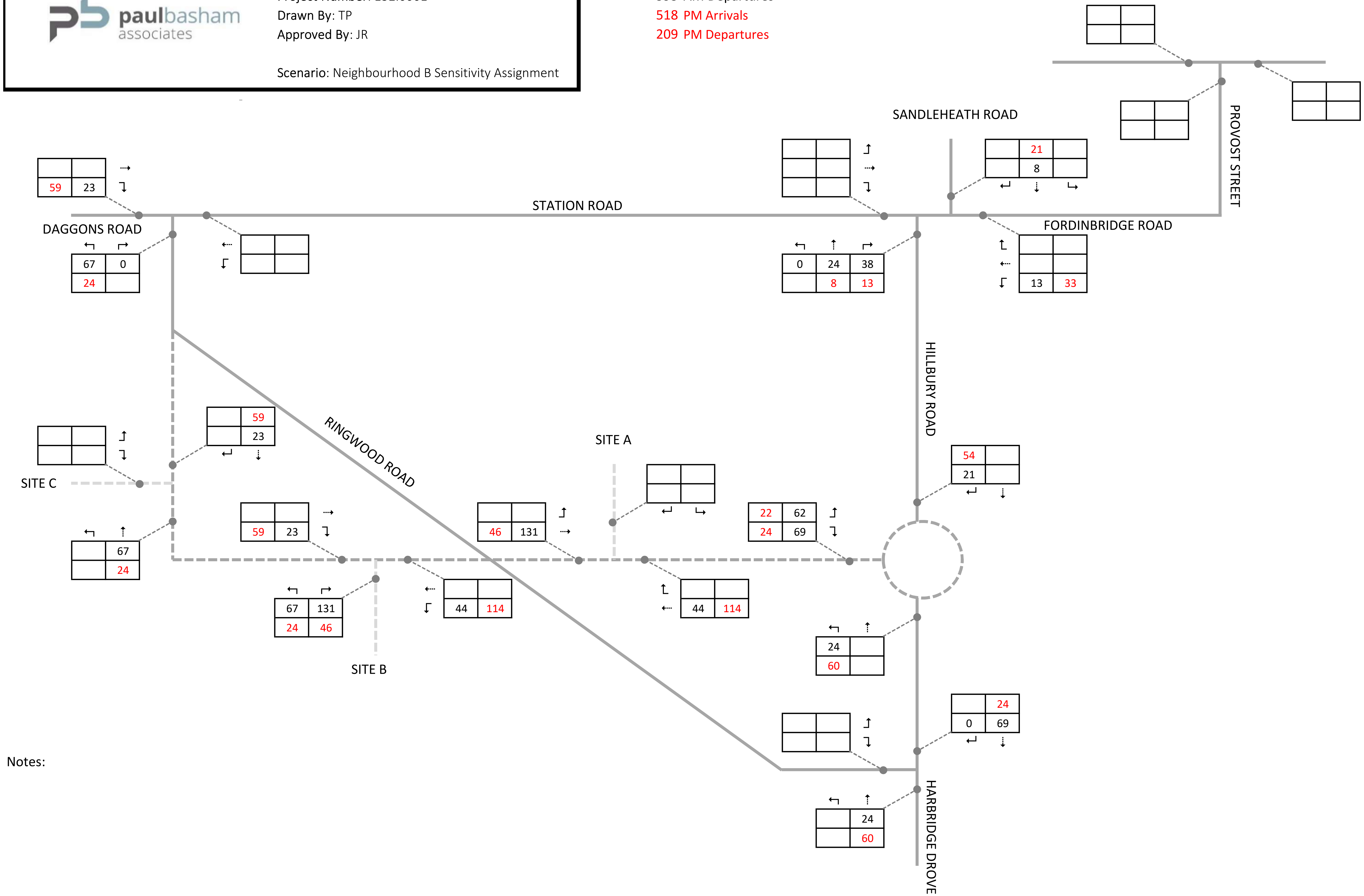


Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Neighbourhood B Sensitivity Assignment

202 AM Arrivals
595 AM Departures
518 PM Arrivals
209 PM Departures

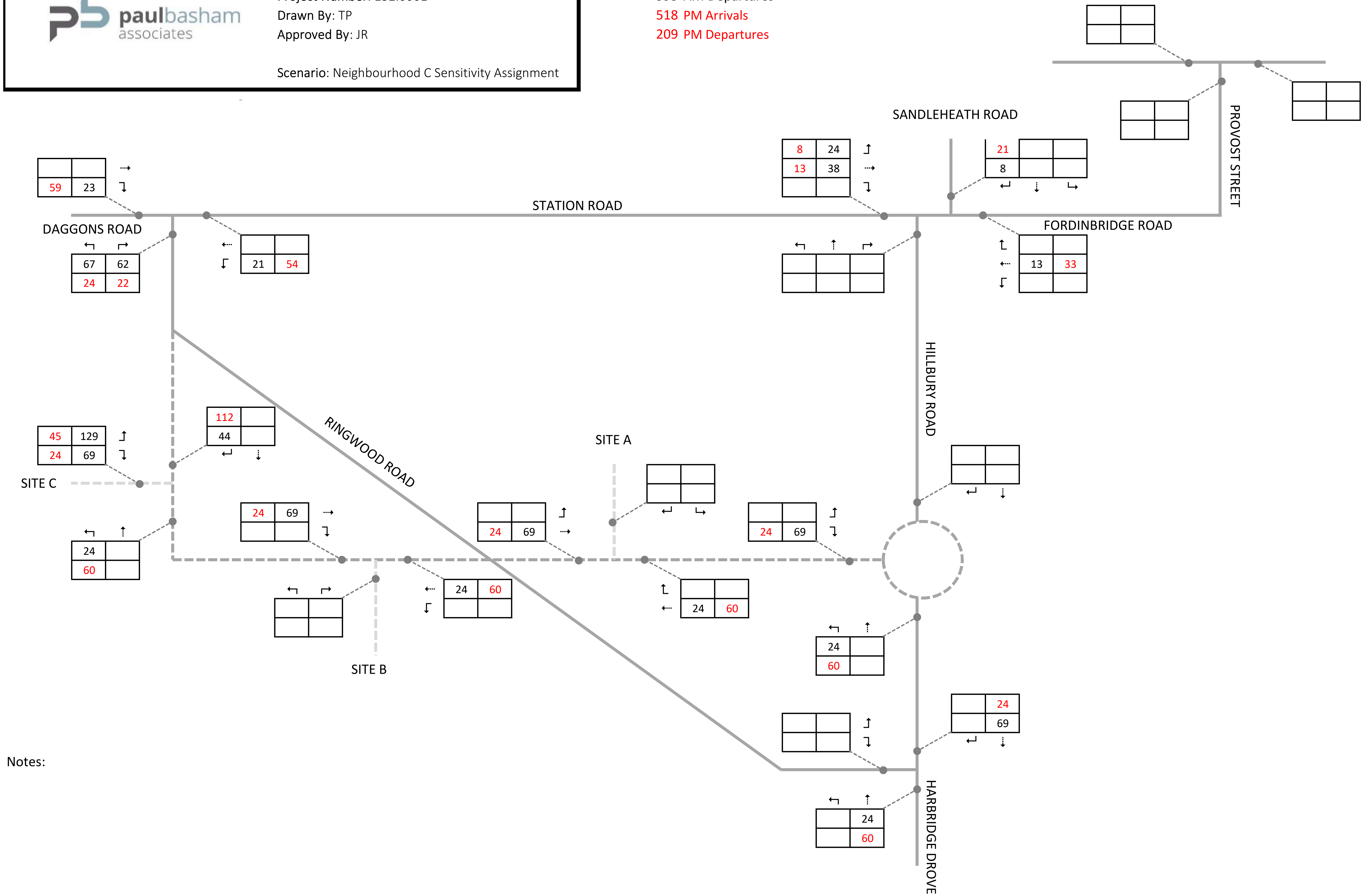


Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Neighbourhood C Sensitivity Assignment

202 AM Arrivals
595 AM Departures
518 PM Arrivals
209 PM Departures

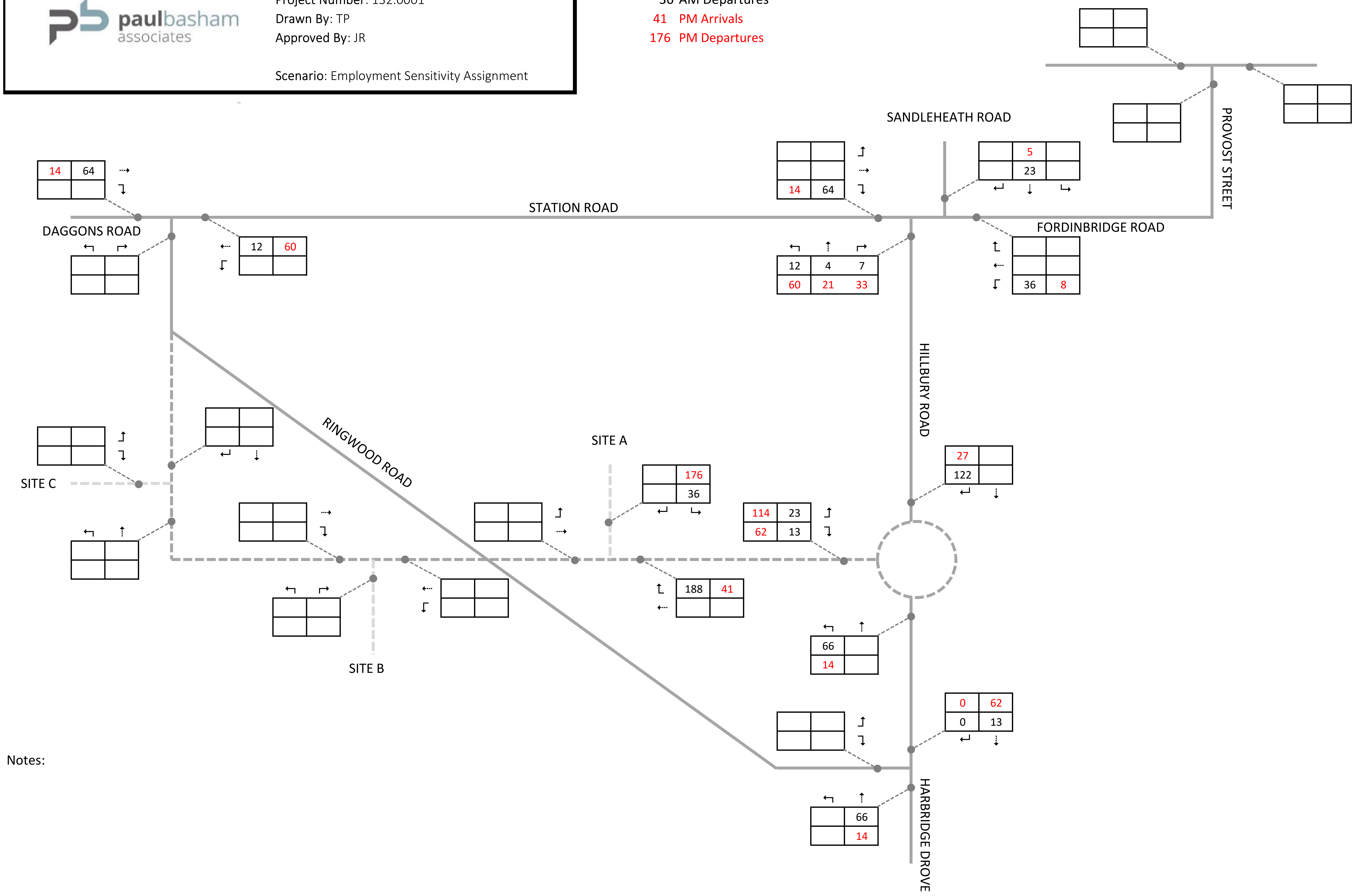


Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Employment Sensitivity Assignment

188 AM Arrivals
36 AM Departures
41 PM Arrivals
176 PM Departures



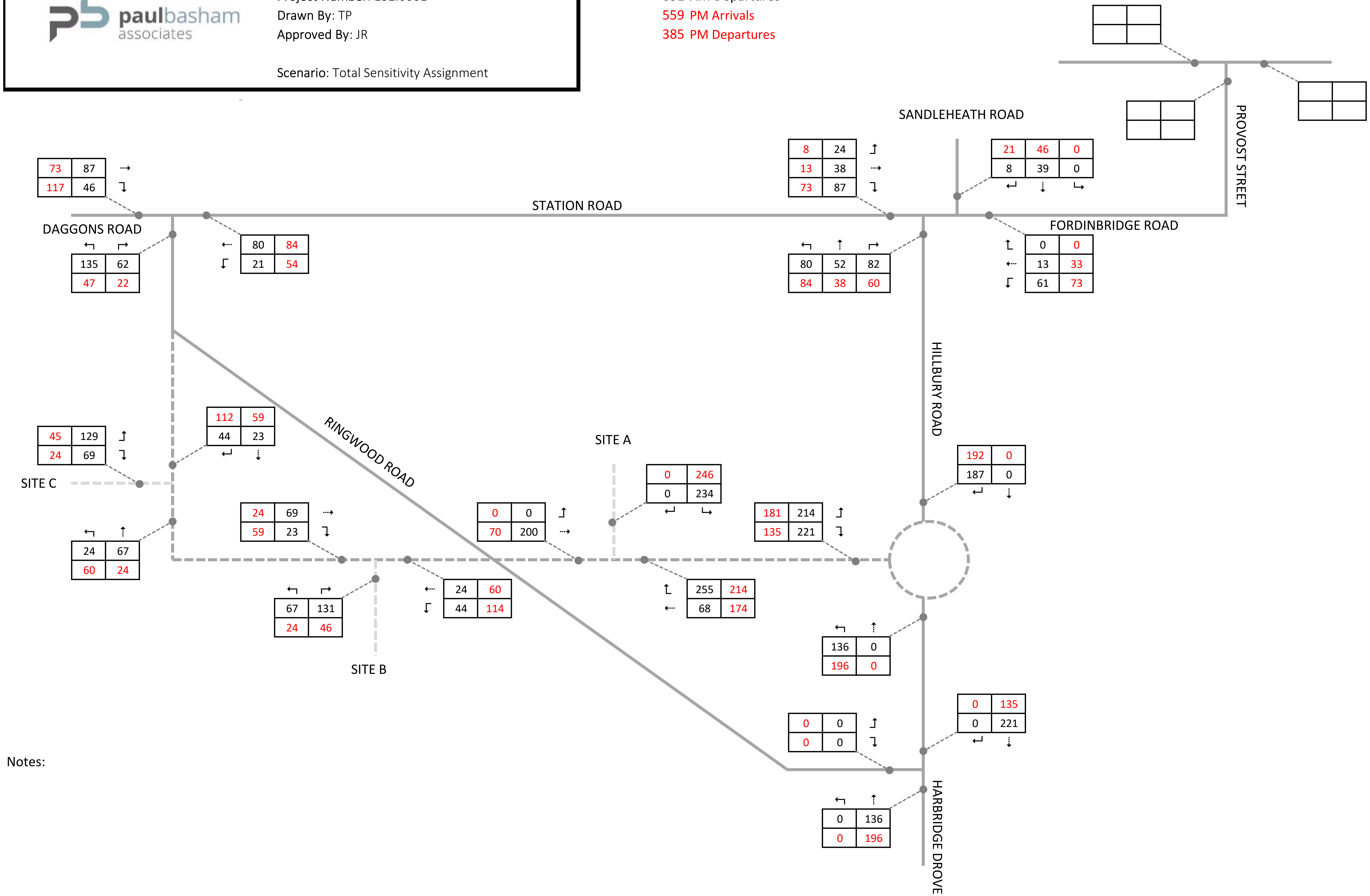
Notes:

paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Total Sensitivity Assignment

390 AM Arrivals
631 AM Departures
559 PM Arrivals
385 PM Departures



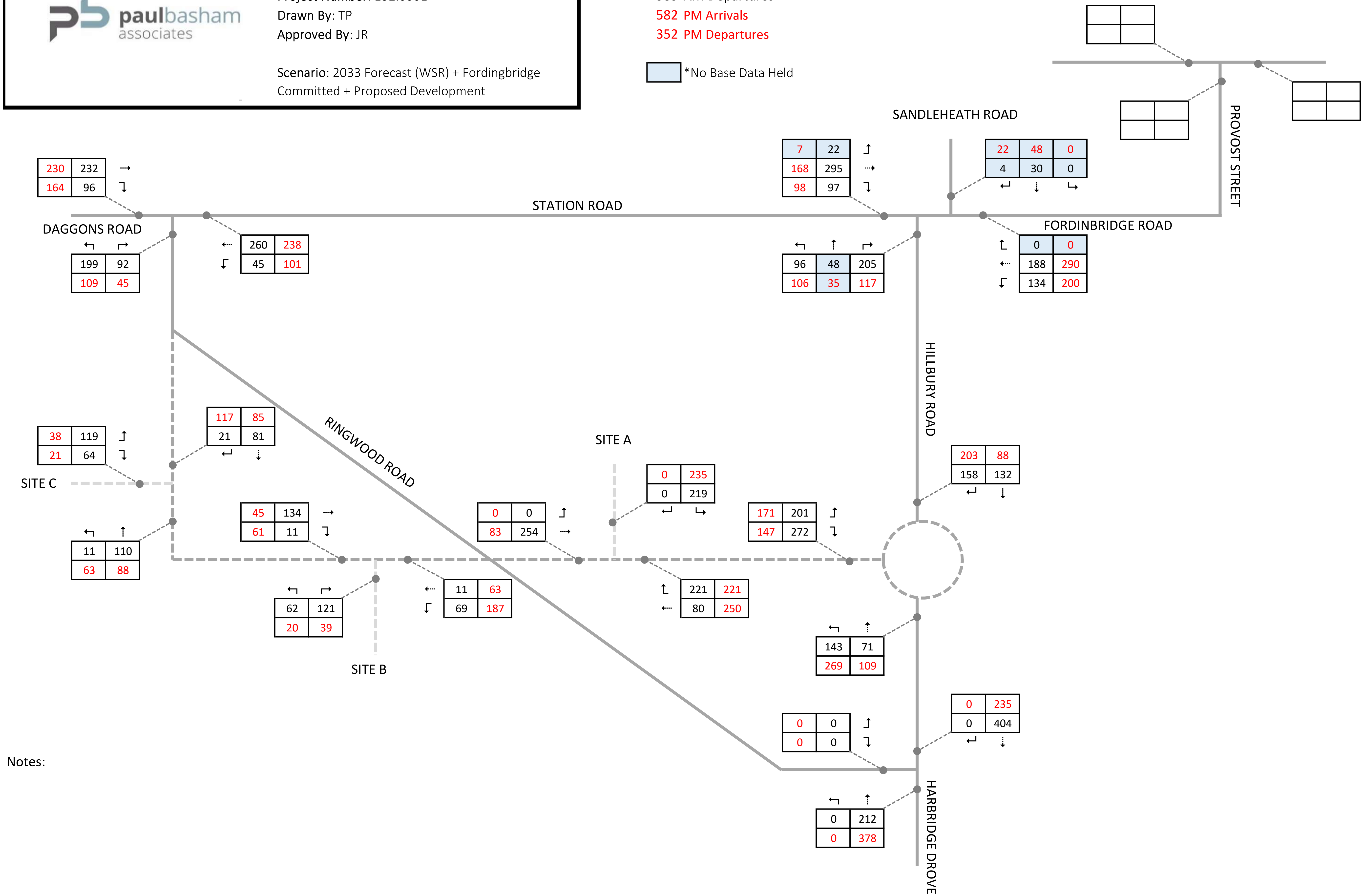
Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2033 Forecast (WSR) + Fordingbridge Committed + Proposed Development

286 AM Arrivals
585 AM Departures
582 PM Arrivals
352 PM Departures

*No Base Data Held



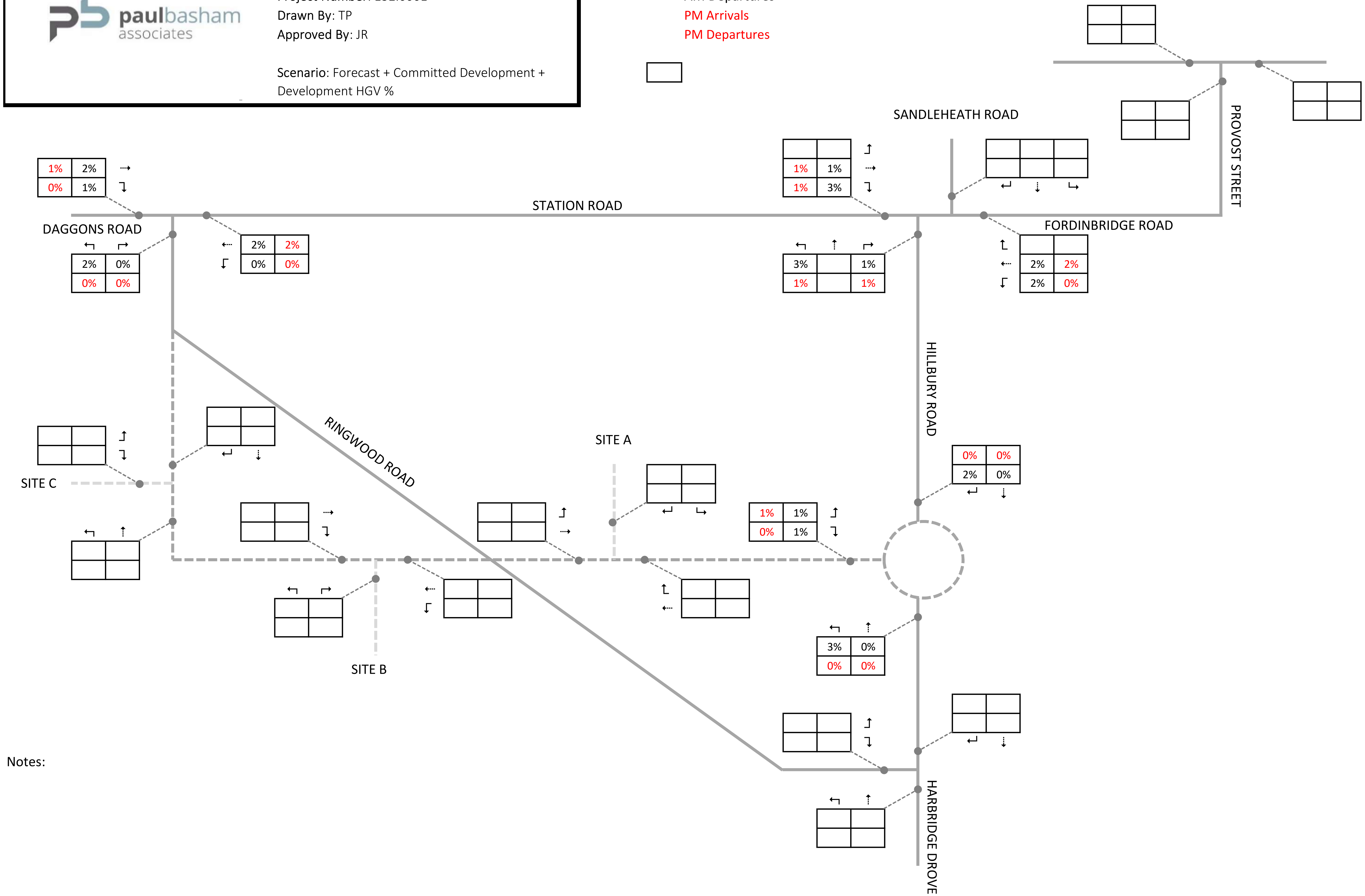
Notes:

paulbasham associates

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: Forecast + Committed Development + Development HGV %

AM Arrivals
AM Departures
PM Arrivals
PM Departures



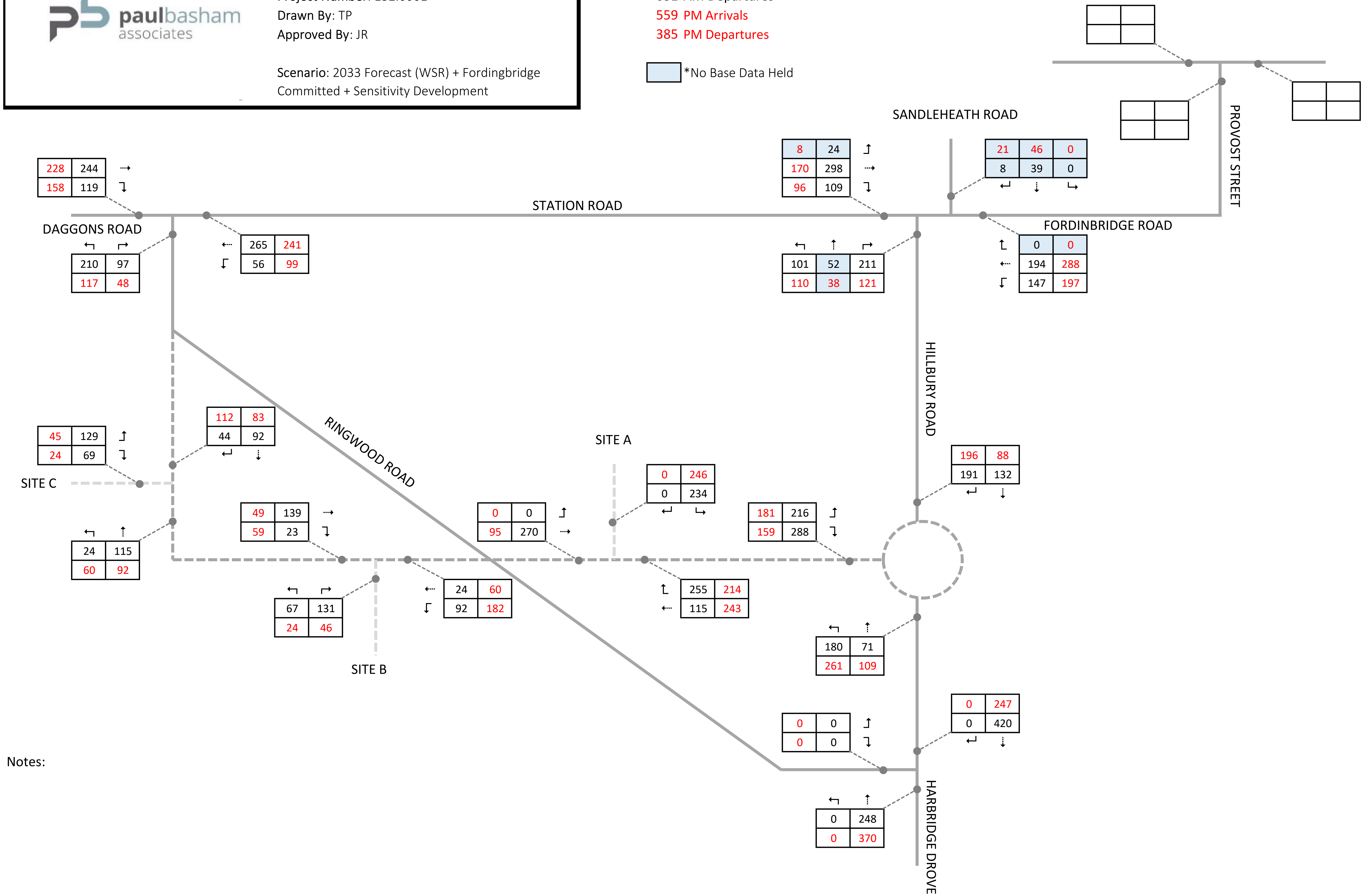
Notes:

Project Name: Alderholt
Project Number: 132.0001
Drawn By: TP
Approved By: JR

Scenario: 2033 Forecast (WSR) + Fordingbridge Committed + Sensitivity Development

390 AM Arrivals
631 AM Departures
559 PM Arrivals
385 PM Departures

*No Base Data Held



Notes:

Appendix X

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Site Access Hillbury Rd Rbt.j9
Path: P:\Southern\130-139\132 Intelligent Land\132.0001 South Alderholt Strategic Site\Modelling\2023 Post-App\Site Access Hillbury Road Rbout
Report generation date: 4/18/2024 2:03:07 PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2033 + Dev							
Arm 1	0.2	3.05	0.17	A	0.4	3.64	0.30	A
Arm 2	0.8	5.57	0.45	A	0.4	4.47	0.30	A
Arm 3	0.3	3.30	0.23	A	0.3	2.98	0.21	A
Arm 4	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2033 + Sensitivity Dev							
Arm 1	0.2	3.23	0.20	A	0.4	3.59	0.29	A
Arm 2	0.9	5.88	0.48	A	0.5	4.61	0.32	A
Arm 3	0.3	3.45	0.25	A	0.3	2.98	0.21	A
Arm 4	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2033 + Sensitivity Dev + Midgham Sensitivity							
Arm 1	0.3	3.45	0.22	A	0.5	3.80	0.31	A
Arm 2	0.9	6.06	0.48	A	0.5	4.73	0.33	A
Arm 3	0.3	3.53	0.26	A	0.3	3.04	0.21	A
Arm 4	0.0	4.31	0.03	A	0.0	3.90	0.02	A

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	7/6/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PC-PBASH-KAREN\Paul B
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2033 + Dev	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2033 + Dev	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2033 + Sensitivity Dev	AM	ONE HOUR	07:45	09:15	15	✓		
D4	2033 + Sensitivity Dev	PM	ONE HOUR	16:45	18:15	15	✓		
D5	Midgham Sensitivity Flows	AM	ONE HOUR	07:45	09:15	15			
D6	Midgham Sensitivity Flows	PM	ONE HOUR	16:45	18:15	15			
D7	2033 + Sensitivity Dev + Midgham Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5
D8	2033 + Sensitivity Dev + Midgham Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Analysis Set Details

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

2033 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Hillbury Road S	
2	New Spine Road	
3	Hillbury Road N	
4	Internal Spine Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.38	6.00	10.0	42.0	30.0	16.5	
2	3.25	6.00	2.5	20.0	30.0	13.5	
3	3.00	5.60	38.0	20.0	30.0	15.0	
4	5.00	6.80	4.0	10.0	30.0	15.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.652	1560
2	0.581	1236
3	0.661	1636
4	0.668	1744

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	2033 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	214	100.000
2		ONE HOUR	✓	473	100.000
3		ONE HOUR	✓	290	100.000
4		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	143	71	0
	2	272	0	201	0
	3	132	158	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	0	0
	2	2	0	2	0
	3	0	3	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.17	3.05	0.2	A	196	295
2	0.45	5.57	0.8	A	434	651
3	0.23	3.30	0.3	A	266	399
4	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	161	40	119	1452	0.111	161	303	0.0	0.1	2.789	A
2	356	89	53	1181	0.301	354	226	0.0	0.4	4.344	A
3	218	55	204	1475	0.148	218	204	0.0	0.2	2.862	A
4	0	0	421	1457	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	192	48	142	1436	0.134	192	363	0.1	0.2	2.893	A
2	425	106	64	1175	0.362	425	270	0.4	0.6	4.792	A
3	261	65	244	1448	0.180	261	244	0.2	0.2	3.031	A
4	0	0	505	1401	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	236	59	174	1415	0.166	235	444	0.2	0.2	3.051	A
2	521	130	78	1167	0.446	520	331	0.6	0.8	5.552	A
3	319	80	299	1412	0.226	319	299	0.2	0.3	3.294	A
4	0	0	618	1324	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	236	59	174	1415	0.167	236	445	0.2	0.2	3.051	A
2	521	130	78	1167	0.446	521	331	0.8	0.8	5.567	A
3	319	80	299	1411	0.226	319	299	0.3	0.3	3.295	A
4	0	0	619	1323	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	192	48	142	1436	0.134	193	364	0.2	0.2	2.894	A
2	425	106	64	1175	0.362	426	271	0.8	0.6	4.810	A
3	261	65	245	1447	0.180	261	245	0.3	0.2	3.034	A
4	0	0	506	1400	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	161	40	119	1451	0.111	161	305	0.2	0.1	2.792	A
2	356	89	53	1181	0.301	357	227	0.6	0.4	4.369	A
3	218	55	205	1474	0.148	219	205	0.2	0.2	2.867	A
4	0	0	424	1456	0.000	0	0	0.0	0.0	0.000	A

2033 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2033 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	378	100.000
2		ONE HOUR	✓	318	100.000
3		ONE HOUR	✓	291	100.000
4		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	269	109	0
	2	147	0	171	0
	3	88	203	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	1	0	1	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.30	3.64	0.4	A	347	520
2	0.30	4.47	0.4	A	292	438
3	0.21	2.98	0.3	A	267	401
4	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	285	71	152	1451	0.196	284	176	0.0	0.2	3.081	A
2	239	60	82	1177	0.203	238	354	0.0	0.3	3.832	A
3	219	55	110	1563	0.140	218	210	0.0	0.2	2.676	A
4	0	0	329	1524	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	340	85	182	1431	0.237	340	211	0.2	0.3	3.297	A
2	286	71	98	1168	0.245	286	424	0.3	0.3	4.081	A
3	262	65	132	1548	0.169	261	251	0.2	0.2	2.797	A
4	0	0	393	1480	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	416	104	223	1405	0.296	416	258	0.3	0.4	3.637	A
2	350	88	120	1155	0.303	350	519	0.3	0.4	4.469	A
3	320	80	162	1528	0.210	320	308	0.2	0.3	2.979	A
4	0	0	482	1421	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	416	104	224	1405	0.296	416	259	0.4	0.4	3.641	A
2	350	88	120	1155	0.303	350	520	0.4	0.4	4.473	A
3	320	80	162	1528	0.210	320	308	0.3	0.3	2.979	A
4	0	0	482	1421	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	340	85	183	1431	0.237	340	212	0.4	0.3	3.303	A
2	286	71	98	1167	0.245	286	425	0.4	0.3	4.087	A
3	262	65	132	1548	0.169	262	252	0.3	0.2	2.801	A
4	0	0	394	1480	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	285	71	153	1450	0.196	285	177	0.3	0.2	3.091	A
2	239	60	82	1177	0.203	240	356	0.3	0.3	3.844	A
3	219	55	111	1562	0.140	219	211	0.2	0.2	2.682	A
4	0	0	330	1523	0.000	0	0	0.0	0.0	0.000	A

2033 + Sensitivity Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2033 + Sensitivity Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	251	100.000
2		ONE HOUR	✓	504	100.000
3		ONE HOUR	✓	323	100.000
4		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	180	71	0
	2	288	0	216	0
	3	132	191	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	0	0
	2	2	0	2	0
	3	0	3	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.20	3.23	0.2	A	230	345
2	0.48	5.88	0.9	A	462	694
3	0.25	3.45	0.3	A	296	445
4	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	189	47	143	1433	0.132	188	315	0.0	0.2	2.890	A
2	379	95	53	1181	0.321	378	278	0.0	0.5	4.468	A
3	243	61	216	1465	0.166	242	215	0.0	0.2	2.943	A
4	0	0	458	1432	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	226	56	172	1415	0.160	225	377	0.2	0.2	3.026	A
2	453	113	64	1175	0.385	452	333	0.5	0.6	4.975	A
3	290	73	259	1436	0.202	290	258	0.2	0.3	3.140	A
4	0	0	549	1371	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	276	69	210	1389	0.199	276	462	0.2	0.2	3.233	A
2	555	139	78	1167	0.475	554	408	0.6	0.9	5.857	A
3	356	89	316	1398	0.254	355	315	0.3	0.3	3.452	A
4	0	0	672	1287	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	276	69	210	1389	0.199	276	462	0.2	0.2	3.234	A
2	555	139	78	1167	0.475	555	408	0.9	0.9	5.878	A
3	356	89	317	1398	0.254	356	316	0.3	0.3	3.453	A
4	0	0	673	1286	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	226	56	172	1414	0.160	226	378	0.2	0.2	3.031	A
2	453	113	64	1175	0.385	454	334	0.9	0.6	5.000	A
3	290	73	260	1436	0.202	291	259	0.3	0.3	3.144	A
4	0	0	550	1370	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	189	47	144	1433	0.132	189	317	0.2	0.2	2.894	A
2	379	95	53	1181	0.321	380	280	0.6	0.5	4.497	A
3	243	61	217	1464	0.166	243	216	0.3	0.2	2.949	A
4	0	0	461	1431	0.000	0	0	0.0	0.0	0.000	A

2033 + Sensitivity Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2033 + Sensitivity Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	370	100.000
2		ONE HOUR	✓	340	100.000
3		ONE HOUR	✓	284	100.000
4		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	261	109	0
	2	159	0	181	0
	3	88	196	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	1	0	1	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.29	3.59	0.4	A	340	509
2	0.32	4.61	0.5	A	312	468
3	0.21	2.98	0.3	A	261	391
4	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	279	70	147	1454	0.192	278	185	0.0	0.2	3.056	A
2	256	64	82	1177	0.218	255	343	0.0	0.3	3.900	A
3	214	53	119	1557	0.137	213	217	0.0	0.2	2.678	A
4	0	0	332	1521	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	333	83	176	1435	0.232	332	222	0.2	0.3	3.263	A
2	306	76	98	1168	0.262	305	411	0.3	0.4	4.175	A
3	255	64	143	1541	0.166	255	260	0.2	0.2	2.799	A
4	0	0	398	1477	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	407	102	216	1410	0.289	407	272	0.3	0.4	3.587	A
2	374	94	120	1155	0.324	374	503	0.4	0.5	4.606	A
3	313	78	175	1520	0.206	312	319	0.2	0.3	2.982	A
4	0	0	487	1417	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	407	102	216	1410	0.289	407	272	0.4	0.4	3.590	A
2	374	94	120	1155	0.324	374	503	0.5	0.5	4.612	A
3	313	78	175	1519	0.206	313	319	0.3	0.3	2.982	A
4	0	0	488	1417	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	333	83	176	1435	0.232	333	222	0.4	0.3	3.269	A
2	306	76	98	1167	0.262	306	411	0.5	0.4	4.183	A
3	255	64	143	1541	0.166	256	261	0.3	0.2	2.803	A
4	0	0	399	1477	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	279	70	148	1454	0.192	279	186	0.3	0.2	3.066	A
2	256	64	82	1177	0.218	256	344	0.4	0.3	3.914	A
3	214	53	120	1556	0.137	214	219	0.2	0.2	2.681	A
4	0	0	334	1520	0.000	0	0	0.0	0.0	0.000	A

2033 + Sensitivity Dev + Midgham Sensitivity, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2033 + Sensitivity Dev + Midgham Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	271	100.000
2		ONE HOUR	✓	504	100.000
3		ONE HOUR	✓	323	100.000
4		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	180	71	20
	2	288	0	216	0
	3	132	191	0	0
	4	20	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	0	50
	2	2	0	2	0
	3	0	3	0	0
	4	50	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.22	3.45	0.3	A	249	373
2	0.48	6.06	0.9	A	462	694
3	0.26	3.53	0.3	A	296	445
4	0.03	4.31	0.0	A	18	28

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	204	51	143	1385	0.147	203	330	0.0	0.2	3.044	A
2	379	95	68	1169	0.325	378	278	0.0	0.5	4.539	A
3	243	61	231	1450	0.168	242	215	0.0	0.2	2.979	A
4	15	4	458	955	0.016	15	15	0.0	0.0	3.829	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	244	61	172	1367	0.178	243	395	0.2	0.2	3.202	A
2	453	113	82	1160	0.391	452	333	0.5	0.6	5.083	A
3	290	73	277	1419	0.205	290	258	0.2	0.3	3.189	A
4	18	4	549	914	0.020	18	18	0.0	0.0	4.018	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	298	75	210	1343	0.222	298	484	0.2	0.3	3.445	A
2	555	139	100	1149	0.483	554	408	0.6	0.9	6.039	A
3	356	89	338	1377	0.258	355	315	0.3	0.3	3.524	A
4	22	6	672	858	0.026	22	22	0.0	0.0	4.306	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	298	75	210	1343	0.222	298	484	0.3	0.3	3.445	A
2	555	139	100	1148	0.483	555	408	0.9	0.9	6.064	A
3	356	89	339	1376	0.258	356	316	0.3	0.3	3.526	A
4	22	6	673	858	0.026	22	22	0.0	0.0	4.308	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	244	61	172	1367	0.178	244	396	0.3	0.2	3.207	A
2	453	113	82	1160	0.391	454	334	0.9	0.6	5.110	A
3	290	73	278	1418	0.205	291	259	0.3	0.3	3.193	A
4	18	4	550	913	0.020	18	18	0.0	0.0	4.023	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	204	51	144	1385	0.147	204	332	0.2	0.2	3.048	A
2	379	95	69	1168	0.325	380	280	0.6	0.5	4.571	A
3	243	61	232	1449	0.168	243	216	0.3	0.2	2.987	A
4	15	4	461	954	0.016	15	15	0.0	0.0	3.834	A

2033 + Sensitivity Dev + Midgham Sensitivity, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	3.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2033 + Sensitivity Dev + Midgham Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	390	100.000
2		ONE HOUR	✓	340	100.000
3		ONE HOUR	✓	284	100.000
4		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	261	109	20
	2	159	0	181	0
	3	88	196	0	0
	4	20	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	50
	2	1	0	1	0
	3	0	0	0	0
	4	50	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.31	3.80	0.5	A	358	537
2	0.33	4.73	0.5	A	312	468
3	0.21	3.04	0.3	A	261	391
4	0.02	3.90	0.0	A	18	28

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	294	73	147	1419	0.207	293	200	0.0	0.3	3.194	A
2	256	64	97	1164	0.220	255	343	0.0	0.3	3.955	A
3	214	53	134	1542	0.139	213	217	0.0	0.2	2.708	A
4	15	4	332	1014	0.015	15	15	0.0	0.0	3.602	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	351	88	176	1400	0.250	350	240	0.3	0.3	3.428	A
2	306	76	116	1152	0.265	305	411	0.3	0.4	4.251	A
3	255	64	161	1523	0.168	255	260	0.2	0.2	2.838	A
4	18	4	398	985	0.018	18	18	0.0	0.0	3.722	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	429	107	216	1375	0.312	429	294	0.3	0.5	3.801	A
2	374	94	142	1136	0.330	374	503	0.4	0.5	4.721	A
3	313	78	197	1498	0.209	312	319	0.2	0.3	3.037	A
4	22	6	487	945	0.023	22	22	0.0	0.0	3.900	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	429	107	216	1375	0.312	429	294	0.5	0.5	3.805	A
2	374	94	142	1136	0.330	374	503	0.5	0.5	4.727	A
3	313	78	197	1498	0.209	313	319	0.3	0.3	3.037	A
4	22	6	488	945	0.023	22	22	0.0	0.0	3.901	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	351	88	176	1400	0.250	351	240	0.5	0.3	3.435	A
2	306	76	116	1152	0.265	306	411	0.5	0.4	4.259	A
3	255	64	161	1523	0.168	256	261	0.3	0.2	2.842	A
4	18	4	399	984	0.018	18	18	0.0	0.0	3.723	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	294	73	148	1418	0.207	294	201	0.3	0.3	3.204	A
2	256	64	97	1164	0.220	256	344	0.4	0.3	3.969	A
3	214	53	135	1541	0.139	214	219	0.2	0.2	2.712	A
4	15	4	334	1013	0.015	15	15	0.0	0.0	3.604	A

Appendix Y

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Ringwood Road Station Road (B3078)_REVISED_TIR.j9
Path: P:\Southern\130-139\132 Intelligent Land\132.0001 South Alderholt Strategic Site\Modelling\2023 Post-App\Ringwood Road Station Road Daggons Road
Report generation date: 4/18/2024 1:55:55 PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2021 Baseline							
Stream B-C	0.2	6.94	0.13	A	0.1	6.37	0.11	A
Stream B-A	0.1	9.86	0.09	A	0.1	9.52	0.06	A
Stream C-AB	0.2	5.64	0.13	A	0.1	5.37	0.07	A
	2033 Forecast							
Stream B-C	0.2	7.20	0.14	A	0.1	6.53	0.12	A
Stream B-A	0.1	10.35	0.10	B	0.1	9.82	0.07	A
Stream C-AB	0.2	5.73	0.15	A	0.1	5.25	0.08	A
	2033 Forecast + Dev							
Stream B-C	0.7	11.56	0.41	B	0.3	7.80	0.21	A
Stream B-A	0.4	15.90	0.31	C	0.2	13.18	0.15	B
Stream C-AB	0.4	5.92	0.21	A	0.7	7.31	0.35	A
	2033 Forecast + Sensitivity Dev							
Stream B-C	0.8	12.51	0.45	B	0.3	8.00	0.22	A
Stream B-A	0.5	17.56	0.34	C	0.2	13.30	0.16	B
Stream C-AB	0.5	6.32	0.26	A	0.7	7.18	0.34	A

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

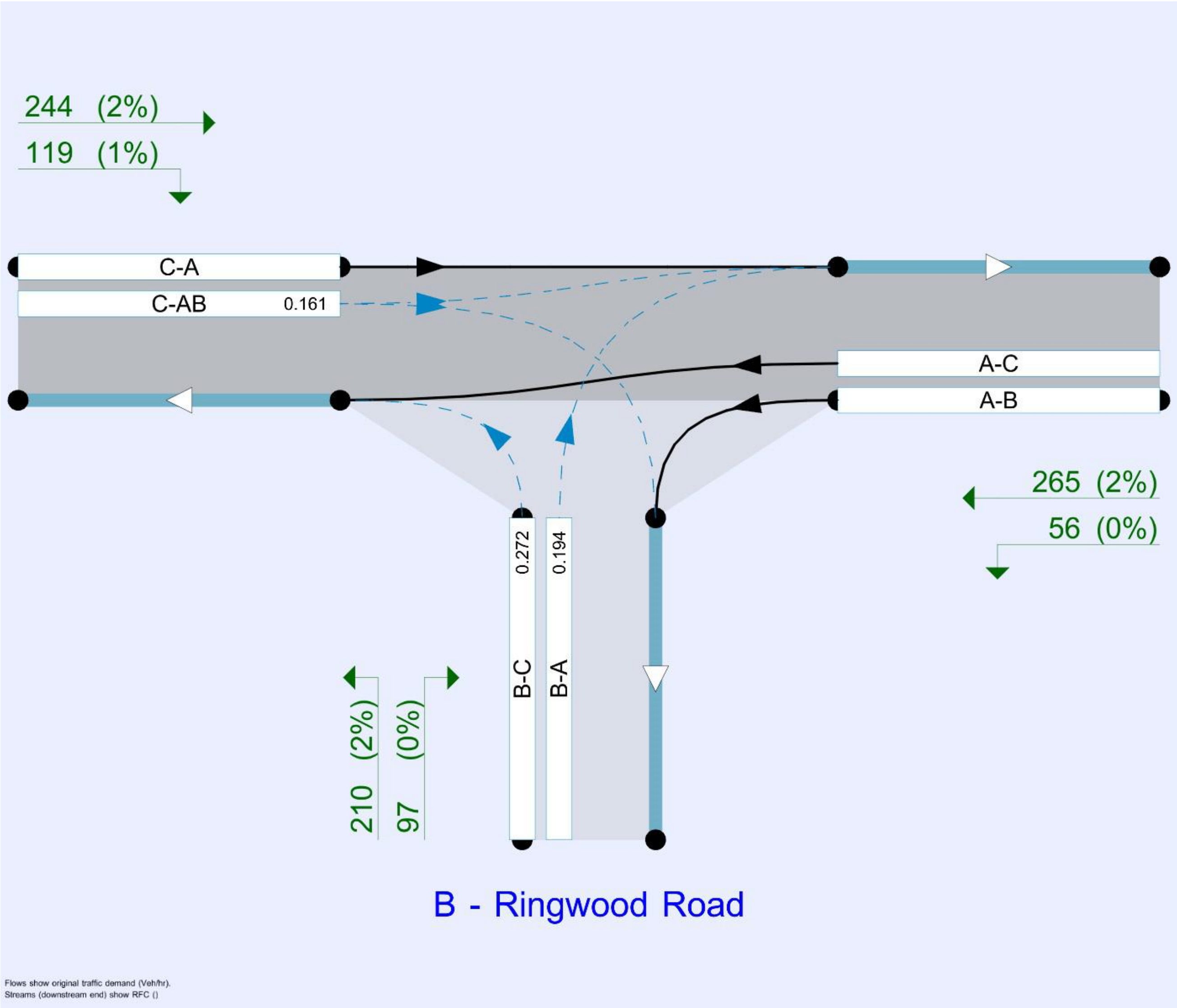
File summary

File Description

Title	Ringwood Road/ Station Road (B3078)
Location	Alderholt
Site number	
Date	8/14/2018
Version	
Status	Preliminary
Identifier	
Client	
Jobnumber	132.0001
Enumerator	PC-PBASH-MODEL\Cad PC
Description	

Units

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



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	2021 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2033 Forecast	AM	ONE HOUR	07:45	09:15	15
D4	2033 Forecast	PM	ONE HOUR	16:45	18:15	15
D5	2033 Forecast + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2033 Forecast + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2033 Forecast + Sensitivity Dev	AM	ONE HOUR	07:45	09:15	15
D8	2033 Forecast + Sensitivity Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Ringwood Road/Station Road (B3078)	T-Junction	Two-way	2.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road		Major
B	Ringwood Road		Minor
C	Daggons Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Daggons Road	7.50			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Ringwood Road	One lane plus flare	5.25	5.25	3.00	3.00	3.00		1.00	140	67

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	480	0.082	0.206	0.130	0.295
1	B-C	683	0.098	0.247	-	-
1	C-B	690	0.250	0.250	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Baseline	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Station Road		✓	169	100.000
B - Ringwood Road		✓	104	100.000
C - Daggons Road		✓	209	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	31	138
	B - Ringwood Road	33	0	71
	C - Daggons Road	139	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	1	1
	B - Ringwood Road	0	0	5
	C - Daggons Road	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.13	6.94	0.2	A
B-A	0.09	9.86	0.1	A
C-AB	0.13	5.64	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	53	614	0.087	53	0.1	6.409	A
B-A	25	427	0.058	25	0.1	8.950	A
C-AB	62	718	0.086	61	0.1	5.480	A
C-A	96			96			
A-B	23			23			
A-C	104			104			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	64	607	0.105	64	0.1	6.627	A
B-A	30	416	0.071	30	0.1	9.314	A
C-AB	76	725	0.105	76	0.1	5.546	A
C-A	112			112			
A-B	28			28			
A-C	124			124			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	78	597	0.131	78	0.1	6.941	A
B-A	36	401	0.091	36	0.1	9.857	A
C-AB	97	735	0.133	97	0.2	5.642	A
C-A	133			133			
A-B	34			34			
A-C	152			152			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	78	596	0.131	78	0.2	6.944	A
B-A	36	401	0.091	36	0.1	9.861	A
C-AB	97	736	0.133	97	0.2	5.644	A
C-A	133			133			
A-B	34			34			
A-C	152			152			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	64	607	0.105	64	0.1	6.634	A
B-A	30	416	0.071	30	0.1	9.322	A
C-AB	76	725	0.105	76	0.1	5.549	A
C-A	112			112			
A-B	28			28			
A-C	124			124			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	53	614	0.087	54	0.1	6.421	A
B-A	25	427	0.058	25	0.1	8.963	A
C-AB	62	718	0.086	62	0.1	5.487	A
C-A	96			96			
A-B	23			23			
A-C	104			104			

2021 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Ringwood Road/Station Road (B3078)	T-Junction	Two-way	2.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Station Road		✓	176	100.000
B - Ringwood Road		✓	89	100.000
C - Daggons Road		✓	154	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	42	134
	B - Ringwood Road	23	0	66
	C - Daggons Road	115	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	0	1
	B - Ringwood Road	0	0	0
	C - Daggons Road	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	6.37	0.1	A
B-A	0.06	9.52	0.1	A
C-AB	0.07	5.37	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	50	655	0.076	49	0.1	5.946	A
B-A	17	423	0.041	17	0.0	8.863	A
C-AB	33	711	0.047	33	0.1	5.307	A
C-A	83			83			
A-B	32			32			
A-C	101			101			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	59	647	0.092	59	0.1	6.121	A
B-A	21	415	0.050	21	0.1	9.129	A
C-AB	41	716	0.057	41	0.1	5.332	A
C-A	97			97			
A-B	38			38			
A-C	120			120			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	73	638	0.114	73	0.1	6.369	A
B-A	25	403	0.063	25	0.1	9.522	A
C-AB	52	723	0.072	52	0.1	5.369	A
C-A	117			117			
A-B	46			46			
A-C	148			148			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	73	638	0.114	73	0.1	6.372	A
B-A	25	403	0.063	25	0.1	9.523	A
C-AB	52	723	0.072	52	0.1	5.372	A
C-A	117			117			
A-B	46			46			
A-C	148			148			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	59	647	0.092	59	0.1	6.126	A
B-A	21	415	0.050	21	0.1	9.134	A
C-AB	41	716	0.057	41	0.1	5.334	A
C-A	97			97			
A-B	38			38			
A-C	120			120			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	50	654	0.076	50	0.1	5.954	A
B-A	17	423	0.041	17	0.0	8.870	A
C-AB	33	711	0.047	34	0.1	5.310	A
C-A	82			82			
A-B	32			32			
A-C	101			101			

2033 Forecast, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Ringwood Road/Station Road (B3078)	T-Junction	Two-way	2.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2033 Forecast	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Station Road		✓	220	100.000
B - Ringwood Road		✓	110	100.000
C - Daggons Road		✓	231	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	35	185
	B - Ringwood Road	35	0	75
	C - Daggons Road	157	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	1	1
	B - Ringwood Road	0	0	5
	C - Daggons Road	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	7.20	0.2	A
B-A	0.10	10.35	0.1	B
C-AB	0.15	5.73	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	56	605	0.093	56	0.1	6.555	A
B-A	26	416	0.063	26	0.1	9.217	A
C-AB	67	718	0.093	66	0.1	5.523	A
C-A	107			107			
A-B	26			26			
A-C	139			139			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	67	596	0.113	67	0.1	6.815	A
B-A	31	404	0.078	31	0.1	9.665	A
C-AB	83	725	0.114	83	0.2	5.604	A
C-A	125			125			
A-B	31			31			
A-C	166			166			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	83	582	0.142	82	0.2	7.198	A
B-A	39	386	0.100	38	0.1	10.344	B
C-AB	107	736	0.145	106	0.2	5.724	A
C-A	148			148			
A-B	39			39			
A-C	204			204			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	83	582	0.142	83	0.2	7.202	A
B-A	39	386	0.100	39	0.1	10.351	B
C-AB	107	736	0.145	107	0.2	5.728	A
C-A	148			148			
A-B	39			39			
A-C	204			204			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	67	595	0.113	68	0.1	6.821	A
B-A	31	404	0.078	32	0.1	9.671	A
C-AB	83	725	0.114	83	0.2	5.608	A
C-A	125			125			
A-B	31			31			
A-C	166			166			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	56	605	0.093	57	0.1	6.570	A
B-A	26	416	0.063	26	0.1	9.233	A
C-AB	67	718	0.093	67	0.1	5.535	A
C-A	107			107			
A-B	26			26			
A-C	139			139			

2033 Forecast, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Ringwood Road/Station Road (B3078)	T-Junction	Two-way	1.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2033 Forecast	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Station Road		✓	203	100.000
B - Ringwood Road		✓	95	100.000
C - Daggons Road		✓	196	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	45	158
	B - Ringwood Road	26	0	69
	C - Daggons Road	155	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	0	1
	B - Ringwood Road	0	0	0
	C - Daggons Road	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.12	6.53	0.1	A
B-A	0.07	9.82	0.1	A
C-AB	0.08	5.25	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	52	647	0.080	52	0.1	6.046	A
B-A	20	419	0.047	19	0.0	9.004	A
C-AB	37	726	0.051	37	0.1	5.222	A
C-A	111			111			
A-B	34			34			
A-C	119			119			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	62	638	0.097	62	0.1	6.244	A
B-A	23	409	0.057	23	0.1	9.330	A
C-AB	46	733	0.062	45	0.1	5.235	A
C-A	131			131			
A-B	40			40			
A-C	142			142			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	76	627	0.121	76	0.1	6.529	A
B-A	29	395	0.072	29	0.1	9.820	A
C-AB	59	744	0.079	59	0.1	5.253	A
C-A	157			157			
A-B	50			50			
A-C	174			174			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	76	627	0.121	76	0.1	6.532	A
B-A	29	395	0.072	29	0.1	9.821	A
C-AB	59	744	0.079	59	0.1	5.252	A
C-A	157			157			
A-B	50			50			
A-C	174			174			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	62	638	0.097	62	0.1	6.247	A
B-A	23	409	0.057	23	0.1	9.336	A
C-AB	46	733	0.062	46	0.1	5.236	A
C-A	131			131			
A-B	40			40			
A-C	142			142			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	52	647	0.080	52	0.1	6.057	A
B-A	20	419	0.047	20	0.0	9.010	A
C-AB	37	726	0.051	37	0.1	5.228	A
C-A	111			111			
A-B	34			34			
A-C	119			119			

2033 Forecast + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Ringwood Road/Station Road (B3078)	T-Junction	Two-way	4.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2033 Forecast + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Station Road		✓	305	100.000
B - Ringwood Road		✓	291	100.000
C - Daggons Road		✓	328	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	45	260
	B - Ringwood Road	92	0	199
	C - Daggons Road	232	96	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	0	2
	B - Ringwood Road	0	0	2
	C - Daggons Road	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.41	11.56	0.7	B
B-A	0.31	15.90	0.4	C
C-AB	0.21	5.92	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	150	585	0.256	148	0.3	8.213	A
B-A	69	386	0.180	68	0.2	11.311	B
C-AB	95	738	0.128	94	0.2	5.586	A
C-A	152			152			
A-B	34			34			
A-C	196			196			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	179	564	0.317	178	0.5	9.316	A
B-A	83	363	0.228	82	0.3	12.805	B
C-AB	120	750	0.160	120	0.3	5.709	A
C-A	175			175			
A-B	40			40			
A-C	234			234			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	219	531	0.413	218	0.7	11.474	B
B-A	101	328	0.309	101	0.4	15.795	C
C-AB	159	767	0.207	158	0.4	5.912	A
C-A	202			202			
A-B	50			50			
A-C	286			286			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	219	530	0.413	219	0.7	11.562	B
B-A	101	328	0.309	101	0.4	15.900	C
C-AB	159	768	0.207	159	0.4	5.924	A
C-A	202			202			
A-B	50			50			
A-C	286			286			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	179	564	0.317	180	0.5	9.400	A
B-A	83	363	0.228	83	0.3	12.902	B
C-AB	120	750	0.160	120	0.3	5.725	A
C-A	175			175			
A-B	40			40			
A-C	234			234			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	150	585	0.256	150	0.3	8.299	A
B-A	69	386	0.180	70	0.2	11.407	B
C-AB	95	738	0.129	95	0.2	5.607	A
C-A	152			152			
A-B	34			34			
A-C	196			196			

2033 Forecast + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Ringwood Road/Station Road (B3078)	T-Junction	Two-way	3.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2033 Forecast + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Station Road		✓	339	100.000
B - Ringwood Road		✓	154	100.000
C - Daggons Road		✓	394	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	101	238
	B - Ringwood Road	45	0	109
	C - Daggons Road	230	164	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	0	2
	B - Ringwood Road	0	0	0
	C - Daggons Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.21	7.80	0.3	A
B-A	0.15	13.18	0.2	B
C-AB	0.35	7.31	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	82	617	0.133	81	0.2	6.710	A
B-A	34	372	0.091	33	0.1	10.608	B
C-AB	161	738	0.219	160	0.3	6.225	A
C-A	135			135			
A-B	76			76			
A-C	179			179			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	98	603	0.163	98	0.2	7.128	A
B-A	40	352	0.115	40	0.1	11.559	B
C-AB	204	748	0.273	204	0.5	6.608	A
C-A	150			150			
A-B	91			91			
A-C	214			214			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	120	582	0.206	120	0.3	7.789	A
B-A	50	323	0.153	49	0.2	13.150	B
C-AB	271	764	0.354	270	0.7	7.286	A
C-A	163			163			
A-B	111			111			
A-C	262			262			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	120	581	0.206	120	0.3	7.800	A
B-A	50	323	0.154	50	0.2	13.176	B
C-AB	271	765	0.355	271	0.7	7.314	A
C-A	163			163			
A-B	111			111			
A-C	262			262			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	98	603	0.163	98	0.2	7.141	A
B-A	40	352	0.115	41	0.1	11.586	B
C-AB	204	749	0.273	205	0.5	6.647	A
C-A	150			150			
A-B	91			91			
A-C	214			214			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	82	617	0.133	82	0.2	6.733	A
B-A	34	372	0.091	34	0.1	10.648	B
C-AB	162	738	0.219	162	0.4	6.270	A
C-A	135			135			
A-B	76			76			
A-C	179			179			

2033 Forecast + Sensitivity Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Ringwood Road/Station Road (B3078)	T-Junction	Two-way	5.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2033 Forecast + Sensitivity Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Station Road		✓	321	100.000
B - Ringwood Road		✓	307	100.000
C - Daggons Road		✓	363	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	56	265
	B - Ringwood Road	97	0	210
	C - Daggons Road	244	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	0	2
	B - Ringwood Road	0	0	2
	C - Daggons Road	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.45	12.51	0.8	B
B-A	0.34	17.56	0.5	C
C-AB	0.26	6.32	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	158	581	0.272	157	0.4	8.460	A
B-A	73	377	0.194	72	0.2	11.778	B
C-AB	119	741	0.161	118	0.2	5.773	A
C-A	154			154			
A-B	42			42			
A-C	200			200			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	189	558	0.339	188	0.5	9.734	A
B-A	87	352	0.248	87	0.3	13.578	B
C-AB	151	754	0.201	151	0.3	5.969	A
C-A	175			175			
A-B	50			50			
A-C	238			238			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	231	520	0.445	230	0.8	12.383	B
B-A	107	312	0.342	106	0.5	17.401	C
C-AB	201	773	0.261	201	0.5	6.300	A
C-A	198			198			
A-B	62			62			
A-C	292			292			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	231	519	0.446	231	0.8	12.509	B
B-A	107	312	0.343	107	0.5	17.561	C
C-AB	202	773	0.261	202	0.5	6.316	A
C-A	198			198			
A-B	62			62			
A-C	292			292			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	189	557	0.339	190	0.5	9.848	A
B-A	87	351	0.248	88	0.3	13.710	B
C-AB	151	754	0.201	152	0.3	5.993	A
C-A	175			175			
A-B	50			50			
A-C	238			238			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	158	580	0.273	159	0.4	8.563	A
B-A	73	376	0.194	73	0.2	11.898	B
C-AB	119	741	0.161	120	0.3	5.802	A
C-A	154			154			
A-B	42			42			
A-C	200			200			

2033 Forecast + Sensitivity Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Ringwood Road/Station Road (B3078)	T-Junction	Two-way	3.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2033 Forecast + Sensitivity Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Station Road		✓	340	100.000
B - Ringwood Road		✓	165	100.000
C - Daggons Road		✓	386	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	99	241
	B - Ringwood Road	48	0	117
	C - Daggons Road	228	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Station Road	B - Ringwood Road	C - Daggons Road
From	A - Station Road	0	0	2
	B - Ringwood Road	0	0	0
	C - Daggons Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.22	8.00	0.3	A
B-A	0.16	13.30	0.2	B
C-AB	0.34	7.18	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	88	616	0.143	87	0.2	6.801	A
B-A	36	373	0.097	36	0.1	10.657	B
C-AB	155	736	0.211	154	0.3	6.170	A
C-A	135			135			
A-B	75			75			
A-C	181			181			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	105	601	0.175	105	0.2	7.256	A
B-A	43	353	0.122	43	0.1	11.626	B
C-AB	196	747	0.263	196	0.5	6.532	A
C-A	151			151			
A-B	89			89			
A-C	217			217			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	129	579	0.222	129	0.3	7.983	A
B-A	53	324	0.163	53	0.2	13.271	B
C-AB	260	762	0.341	259	0.7	7.156	A
C-A	165			165			
A-B	109			109			
A-C	265			265			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	129	579	0.222	129	0.3	7.996	A
B-A	53	324	0.163	53	0.2	13.300	B
C-AB	260	763	0.341	260	0.7	7.184	A
C-A	165			165			
A-B	109			109			
A-C	265			265			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	105	601	0.175	105	0.2	7.271	A
B-A	43	352	0.122	43	0.1	11.660	B
C-AB	196	747	0.263	197	0.5	6.568	A
C-A	151			151			
A-B	89			89			
A-C	217			217			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	88	616	0.143	88	0.2	6.830	A
B-A	36	373	0.097	36	0.1	10.697	B
C-AB	156	737	0.211	156	0.3	6.214	A
C-A	135			135			
A-B	75			75			
A-C	181			181			

Appendix Z

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: Hillbury Road B3078 Station Road Model (with flare)_Revised TIR.j9
Path: P:\Southern\130-139\132 Intelligent Land\132.0001 South Alderholt Strategic Site\Modelling\2023 Post-App\Pressey's Corner
Report generation date: 4/18/2024 2:12:52 PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Existing Layout - 2021 Baseline							
Stream B-C	0.1	8.29	0.05	A	0.1	7.38	0.05	A
Stream B-A	0.4	11.16	0.29	B	0.2	9.40	0.14	A
Stream C-AB	0.1	5.54	0.05	A	0.1	6.19	0.05	A
	Existing Layout - 2033 Forecast							
Stream B-C	0.1	8.68	0.05	A	0.1	7.63	0.06	A
Stream B-A	0.5	12.17	0.32	B	0.2	9.96	0.16	A
Stream C-AB	0.1	5.52	0.06	A	0.1	5.98	0.05	A
	Existing Layout - 2033 Forecast + Dev							
Stream B-C	0.7	25.49	0.43	D	0.4	11.55	0.27	B
Stream B-A	3.1	42.46	0.77	E	0.8	18.34	0.46	C
Stream C-AB	0.6	6.50	0.26	A	0.5	8.07	0.26	A
	Existing Layout - 2033 Forecast + Sensitivity Dev							
Stream B-C	1.2	39.81	0.56	E	0.4	12.01	0.29	B
Stream B-A	4.3	57.72	0.84	F	0.9	19.05	0.48	C
Stream C-AB	0.7	6.90	0.30	A	0.5	7.96	0.26	A

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Mitigation (Cycle Route Design) - 2033 Forecast + Dev							
Stream B-C	0.8	27.37	0.45	D	0.4	12.00	0.28	B
Stream B-A	3.3	45.43	0.79	E	0.9	20.63	0.49	C
Stream C-AB	0.6	6.50	0.26	A	0.5	8.07	0.26	A
	Mitigation (Cycle Route Design) - 2033 Forecast + Sensitivity Dev							
Stream B-C	1.3	45.74	0.59	E	0.4	12.56	0.30	B
Stream B-A	4.7	62.80	0.85	F	1.0	21.60	0.51	C
Stream C-AB	0.7	6.90	0.30	A	0.5	7.96	0.26	A

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

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

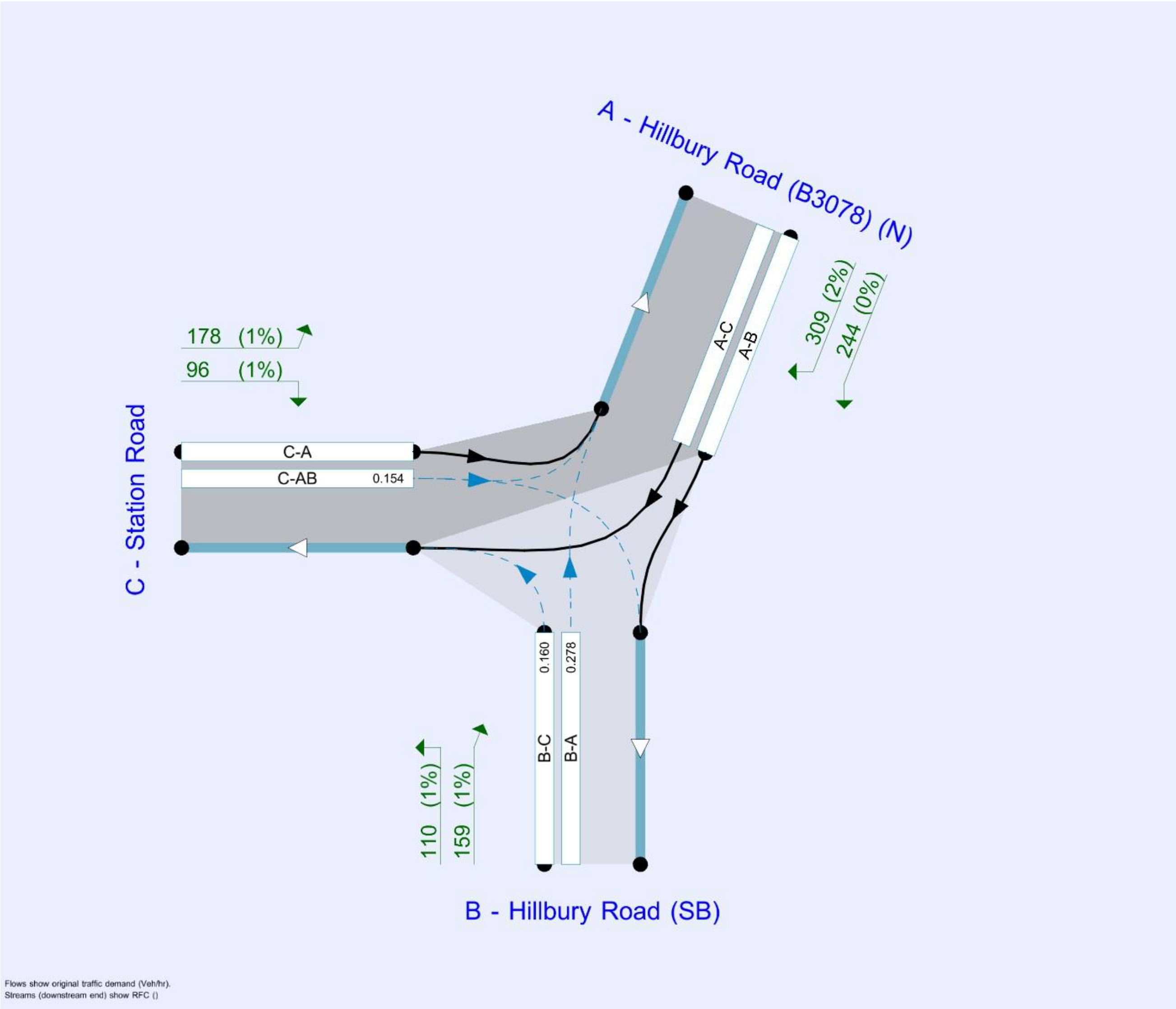
File summary

File Description

Title	Hillbury Road/Hillbury Road (B3078) (250 Units)
Location	Alderholt
Site number	
Date	8/14/2018
Version	
Status	PRELIMINARY
Identifier	
Client	
Jobnumber	132.0001
Enumerator	PC-PBASH-MODEL\Cad PC
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2033 Forecast	AM	ONE HOUR	07:45	09:15	15	✓
D4	2033 Forecast	PM	ONE HOUR	16:45	18:15	15	✓
D5	2033 Forecast + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2033 Forecast + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2033 Forecast + Sensitivity Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033 Forecast + Sensitivity Dev	PM	ONE HOUR	16:45	18:15	15	✓

Existing Layout - 2021 Baseline , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hillbury Road (SB) - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hillbury Road/Station Road	T-Junction	Two-way	2.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hillbury Road (B3078) (N)		Major
B	Hillbury Road (SB)		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.50			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hillbury Road (SB)	One lane plus flare	6.50	4.00	3.50	3.00	2.50	✓	1.00	21	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552	0.098	0.249	0.157	0.355
1	B-C	570	0.086	0.216	-	-
1	C-B	612	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hillbury Road (B3078) (N)		ONE HOUR	✓	211	100.000
B - Hillbury Road (SB)		ONE HOUR	✓	142	100.000
C - Station Road		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	79	132
	B - Hillbury Road (SB)	122	0	20
	C - Station Road	237	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	2	2
	B - Hillbury Road (SB)	0	0	5
	C - Station Road	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	8.29	0.1	A	18	28
B-A	0.29	11.16	0.4	B	112	168
C-AB	0.05	5.54	0.1	A	29	43
C-A					208	312
A-B					72	109
A-C					121	182

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	15	4	490	0.031	15	0.0	0.0	7.579	A
B-A	92	23	487	0.188	91	0.0	0.2	9.061	A
C-AB	22	5	671	0.032	21	0.0	0.0	5.540	A
C-A	173	43			173				
A-B	59	15			59				
A-C	99	25			99				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	18	4	477	0.038	18	0.0	0.0	7.848	A
B-A	110	27	475	0.231	109	0.2	0.3	9.851	A
C-AB	27	7	689	0.040	27	0.0	0.1	5.448	A
C-A	205	51			205				
A-B	71	18			71				
A-C	119	30			119				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	22	6	456	0.048	22	0.0	0.1	8.287	A
B-A	134	34	457	0.294	134	0.3	0.4	11.126	B
C-AB	37	9	714	0.051	36	0.1	0.1	5.319	A
C-A	248	62			248				
A-B	87	22			87				
A-C	145	36			145				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	22	6	456	0.048	22	0.1	0.1	8.293	A
B-A	134	34	457	0.294	134	0.4	0.4	11.158	B
C-AB	37	9	714	0.051	37	0.1	0.1	5.311	A
C-A	248	62			248				
A-B	87	22			87				
A-C	145	36			145				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	18	4	476	0.038	18	0.1	0.0	7.857	A
B-A	110	27	475	0.231	110	0.4	0.3	9.891	A
C-AB	27	7	689	0.040	28	0.1	0.1	5.436	A
C-A	205	51			205				
A-B	71	18			71				
A-C	119	30			119				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	15	4	489	0.031	15	0.0	0.0	7.593	A
B-A	92	23	487	0.189	92	0.3	0.2	9.119	A
C-AB	22	5	671	0.032	22	0.1	0.0	5.537	A
C-A	173	43			173				
A-B	59	15			59				
A-C	99	25			99				

Existing Layout - 2021 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hillbury Road (SB) - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hillbury Road/Station Road	T-Junction	Two-way	1.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hillbury Road (B3078) (N)		Major
B	Hillbury Road (SB)		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.50			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hillbury Road (SB)	One lane plus flare	6.50	4.00	3.50	3.00	2.50	✓	1.00	21	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	547	0.097	0.246	0.155	0.352
1	B-C	604	0.091	0.229	-	-
1	C-B	612	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hillbury Road (B3078) (N)		ONE HOUR	✓	343	100.000
B - Hillbury Road (SB)		ONE HOUR	✓	81	100.000
C - Station Road		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	117	226
	B - Hillbury Road (SB)	56	0	25
	C - Station Road	114	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	0	1
	B - Hillbury Road (SB)	0	0	0
	C - Station Road	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	7.38	0.1	A	23	34
B-A	0.14	9.40	0.2	A	51	77
C-AB	0.05	6.19	0.1	A	25	37
C-A					100	150
A-B					107	161
A-C					207	311

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	19	5	544	0.035	19	0.0	0.0	6.846	A
B-A	42	11	477	0.088	42	0.0	0.1	8.264	A
C-AB	19	5	611	0.032	19	0.0	0.0	6.081	A
C-A	83	21			83				
A-B	88	22			88				
A-C	170	43			170				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	22	6	532	0.042	22	0.0	0.0	7.062	A
B-A	50	13	463	0.109	50	0.1	0.1	8.712	A
C-AB	24	6	611	0.039	24	0.0	0.1	6.125	A
C-A	98	25			98				
A-B	105	26			105				
A-C	203	51			203				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	28	7	515	0.053	27	0.0	0.1	7.383	A
B-A	62	15	444	0.139	62	0.1	0.2	9.396	A
C-AB	31	8	613	0.050	30	0.1	0.1	6.184	A
C-A	119	30			119				
A-B	129	32			129				
A-C	249	62			249				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	28	7	515	0.053	28	0.1	0.1	7.384	A
B-A	62	15	444	0.139	62	0.2	0.2	9.403	A
C-AB	31	8	613	0.050	31	0.1	0.1	6.186	A
C-A	119	30			119				
A-B	129	32			129				
A-C	249	62			249				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	22	6	532	0.042	23	0.1	0.0	7.066	A
B-A	50	13	463	0.109	50	0.2	0.1	8.724	A
C-AB	24	6	611	0.039	24	0.1	0.1	6.128	A
C-A	98	25			98				
A-B	105	26			105				
A-C	203	51			203				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	19	5	544	0.035	19	0.0	0.0	6.856	A
B-A	42	11	477	0.088	42	0.1	0.1	8.284	A
C-AB	19	5	611	0.032	19	0.1	0.0	6.086	A
C-A	83	21			83				
A-B	88	22			88				
A-C	170	43			170				

Existing Layout - 2033 Forecast, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hillbury Road (SB) - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hillbury Road/Station Road	T-Junction	Two-way	2.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hillbury Road (B3078) (N)		Major
B	Hillbury Road (SB)		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.50			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hillbury Road (SB)	One lane plus flare	6.50	4.00	3.50	3.00	2.50	✓	1.00	21	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552	0.098	0.249	0.157	0.355
1	B-C	570	0.086	0.216	-	-
1	C-B	612	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2033 Forecast	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hillbury Road (B3078) (N)		ONE HOUR	✓	267	100.000
B - Hillbury Road (SB)		ONE HOUR	✓	150	100.000
C - Station Road		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	86	181
	B - Hillbury Road (SB)	129	0	21
	C - Station Road	261	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	2	2
	B - Hillbury Road (SB)	0	0	5
	C - Station Road	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	8.68	0.1	A	19	29
B-A	0.32	12.17	0.5	B	118	178
C-AB	0.06	5.52	0.1	A	31	47
C-A					228	343
A-B					79	118
A-C					166	249

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	16	4	479	0.033	16	0.0	0.0	7.767	A
B-A	97	24	474	0.205	96	0.0	0.3	9.493	A
C-AB	23	6	675	0.035	23	0.0	0.0	5.521	A
C-A	190	47			190				
A-B	65	16			65				
A-C	136	34			136				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	19	5	463	0.041	19	0.0	0.0	8.104	A
B-A	116	29	459	0.253	116	0.3	0.3	10.475	B
C-AB	30	7	694	0.043	30	0.0	0.1	5.426	A
C-A	224	56			224				
A-B	77	19			77				
A-C	163	41			163				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	23	6	438	0.053	23	0.0	0.1	8.675	A
B-A	142	36	438	0.324	141	0.3	0.5	12.123	B
C-AB	40	10	721	0.056	40	0.1	0.1	5.293	A
C-A	271	68			271				
A-B	95	24			95				
A-C	199	50			199				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	23	6	438	0.053	23	0.1	0.1	8.684	A
B-A	142	36	438	0.324	142	0.5	0.5	12.167	B
C-AB	40	10	721	0.056	40	0.1	0.1	5.289	A
C-A	271	68			271				
A-B	95	24			95				
A-C	199	50			199				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	19	5	463	0.041	19	0.1	0.0	8.115	A
B-A	116	29	459	0.253	116	0.5	0.3	10.529	B
C-AB	30	7	694	0.043	30	0.1	0.1	5.413	A
C-A	224	56			224				
A-B	77	19			77				
A-C	163	41			163				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	16	4	479	0.033	16	0.0	0.0	7.780	A
B-A	97	24	474	0.205	97	0.3	0.3	9.564	A
C-AB	23	6	675	0.035	23	0.1	0.0	5.517	A
C-A	190	47			190				
A-B	65	16			65				
A-C	136	34			136				

Existing Layout - 2033 Forecast, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hillbury Road (SB) - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hillbury Road/Station Road	T-Junction	Two-way	1.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hillbury Road (B3078) (N)		Major
B	Hillbury Road (SB)		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.50			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hillbury Road (SB)	One lane plus flare	6.50	4.00	3.50	3.00	2.50	✓	1.00	21	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	548	0.098	0.247	0.155	0.352
1	B-C	600	0.090	0.227	-	-
1	C-B	612	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2033 Forecast	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hillbury Road (B3078) (N)		ONE HOUR	✓	380	100.000
B - Hillbury Road (SB)		ONE HOUR	✓	87	100.000
C - Station Road		ONE HOUR	✓	179	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	124	256
	B - Hillbury Road (SB)	61	0	26
	C - Station Road	156	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	0	1
	B - Hillbury Road (SB)	0	0	0
	C - Station Road	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	7.63	0.1	A	24	36
B-A	0.16	9.96	0.2	A	56	84
C-AB	0.05	5.98	0.1	A	28	41
C-A					137	205
A-B					114	171
A-C					235	352

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	20	5	533	0.037	19	0.0	0.0	7.001	A
B-A	46	11	466	0.098	45	0.0	0.1	8.546	A
C-AB	21	5	627	0.034	21	0.0	0.0	5.943	A
C-A	113	28			113				
A-B	93	23			93				
A-C	193	48			193				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	23	6	520	0.045	23	0.0	0.0	7.251	A
B-A	55	14	450	0.122	55	0.1	0.1	9.095	A
C-AB	27	7	631	0.042	27	0.0	0.1	5.958	A
C-A	134	34			134				
A-B	111	28			111				
A-C	230	58			230				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	29	7	501	0.057	29	0.0	0.1	7.627	A
B-A	67	17	428	0.157	67	0.1	0.2	9.954	A
C-AB	35	9	637	0.055	35	0.1	0.1	5.979	A
C-A	162	41			162				
A-B	137	34			137				
A-C	282	70			282				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	29	7	500	0.057	29	0.1	0.1	7.629	A
B-A	67	17	428	0.157	67	0.2	0.2	9.965	A
C-AB	35	9	637	0.055	35	0.1	0.1	5.981	A
C-A	162	41			162				
A-B	137	34			137				
A-C	282	70			282				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	23	6	520	0.045	23	0.1	0.0	7.259	A
B-A	55	14	450	0.122	55	0.2	0.1	9.111	A
C-AB	27	7	631	0.042	27	0.1	0.1	5.964	A
C-A	134	34			134				
A-B	111	28			111				
A-C	230	58			230				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	20	5	533	0.037	20	0.0	0.0	7.013	A
B-A	46	11	466	0.099	46	0.1	0.1	8.569	A
C-AB	21	5	627	0.034	21	0.1	0.0	5.949	A
C-A	113	28			113				
A-B	93	23			93				
A-C	193	48			193				

Existing Layout - 2033 Forecast + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hillbury Road (SB) - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hillbury Road/Station Road	T-Junction	Two-way	12.75	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hillbury Road (B3078) (N)		Major
B	Hillbury Road (SB)		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.50			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hillbury Road (SB)	One lane plus flare	6.50	4.00	3.50	3.00	2.50	✓	1.00	21	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549	0.098	0.247	0.156	0.353
1	B-C	591	0.089	0.224	-	-
1	C-B	612	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033 Forecast + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hillbury Road (B3078) (N)		ONE HOUR	✓	356	100.000
B - Hillbury Road (SB)		ONE HOUR	✓	350	100.000
C - Station Road		ONE HOUR	✓	414	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	164	192
	B - Hillbury Road (SB)	254	0	96
	C - Station Road	317	97	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	2	2
	B - Hillbury Road (SB)	1	0	3
	C - Station Road	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.43	25.49	0.7	D	88	132
B-A	0.77	42.46	3.1	E	233	350
C-AB	0.26	6.50	0.6	A	152	228
C-A					228	342
A-B					150	226
A-C					176	264

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	435	0.166	71	0.0	0.2	9.884	A
B-A	191	48	428	0.447	188	0.0	0.8	14.834	B
C-AB	111	28	700	0.158	110	0.0	0.3	6.099	A
C-A	201	50			201				
A-B	123	31			123				
A-C	145	36			145				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	86	22	376	0.230	86	0.2	0.3	12.405	B
B-A	228	57	402	0.568	226	0.8	1.3	20.291	C
C-AB	145	36	722	0.200	144	0.3	0.4	6.234	A
C-A	228	57			228				
A-B	147	37			147				
A-C	173	43			173				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	106	26	259	0.408	104	0.3	0.7	23.146	C
B-A	280	70	363	0.771	273	1.3	2.9	37.778	E
C-AB	200	50	755	0.265	199	0.4	0.6	6.492	A
C-A	256	64			256				
A-B	181	45			181				
A-C	211	53			211				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	106	26	246	0.429	105	0.7	0.7	25.489	D
B-A	280	70	361	0.774	279	2.9	3.1	42.457	E
C-AB	200	50	755	0.265	200	0.6	0.6	6.504	A
C-A	256	64			256				
A-B	181	45			181				
A-C	211	53			211				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	86	22	363	0.237	88	0.7	0.3	13.142	B
B-A	228	57	401	0.570	235	3.1	1.4	22.531	C
C-AB	145	36	723	0.200	146	0.6	0.4	6.249	A
C-A	227	57			227				
A-B	147	37			147				
A-C	173	43			173				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	429	0.168	73	0.3	0.2	10.110	B
B-A	191	48	427	0.448	193	1.4	0.8	15.544	C
C-AB	111	28	700	0.159	112	0.4	0.3	6.125	A
C-A	200	50			200				
A-B	123	31			123				
A-C	145	36			145				

Existing Layout - 2033 Forecast + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hillbury Road (SB) - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hillbury Road/Station Road	T-Junction	Two-way	4.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hillbury Road (B3078) (N)		Major
B	Hillbury Road (SB)		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.50			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hillbury Road (SB)	One lane plus flare	6.50	4.00	3.50	3.00	2.50	✓	1.00	21	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	564	0.101	0.254	0.160	0.363
1	B-C	649	0.097	0.246	-	-
1	C-B	612	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033 Forecast + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hillbury Road (B3078) (N)		ONE HOUR	✓	559	100.000
B - Hillbury Road (SB)		ONE HOUR	✓	258	100.000
C - Station Road		ONE HOUR	✓	273	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	248	311
	B - Hillbury Road (SB)	152	0	106
	C - Station Road	175	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	0	2
	B - Hillbury Road (SB)	1	0	1
	C - Station Road	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.27	11.55	0.4	B	97	146
B-A	0.46	18.34	0.8	C	139	209
C-AB	0.26	8.07	0.5	A	124	186
C-A					126	189
A-B					228	341
A-C					285	428

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	80	20	520	0.154	79	0.0	0.2	8.158	A
B-A	114	29	430	0.266	113	0.0	0.4	11.314	B
C-AB	94	24	602	0.157	94	0.0	0.2	7.071	A
C-A	111	28			111				
A-B	187	47			187				
A-C	234	59			234				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	95	24	486	0.196	95	0.2	0.2	9.196	A
B-A	137	34	403	0.339	136	0.4	0.5	13.463	B
C-AB	119	30	603	0.198	119	0.2	0.3	7.440	A
C-A	126	31			126				
A-B	223	56			223				
A-C	280	70			280				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	117	29	430	0.272	116	0.2	0.4	11.461	B
B-A	167	42	364	0.460	166	0.5	0.8	18.102	C
C-AB	159	40	606	0.262	158	0.3	0.5	8.050	A
C-A	142	35			142				
A-B	273	68			273				
A-C	342	86			342				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	117	29	428	0.273	117	0.4	0.4	11.552	B
B-A	167	42	363	0.460	167	0.8	0.8	18.339	C
C-AB	159	40	606	0.262	159	0.5	0.5	8.073	A
C-A	142	35			142				
A-B	273	68			273				
A-C	342	86			342				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	95	24	484	0.197	96	0.4	0.2	9.275	A
B-A	137	34	403	0.339	138	0.8	0.5	13.653	B
C-AB	120	30	604	0.198	120	0.5	0.3	7.470	A
C-A	126	31			126				
A-B	223	56			223				
A-C	280	70			280				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	80	20	518	0.154	80	0.2	0.2	8.224	A
B-A	114	29	430	0.266	115	0.5	0.4	11.466	B
C-AB	95	24	602	0.157	95	0.3	0.2	7.106	A
C-A	111	28			111				
A-B	187	47			187				
A-C	234	59			234				

Existing Layout - 2033 Forecast + Sensitivity Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hillbury Road (SB) - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hillbury Road/Station Road	T-Junction	Two-way	17.29	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hillbury Road (B3078) (N)		Major
B	Hillbury Road (SB)		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.50			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hillbury Road (SB)	One lane plus flare	6.50	4.00	3.50	3.00	2.50	✓	1.00	21	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549	0.098	0.247	0.156	0.353
1	B-C	592	0.089	0.225	-	-
1	C-B	612	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033 Forecast + Sensitivity Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hillbury Road (B3078) (N)		ONE HOUR	✓	388	100.000
B - Hillbury Road (SB)		ONE HOUR	✓	364	100.000
C - Station Road		ONE HOUR	✓	431	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	186	202
	B - Hillbury Road (SB)	263	0	101
	C - Station Road	322	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	2	2
	B - Hillbury Road (SB)	1	0	3
	C - Station Road	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.56	39.81	1.2	E	93	139
B-A	0.84	57.72	4.3	F	241	362
C-AB	0.30	6.90	0.7	A	173	260
C-A					222	334
A-B					171	256
A-C					185	278

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	424	0.179	75	0.0	0.2	10.287	B
B-A	198	50	420	0.472	195	0.0	0.9	15.770	C
C-AB	126	31	698	0.180	125	0.0	0.3	6.278	A
C-A	199	50			199				
A-B	140	35			140				
A-C	152	38			152				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	91	23	357	0.254	90	0.2	0.3	13.485	B
B-A	236	59	391	0.604	234	0.9	1.4	22.537	C
C-AB	164	41	720	0.228	164	0.3	0.4	6.484	A
C-A	223	56			223				
A-B	167	42			167				
A-C	182	45			182				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	111	28	220	0.506	109	0.3	1.0	31.722	D
B-A	290	72	348	0.832	280	1.4	3.8	47.530	E
C-AB	228	57	752	0.303	227	0.4	0.7	6.875	A
C-A	246	62			246				
A-B	205	51			205				
A-C	222	56			222				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	111	28	200	0.557	110	1.0	1.2	39.812	E
B-A	290	72	346	0.837	287	3.8	4.3	57.722	F
C-AB	229	57	753	0.304	229	0.7	0.7	6.896	A
C-A	246	62			246				
A-B	205	51			205				
A-C	222	56			222				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	91	23	337	0.269	94	1.2	0.4	14.992	B
B-A	236	59	390	0.607	247	4.3	1.6	26.875	D
C-AB	165	41	721	0.229	166	0.7	0.5	6.506	A
C-A	223	56			223				
A-B	167	42			167				
A-C	182	45			182				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	417	0.182	77	0.4	0.2	10.590	B
B-A	198	50	419	0.473	201	1.6	0.9	16.726	C
C-AB	126	32	698	0.181	127	0.5	0.3	6.314	A
C-A	198	50			198				
A-B	140	35			140				
A-C	152	38			152				

Existing Layout - 2033 Forecast + Sensitivity Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hillbury Road (SB) - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hillbury Road/Station Road	T-Junction	Two-way	4.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hillbury Road (B3078) (N)		Major
B	Hillbury Road (SB)		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.50			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hillbury Road (SB)	One lane plus flare	6.50	4.00	3.50	3.00	2.50	✓	1.00	21	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	565	0.101	0.254	0.160	0.364
1	B-C	648	0.097	0.246	-	-
1	C-B	612	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033 Forecast + Sensitivity Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hillbury Road (B3078) (N)		ONE HOUR	✓	553	100.000
B - Hillbury Road (SB)		ONE HOUR	✓	269	100.000
C - Station Road		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	244	309
	B - Hillbury Road (SB)	159	0	110
	C - Station Road	178	96	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	0	2
	B - Hillbury Road (SB)	1	0	1
	C - Station Road	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.29	12.01	0.4	B	101	151
B-A	0.48	19.05	0.9	C	146	219
C-AB	0.26	7.96	0.5	A	122	183
C-A					129	194
A-B					224	336
A-C					284	425

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	517	0.160	82	0.0	0.2	8.267	A
B-A	120	30	431	0.278	118	0.0	0.4	11.461	B
C-AB	93	23	605	0.154	92	0.0	0.2	7.013	A
C-A	113	28			113				
A-B	184	46			184				
A-C	233	58			233				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	99	25	482	0.205	99	0.2	0.3	9.382	A
B-A	143	36	404	0.354	142	0.4	0.5	13.734	B
C-AB	118	29	606	0.194	117	0.2	0.3	7.363	A
C-A	129	32			129				
A-B	219	55			219				
A-C	278	69			278				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	121	30	422	0.287	121	0.3	0.4	11.901	B
B-A	175	44	364	0.481	174	0.5	0.9	18.769	C
C-AB	156	39	609	0.256	156	0.3	0.5	7.941	A
C-A	145	36			145				
A-B	269	67			269				
A-C	340	85			340				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	121	30	421	0.288	121	0.4	0.4	12.013	B
B-A	175	44	364	0.481	175	0.9	0.9	19.051	C
C-AB	156	39	610	0.257	156	0.5	0.5	7.961	A
C-A	145	36			145				
A-B	269	67			269				
A-C	340	85			340				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	99	25	480	0.206	99	0.4	0.3	9.475	A
B-A	143	36	404	0.354	144	0.9	0.6	13.954	B
C-AB	118	29	607	0.194	118	0.5	0.3	7.392	A
C-A	129	32			129				
A-B	219	55			219				
A-C	278	69			278				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	515	0.161	83	0.3	0.2	8.341	A
B-A	120	30	431	0.278	120	0.6	0.4	11.626	B
C-AB	93	23	605	0.154	93	0.3	0.2	7.051	A
C-A	113	28			113				
A-B	184	46			184				
A-C	233	58			233				

Mitigation (Cycle Route Design) - 2033 Forecast + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hillbury Road (SB) - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Mitigation (Cycle Route Design)	✓	✓	D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hillbury Road/Station Road	T-Junction	Two-way	13.58	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hillbury Road (B3078) (N)		Major
B	Hillbury Road (SB)		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.50			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hillbury Road (SB)	One lane plus flare	6.50	3.20	3.00	3.00	3.00	✓	1.00	21	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	541	0.096	0.244	0.153	0.348
1	B-C	591	0.089	0.224	-	-
1	C-B	612	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033 Forecast + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hillbury Road (B3078) (N)		ONE HOUR	✓	356	100.000
B - Hillbury Road (SB)		ONE HOUR	✓	350	100.000
C - Station Road		ONE HOUR	✓	414	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	164	192
	B - Hillbury Road (SB)	254	0	96
	C - Station Road	317	97	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	2	2
	B - Hillbury Road (SB)	1	0	3
	C - Station Road	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.45	27.37	0.8	D	88	132
B-A	0.79	45.43	3.3	E	233	350
C-AB	0.26	6.50	0.6	A	152	228
C-A					228	342
A-B					150	226
A-C					176	264

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	432	0.167	71	0.0	0.2	9.952	A
B-A	191	48	421	0.454	188	0.0	0.8	15.236	C
C-AB	111	28	700	0.158	110	0.0	0.3	6.099	A
C-A	201	50			201				
A-B	123	31			123				
A-C	145	36			145				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	86	22	371	0.232	86	0.2	0.3	12.595	B
B-A	228	57	396	0.577	226	0.8	1.3	21.010	C
C-AB	145	36	722	0.200	144	0.3	0.4	6.234	A
C-A	228	57			228				
A-B	147	37			147				
A-C	173	43			173				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	106	26	250	0.422	104	0.3	0.7	24.353	C
B-A	280	70	357	0.784	273	1.3	3.0	39.902	E
C-AB	200	50	755	0.265	199	0.4	0.6	6.492	A
C-A	256	64			256				
A-B	181	45			181				
A-C	211	53			211				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	106	26	236	0.447	105	0.7	0.8	27.373	D
B-A	280	70	355	0.787	279	3.0	3.3	45.432	E
C-AB	200	50	755	0.265	200	0.6	0.6	6.504	A
C-A	256	64			256				
A-B	181	45			181				
A-C	211	53			211				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	86	22	358	0.241	88	0.8	0.3	13.445	B
B-A	228	57	395	0.579	236	3.3	1.4	23.619	C
C-AB	145	36	723	0.200	146	0.6	0.4	6.249	A
C-A	227	57			227				
A-B	147	37			147				
A-C	173	43			173				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	426	0.170	73	0.3	0.2	10.194	B
B-A	191	48	421	0.455	194	1.4	0.9	16.017	C
C-AB	111	28	700	0.159	112	0.4	0.3	6.128	A
C-A	200	50			200				
A-B	123	31			123				
A-C	145	36			145				

Mitigation (Cycle Route Design) - 2033 Forecast + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hillbury Road (SB) - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Mitigation (Cycle Route Design)	✓	✓	D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hillbury Road/Station Road	T-Junction	Two-way	5.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hillbury Road (B3078) (N)		Major
B	Hillbury Road (SB)		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.50			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hillbury Road (SB)	One lane plus flare	6.50	3.20	3.00	3.00	3.00	✓	1.00	21	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	532	0.095	0.240	0.151	0.342
1	B-C	649	0.097	0.246	-	-
1	C-B	612	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033 Forecast + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hillbury Road (B3078) (N)		ONE HOUR	✓	559	100.000
B - Hillbury Road (SB)		ONE HOUR	✓	258	100.000
C - Station Road		ONE HOUR	✓	273	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	248	311
	B - Hillbury Road (SB)	152	0	106
	C - Station Road	175	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	0	2
	B - Hillbury Road (SB)	1	0	1
	C - Station Road	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	12.00	0.4	B	97	146
B-A	0.49	20.63	0.9	C	139	209
C-AB	0.26	8.07	0.5	A	124	186
C-A					126	189
A-B					228	341
A-C					285	428

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	80	20	516	0.155	79	0.0	0.2	8.231	A
B-A	114	29	405	0.283	113	0.0	0.4	12.268	B
C-AB	94	24	602	0.157	94	0.0	0.2	7.071	A
C-A	111	28			111				
A-B	187	47			187				
A-C	234	59			234				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	95	24	480	0.199	95	0.2	0.2	9.346	A
B-A	137	34	379	0.360	136	0.4	0.5	14.757	B
C-AB	119	30	603	0.198	119	0.2	0.3	7.440	A
C-A	126	31			126				
A-B	223	56			223				
A-C	280	70			280				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	117	29	419	0.279	116	0.2	0.4	11.881	B
B-A	167	42	342	0.490	166	0.5	0.9	20.280	C
C-AB	159	40	606	0.262	158	0.3	0.5	8.050	A
C-A	142	35			142				
A-B	273	68			273				
A-C	342	86			342				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	117	29	417	0.280	117	0.4	0.4	12.004	B
B-A	167	42	342	0.490	167	0.9	0.9	20.634	C
C-AB	159	40	606	0.262	159	0.5	0.5	8.073	A
C-A	142	35			142				
A-B	273	68			273				
A-C	342	86			342				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	95	24	478	0.200	96	0.4	0.3	9.444	A
B-A	137	34	379	0.361	138	0.9	0.6	15.040	C
C-AB	120	30	604	0.198	120	0.5	0.3	7.470	A
C-A	126	31			126				
A-B	223	56			223				
A-C	280	70			280				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	80	20	514	0.155	80	0.3	0.2	8.309	A
B-A	114	29	404	0.283	115	0.6	0.4	12.474	B
C-AB	95	24	602	0.157	95	0.3	0.2	7.106	A
C-A	111	28			111				
A-B	187	47			187				
A-C	234	59			234				

Mitigation (Cycle Route Design) - 2033 Forecast + Sensitivity Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hillbury Road (SB) - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Mitigation (Cycle Route Design)	✓	✓	D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hillbury Road/Station Road	T-Junction	Two-way	18.93	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hillbury Road (B3078) (N)		Major
B	Hillbury Road (SB)		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.50			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hillbury Road (SB)	One lane plus flare	6.50	3.20	3.00	3.00	3.00	✓	1.00	21	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	541	0.096	0.243	0.153	0.348
1	B-C	592	0.089	0.225	-	-
1	C-B	612	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033 Forecast + Sensitivity Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hillbury Road (B3078) (N)		ONE HOUR	✓	388	100.000
B - Hillbury Road (SB)		ONE HOUR	✓	364	100.000
C - Station Road		ONE HOUR	✓	431	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	186	202
	B - Hillbury Road (SB)	263	0	101
	C - Station Road	322	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	2	2
	B - Hillbury Road (SB)	1	0	3
	C - Station Road	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.59	45.74	1.3	E	93	139
B-A	0.85	62.80	4.7	F	241	362
C-AB	0.30	6.90	0.7	A	173	260
C-A					222	334
A-B					171	256
A-C					185	278

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	421	0.180	75	0.0	0.2	10.369	B
B-A	198	50	413	0.479	194	0.0	0.9	16.216	C
C-AB	126	31	698	0.180	125	0.0	0.3	6.278	A
C-A	199	50			199				
A-B	140	35			140				
A-C	152	38			152				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	91	23	352	0.258	90	0.2	0.3	13.743	B
B-A	236	59	385	0.614	234	0.9	1.5	23.413	C
C-AB	164	41	720	0.228	164	0.3	0.4	6.484	A
C-A	223	56			223				
A-B	167	42			167				
A-C	182	45			182				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	111	28	210	0.530	108	0.3	1.0	34.548	D
B-A	290	72	342	0.846	279	1.5	4.0	50.558	F
C-AB	228	57	752	0.303	227	0.4	0.7	6.875	A
C-A	246	62			246				
A-B	205	51			205				
A-C	222	56			222				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	111	28	187	0.594	110	1.0	1.3	45.738	E
B-A	290	72	340	0.852	287	4.0	4.7	62.795	F
C-AB	229	57	753	0.304	229	0.7	0.7	6.896	A
C-A	246	62			246				
A-B	205	51			205				
A-C	222	56			222				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	91	23	329	0.276	95	1.3	0.4	15.566	C
B-A	236	59	383	0.617	248	4.7	1.7	28.630	D
C-AB	165	41	721	0.229	166	0.7	0.5	6.508	A
C-A	223	56			223				
A-B	167	42			167				
A-C	182	45			182				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	414	0.184	77	0.4	0.2	10.700	B
B-A	198	50	412	0.480	201	1.7	1.0	17.278	C
C-AB	126	32	698	0.181	127	0.5	0.3	6.312	A
C-A	198	50			198				
A-B	140	35			140				
A-C	152	38			152				

Mitigation (Cycle Route Design) - 2033 Forecast + Sensitivity Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Hillbury Road (SB) - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Mitigation (Cycle Route Design)	✓	✓	D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hillbury Road/Station Road	T-Junction	Two-way	5.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hillbury Road (B3078) (N)		Major
B	Hillbury Road (SB)		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.50			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hillbury Road (SB)	One lane plus flare	6.50	3.20	3.00	3.00	3.00	✓	1.00	21	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	532	0.095	0.240	0.151	0.342
1	B-C	648	0.097	0.246	-	-
1	C-B	612	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033 Forecast + Sensitivity Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hillbury Road (B3078) (N)		ONE HOUR	✓	553	100.000
B - Hillbury Road (SB)		ONE HOUR	✓	269	100.000
C - Station Road		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	244	309
	B - Hillbury Road (SB)	159	0	110
	C - Station Road	178	96	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Hillbury Road (B3078) (N)	B - Hillbury Road (SB)	C - Station Road
From	A - Hillbury Road (B3078) (N)	0	0	2
	B - Hillbury Road (SB)	1	0	1
	C - Station Road	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	12.56	0.4	B	101	151
B-A	0.51	21.60	1.0	C	146	219
C-AB	0.26	7.96	0.5	A	122	183
C-A					129	194
A-B					224	336
A-C					284	425

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	513	0.162	82	0.0	0.2	8.350	A
B-A	120	30	405	0.295	118	0.0	0.4	12.456	B
C-AB	93	23	605	0.154	92	0.0	0.2	7.013	A
C-A	113	28			113				
A-B	184	46			184				
A-C	233	58			233				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	99	25	475	0.208	99	0.2	0.3	9.556	A
B-A	143	36	380	0.376	142	0.4	0.6	15.113	C
C-AB	118	29	606	0.194	117	0.2	0.3	7.363	A
C-A	129	32			129				
A-B	219	55			219				
A-C	278	69			278				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	121	30	410	0.295	121	0.3	0.4	12.408	B
B-A	175	44	342	0.512	173	0.6	1.0	21.168	C
C-AB	156	39	609	0.256	156	0.3	0.5	7.941	A
C-A	145	36			145				
A-B	269	67			269				
A-C	340	85			340				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	121	30	408	0.297	121	0.4	0.4	12.562	B
B-A	175	44	341	0.513	175	1.0	1.0	21.598	C
C-AB	156	39	610	0.257	156	0.5	0.5	7.960	A
C-A	145	36			145				
A-B	269	67			269				
A-C	340	85			340				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	99	25	472	0.209	99	0.4	0.3	9.670	A
B-A	143	36	379	0.377	145	1.0	0.6	15.441	C
C-AB	118	29	607	0.194	118	0.5	0.3	7.389	A
C-A	129	32			129				
A-B	219	55			219				
A-C	278	69			278				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	510	0.162	83	0.3	0.2	8.435	A
B-A	120	30	405	0.296	120	0.6	0.4	12.686	B
C-AB	93	23	605	0.154	93	0.3	0.2	7.051	A
C-A	113	28			113				
A-B	184	46			184				
A-C	233	58			233				

Appendix AA

GENERAL NOTES

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6. SURVEY UTILISED LIDAR TECHNOLOGY, MOUNTED ON A VEHICLE AND SUPPLEMENTED WITH GPS CHECKS WHICH IDENTIFIED CARRIAGEWAY WIDTHS, STREET FURNITURE AND VEGETATION. THE DATA OUTPUTS OF THIS SURVEY ARE ACCURATE TO <20MM.

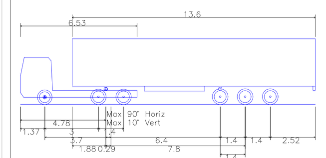
KEY

– ROAD WIDTHS OF 5.5M +

– ROAD WIDTHS OF 5.5M – 4.8M

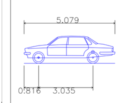
– ROAD WIDTHS LESS THAN 4.8M

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

NORTH

Rev	Description	Date	By	Chkd
P04	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P03	MINOR AMENDMENTS	02.04.24	THP	JNR
P02	MINOR AMENDMENTS	21.03.24	THP	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

Title
ROAD LINKS REVIEW - OVERVIEW

Project Phase
PRELIMINARY

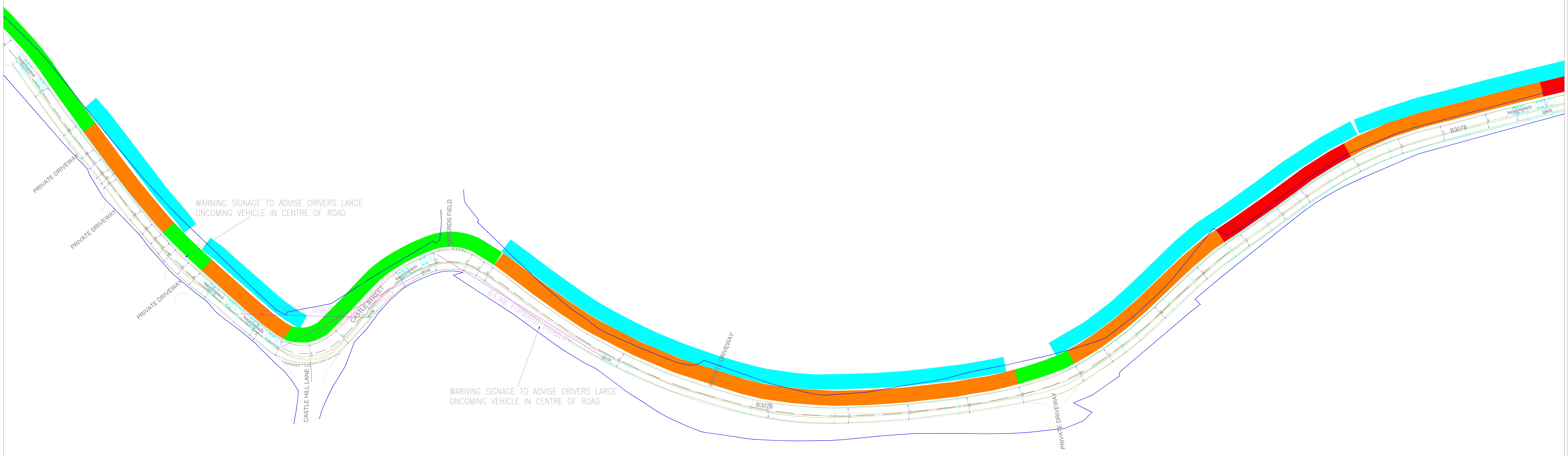
Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No. -

Scale 1:10,000 (AT A0 SIZE)

PBA Drawing No. 132.0001.0030

Revision P04



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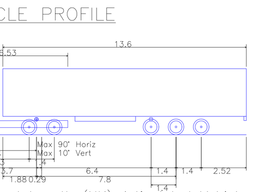
KEY

– ROAD WIDTHS OF 5.5M +
– ROAD WIDTHS OF 5.5M – 4.8M
– ROAD WIDTHS LESS THAN 4.8M
– PROPOSED WIDENING
– PROPOSED WIDENING
– HIGHWAY BOUNDARY

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
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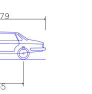

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NORTH

Rev	Description	Date	By	Chkd
P02	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client: Intelligent Land

Project Name: ALDERHOLT MEADOWS ALDERHOLT

Title: ROAD LINKS REVIEW - SHEET 1

Project Phase: PRELIMINARY

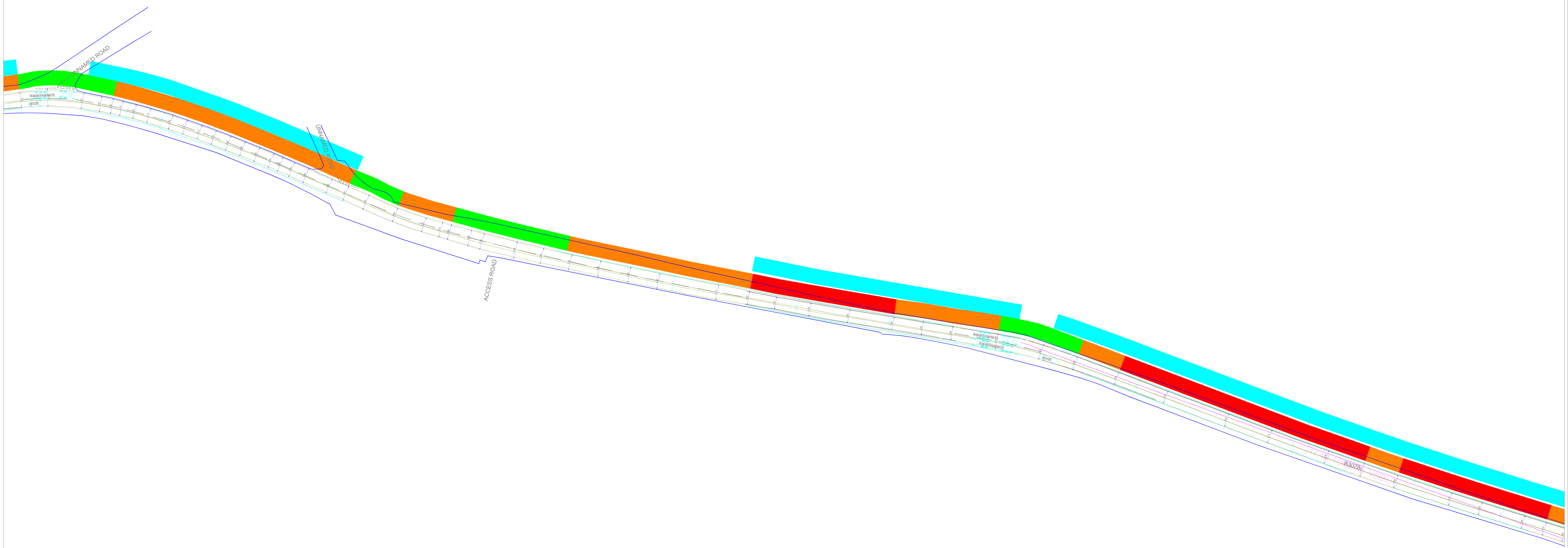
Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.: -

Scale: 1:500 (AT A0 SIZE)

PBA Drawing No.: 132.0001.0031

Revision: P02



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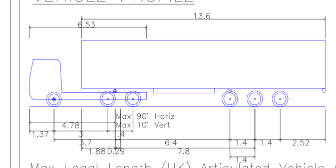
- – PROPOSED WIDENING
- – HIGHWAY BOUNDARY

VEHICLE PROFILE



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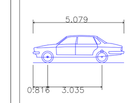

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NORTH

Rev	Description	Date	By	Chkd
P02	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

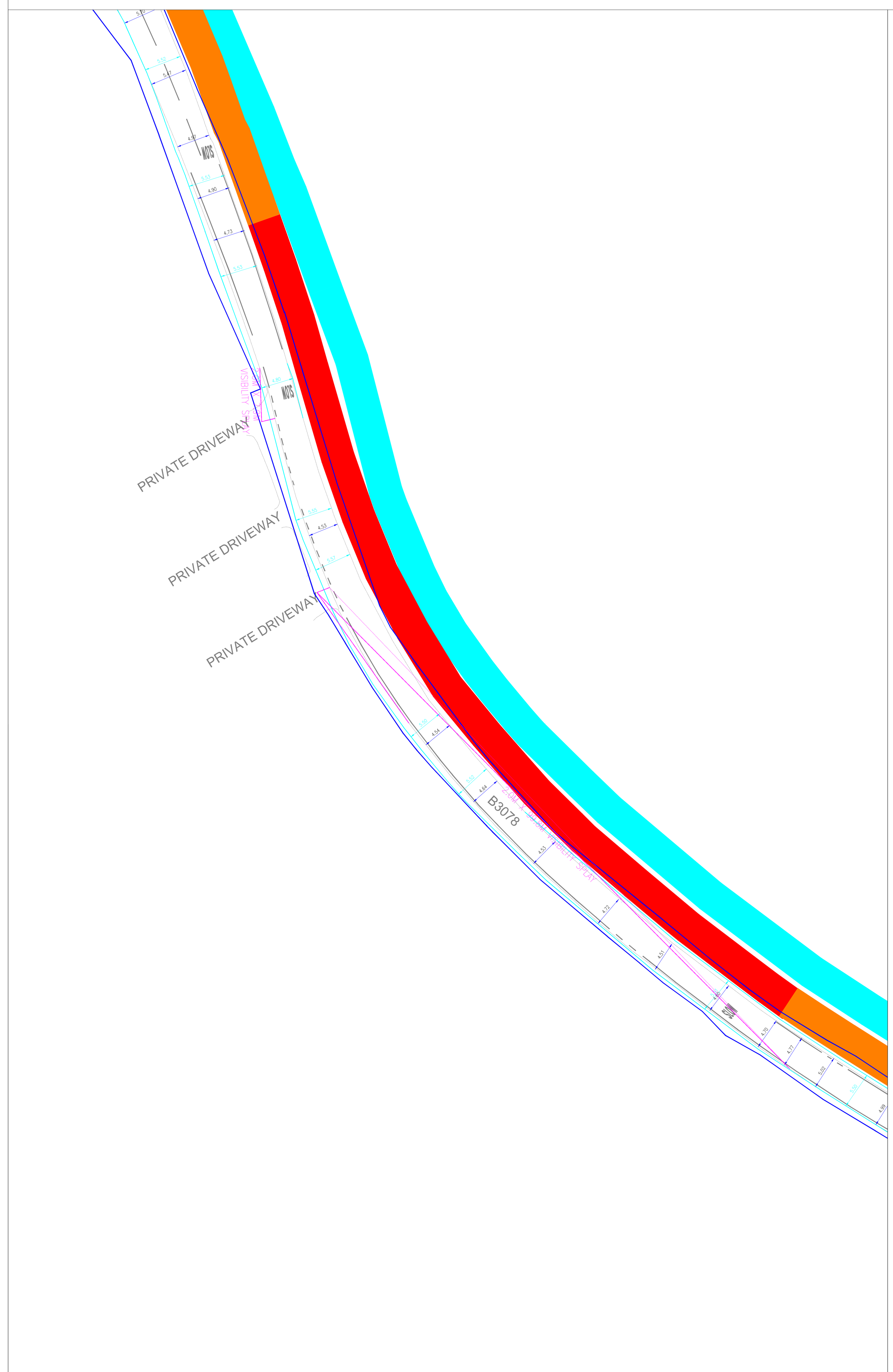
Title
ROAD LINKS REVIEW - SHEET 2

Project Phase
PRELIMINARY

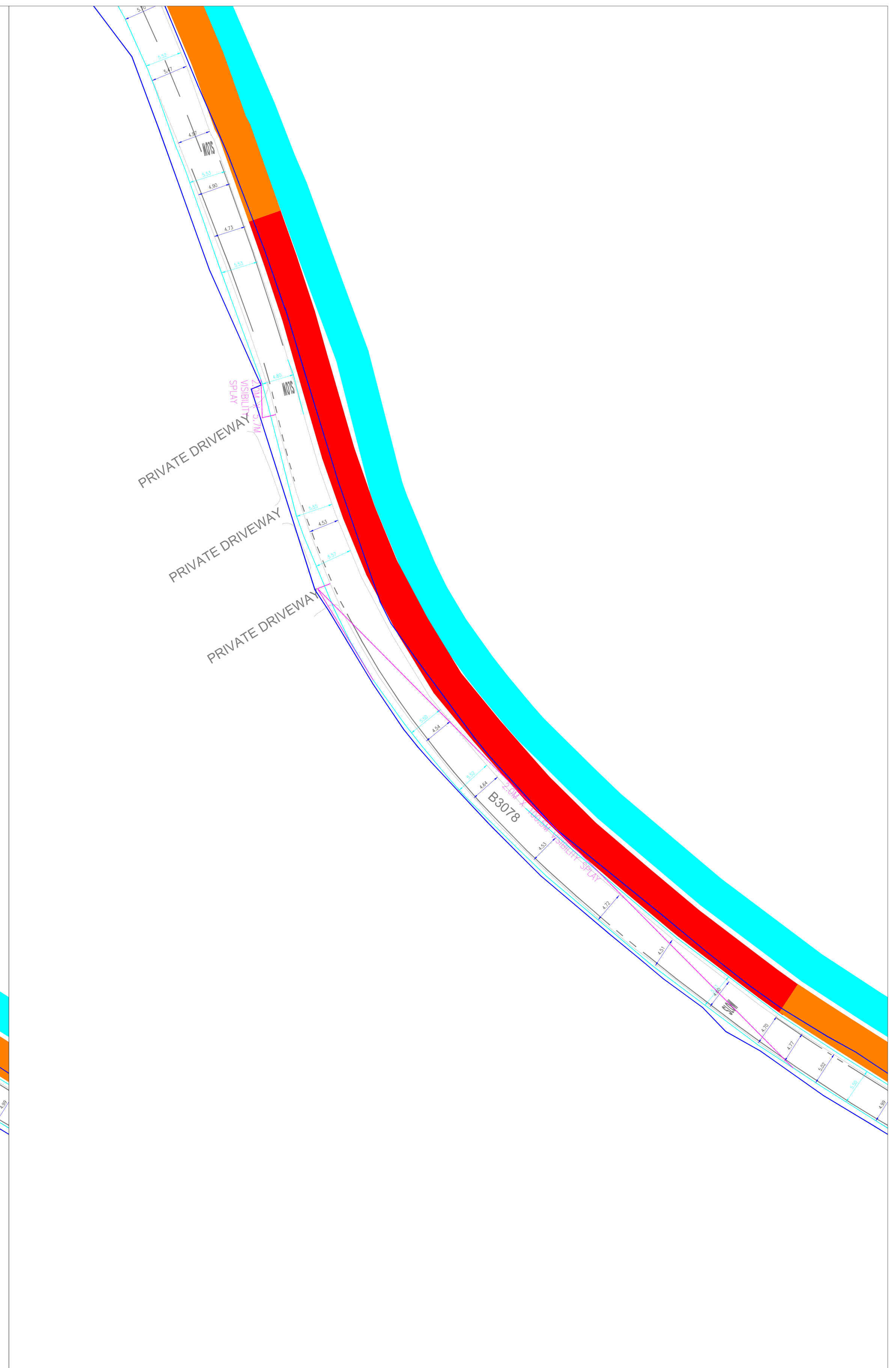
Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0032	P02



PRIVATE DRIVEWAY VISIBILITY SPLAY ASSESSMENT (EXISTING ROAD ARRANGEMENT)



PRIVATE DRIVEWAY VISIBILITY SPLAY ASSESSMENT (WIDENED ROAD ARRANGEMENT)

GENERAL NOTES

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- – PROPOSED WIDENING
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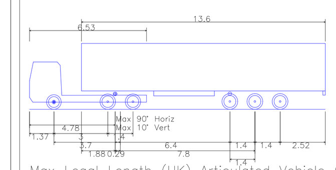
VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)	
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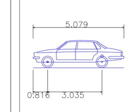


Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

NORTH

Rev	Description	Date	By	Chkd
P02	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

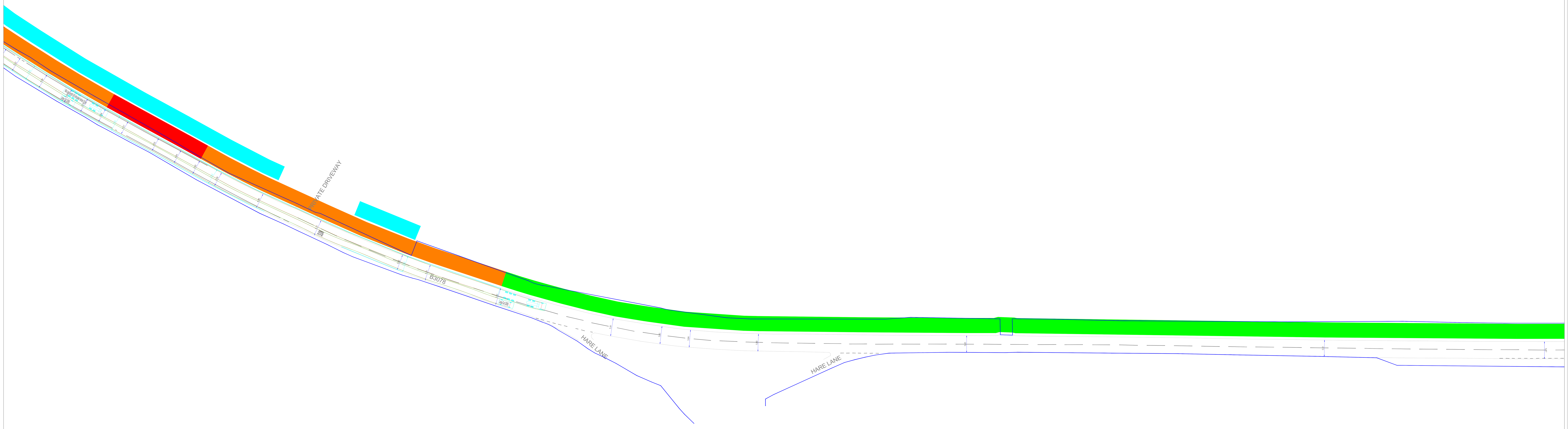
Title
ROAD LINKS REVIEW - SHEET 3

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0033	P02



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- – ROAD WIDTHS OF 5.5M – 4.8M
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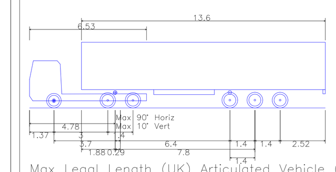
VEHICLE PROFILE



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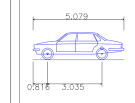

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NORTH

Rev	Description	Date	By	Chkd
P02	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client: Intelligent Land

Project Name: ALDERHOLT MEADOWS ALDERHOLT

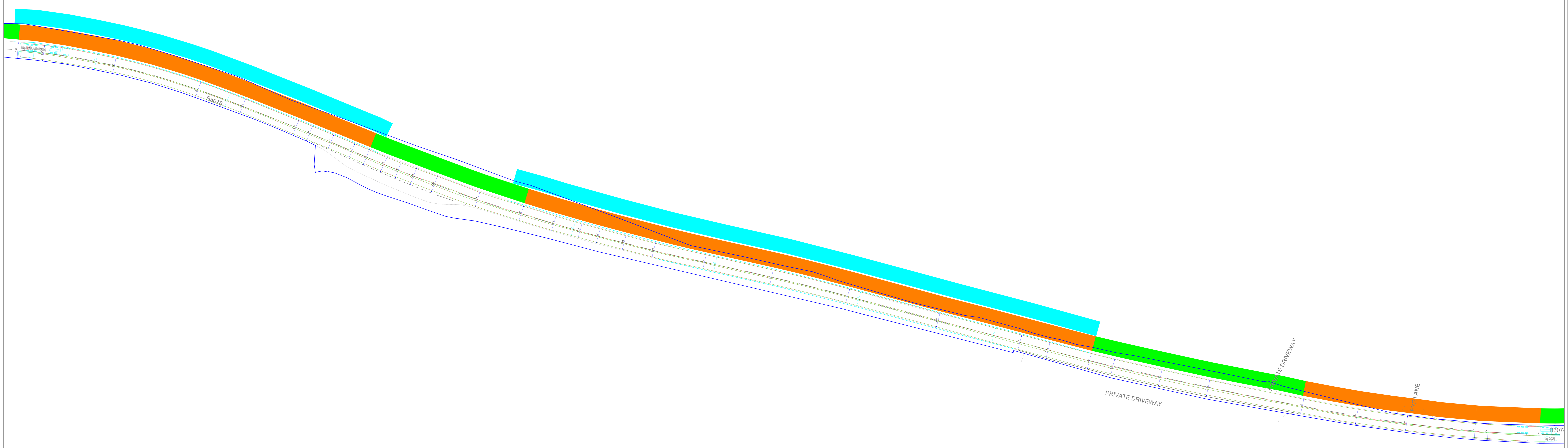
Title: ROAD LINKS REVIEW - SHEET 4

Project Phase: PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0034	P02



GENERAL NOTES

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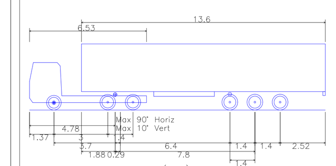
6. SURVEY UTILISED LIDAR TECHNOLOGY, MOUNTED ON A VEHICLE AND SUPPLEMENTED WITH GPS CHECKS WHICH IDENTIFIED CARRIAGEWAY WIDTHS, STREET FURNITURE AND VEGETATION. THE DATA OUTPUTS OF THIS SURVEY ARE ACCURATE TO <20MM.

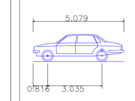
KEY

– ROAD WIDTHS OF 5.5M +
– ROAD WIDTHS OF 5.5M – 4.8M
– ROAD WIDTHS LESS THAN 4.8M
– PROPOSED WIDENING
– PROPOSED WIDENING
– HIGHWAY BOUNDARY

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

NORTH

Rev	Description	Date	By	Chkd
P02	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

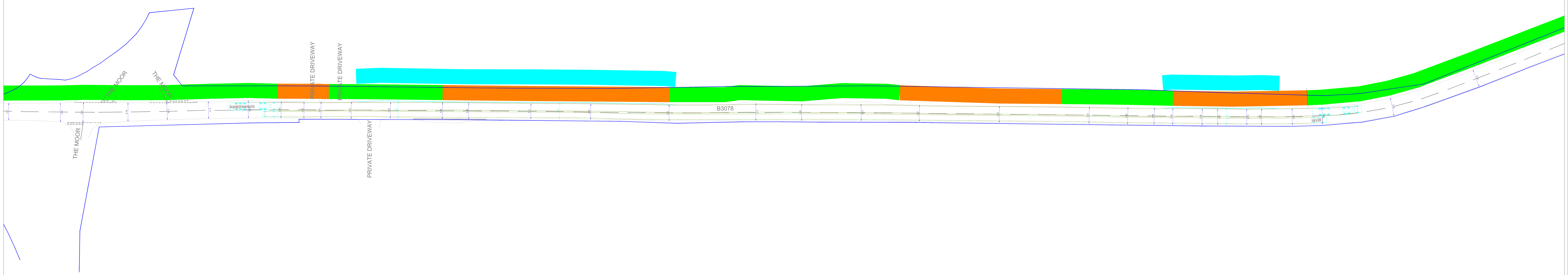
Title
ROAD LINKS REVIEW - SHEET 5

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0035	P02



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KEY

– ROAD WIDTHS OF 5.5M +

– ROAD WIDTHS OF 5.5M – 4.8M

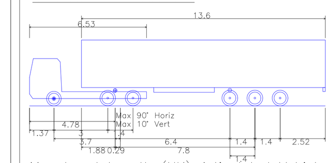
– ROAD WIDTHS LESS THAN 4.8M

– PROPOSED WIDENING

– PROPOSED WIDENING

– HIGHWAY BOUNDARY

VEHICLE PROFILE



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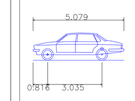

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NORTH

Rev	Description	Date	By	Chkd
P02	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

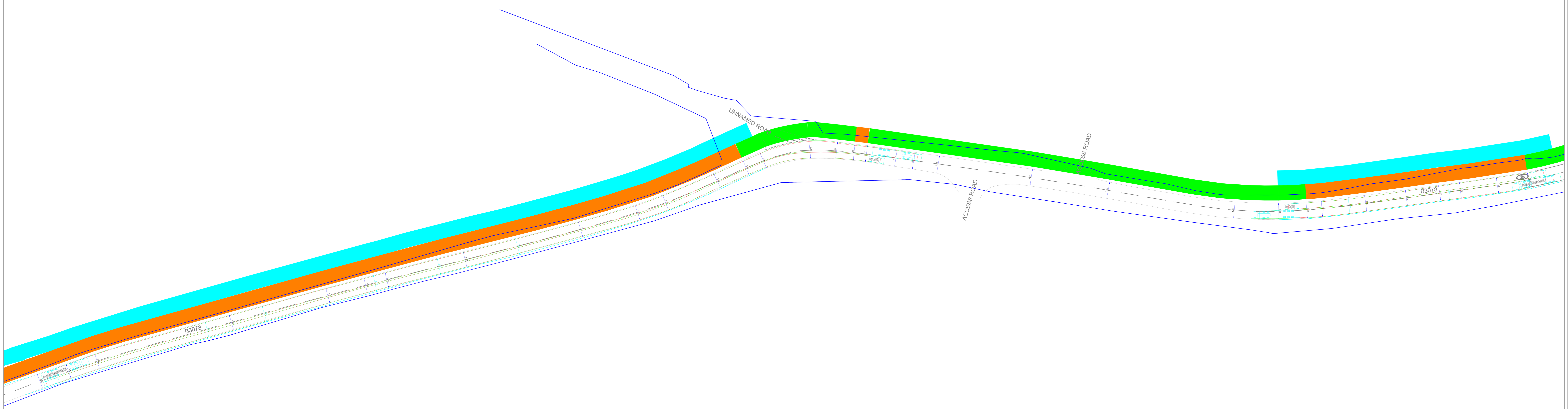
Title
ROAD LINKS REVIEW - SHEET 6

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale	
-	1:500	(AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0036	P02



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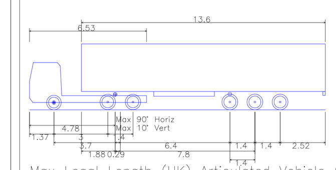
– ROAD WIDTHS LESS THAN 4.8M
– PROPOSED WIDENING
– PROPOSED WIDENING
– HIGHWAY BOUNDARY

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)	
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Overall Width	2.550m
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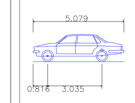

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Kerb to Kerb Turning Radius	5.900m

NORTH

Rev	Description	Date	By	Chkd
P02	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

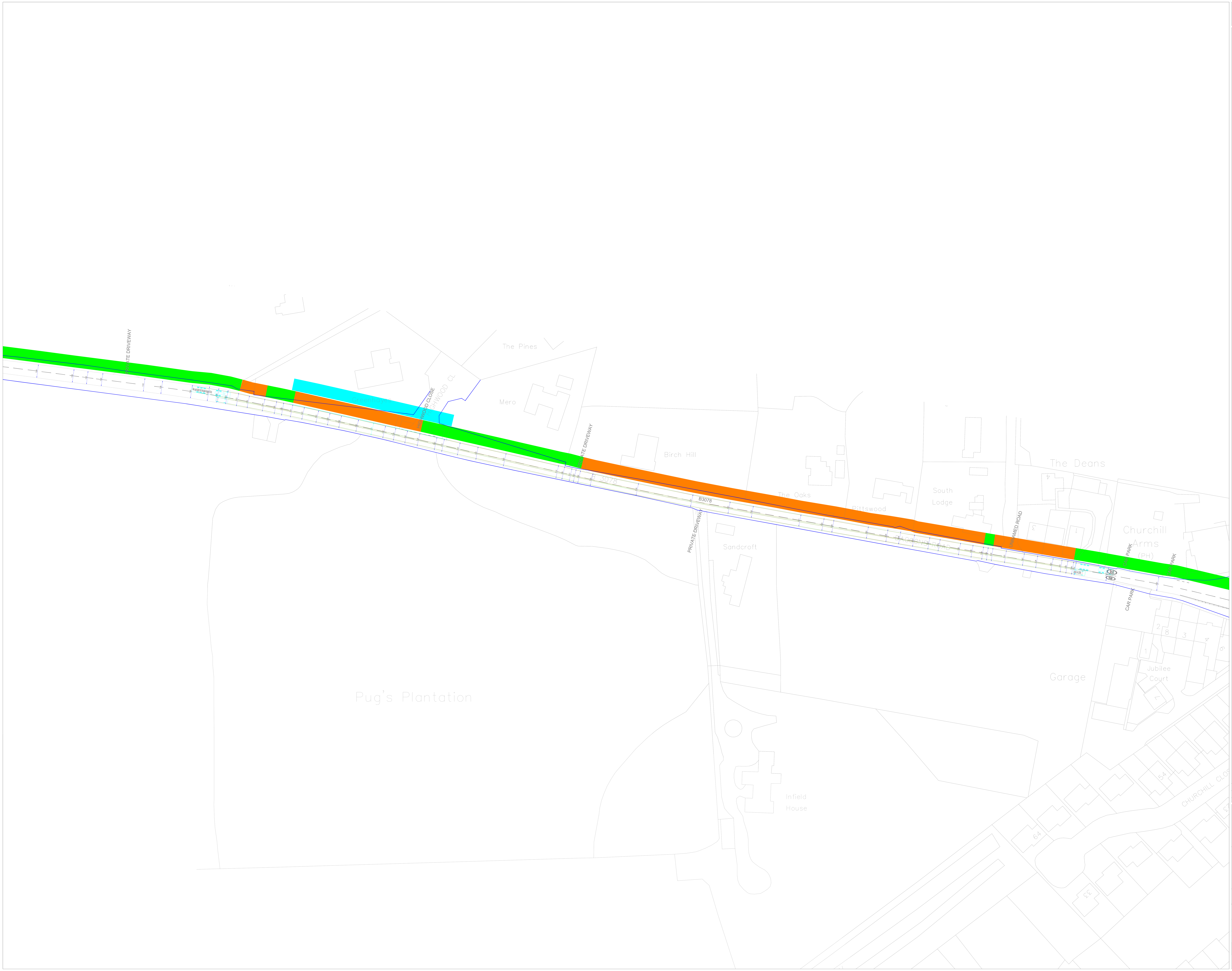
Title
ROAD LINKS REVIEW - SHEET 7

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0037	P02



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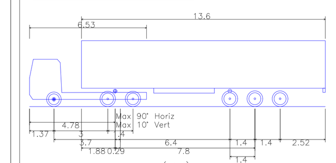
– ROAD WIDTHS LESS THAN 4.8M
– PROPOSED WIDENING
– PROPOSED WIDENING
– HIGHWAY BOUNDARY

VEHICLE PROFILE



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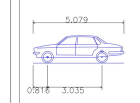

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Min Body Ground Clearance	0.310m
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NORTH

Rev	Description	Date	By	Chkd
P02	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client: Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

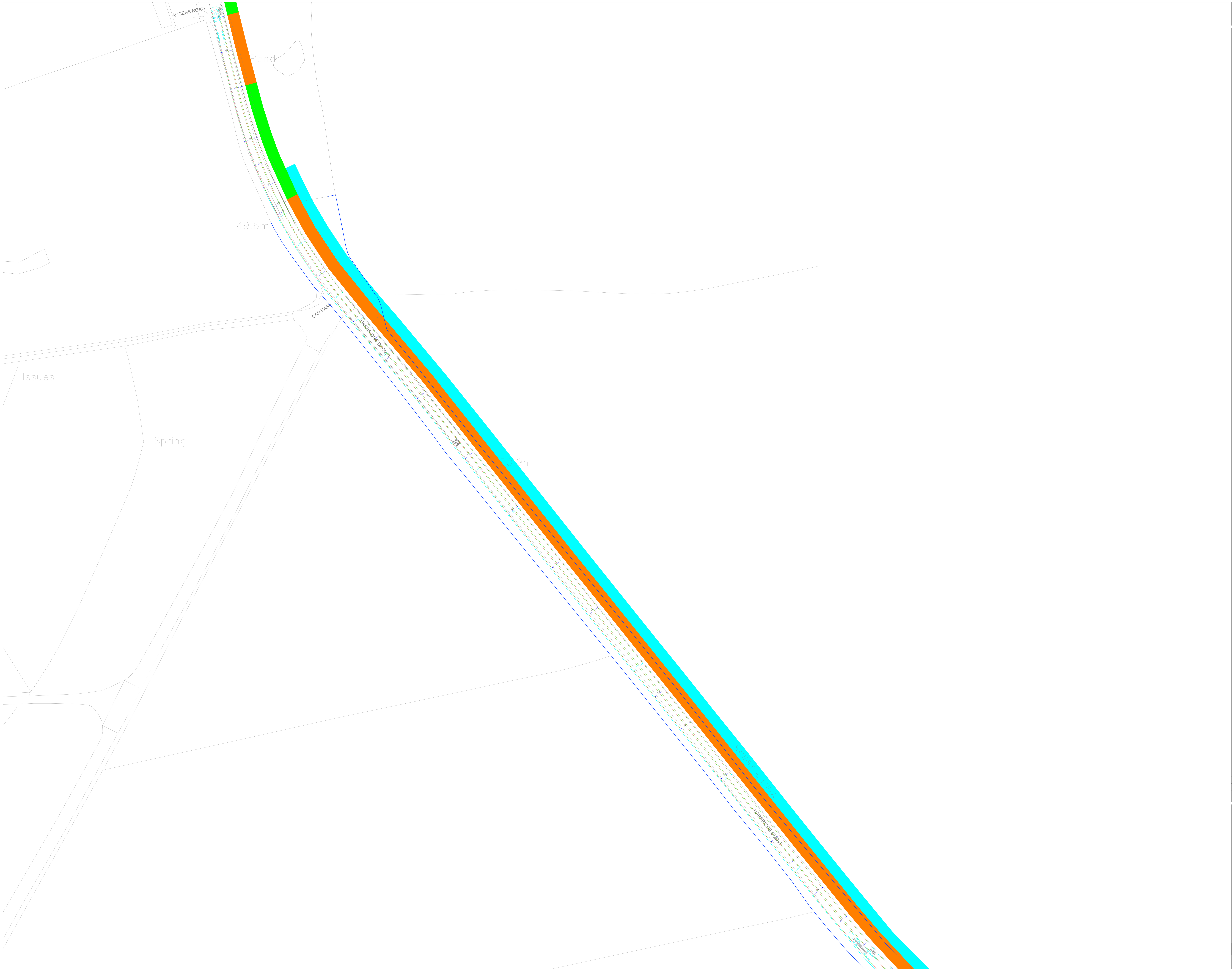
Title
ROAD LINKS REVIEW - SHEET 8

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0038	P02



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KEY

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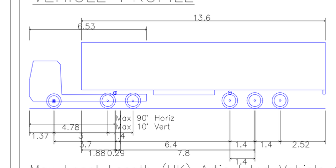
– ROAD WIDTHS OF 5.5M – 4.8M
– ROAD WIDTHS LESS THAN 4.8M
– PROPOSED WIDENING
– PROPOSED WIDENING
– HIGHWAY BOUNDARY

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
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Overall Body Height	3.681m
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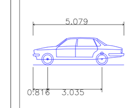

Large Car (2006)

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Lock to lock time	4.00s
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NORTH

Rev	Description	Date	By	Chkd
P03	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P02	MINOR AMENDMENTS	02.04.24	THP	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

Title
ROAD LINKS REVIEW - SHEET 9

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0039	P03

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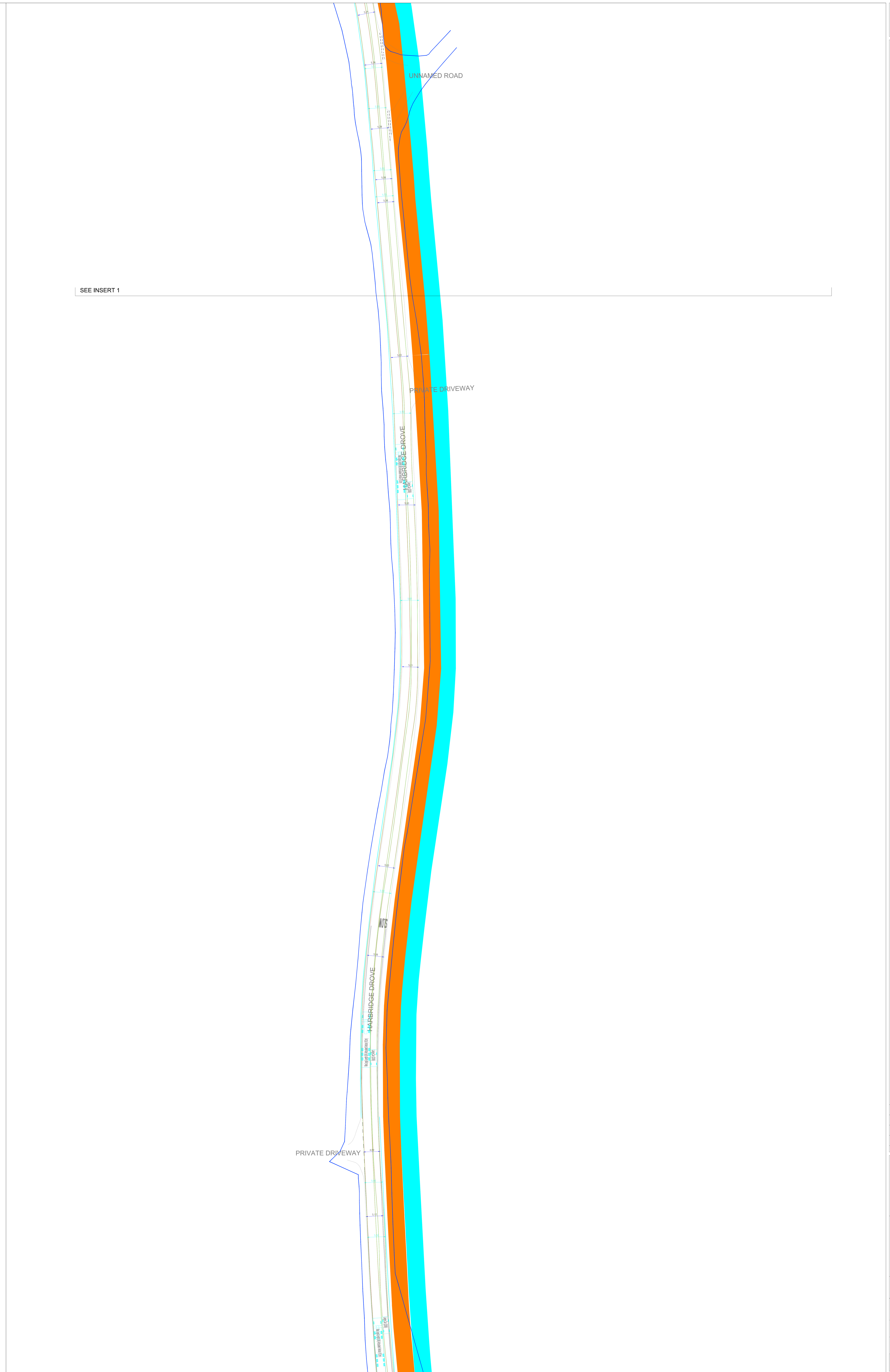

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KEY

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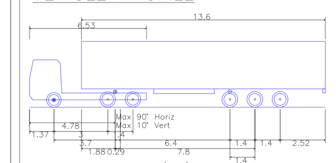
- ROAD WIDTHS OF 5.5M – 4.8M
- ROAD WIDTHS LESS THAN 4.8M
- PROPOSED WIDENING
- PROPOSED WIDENING
- HIGHWAY BOUNDARY

VEHICLE PROFILE



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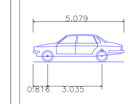

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Min Body Ground Clearance	0.310m
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NORTH

Rev	Description	Date	By	Chkd
P04	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P03	MINOR AMENDMENTS	02.04.24	THP	JNR
P02	MINOR AMENDMENTS	21.03.24	THP	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

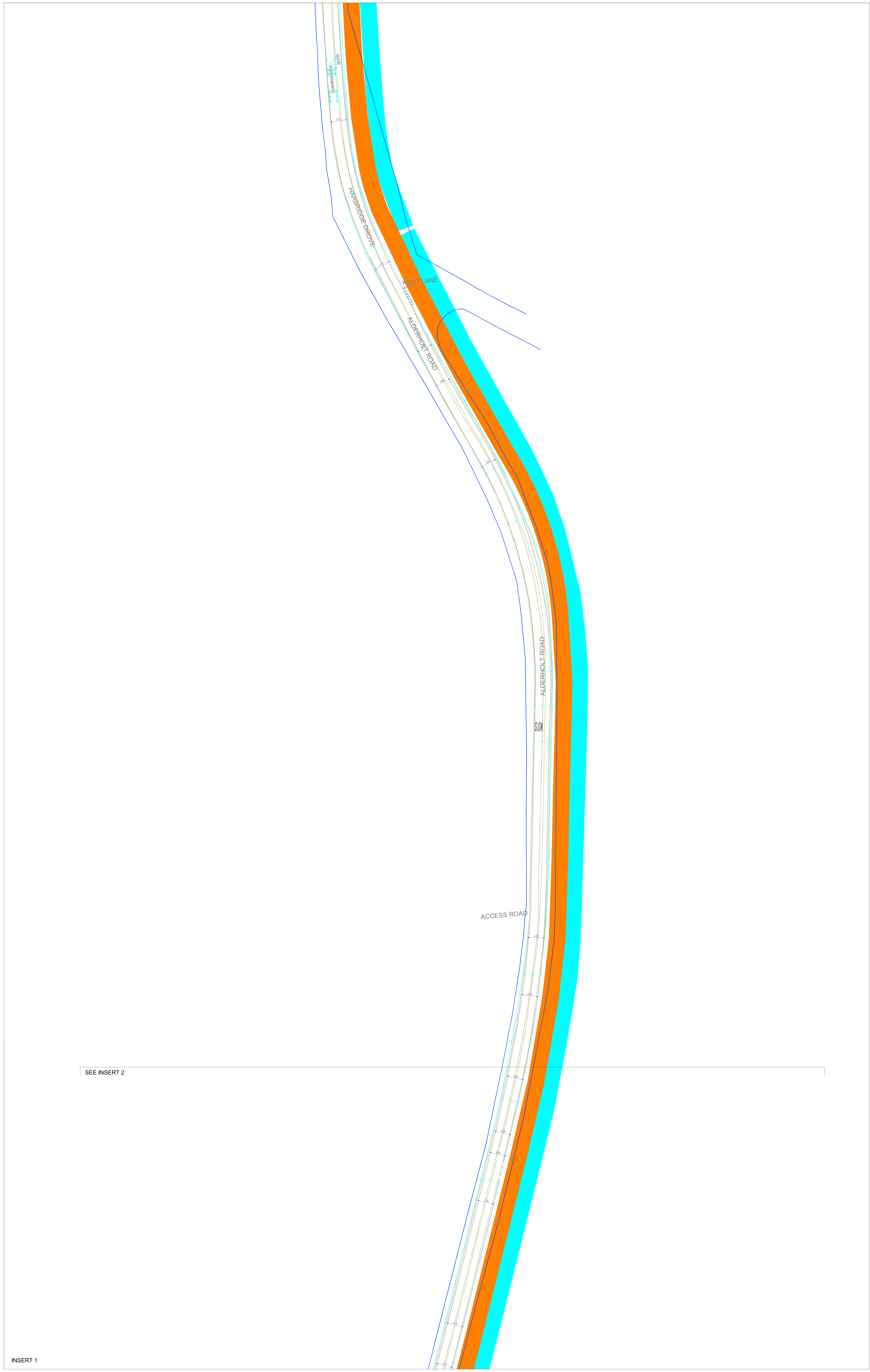
Title
ROAD LINKS REVIEW - SHEET 10

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0040	P04



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KEY

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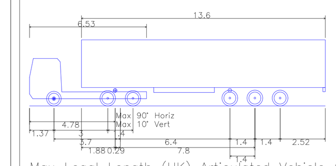
- ROAD WIDTHS OF 5.5M – 4.8M
- ROAD WIDTHS LESS THAN 4.8M
- PROPOSED WIDENING
- PROPOSED WIDENING
- HIGHWAY BOUNDARY

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)	
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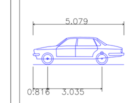
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

NORTH

Rev	Description	Date	By	Chkd
P04	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P03	MINOR AMENDMENTS	02.04.24	THP	JNR
P02	MINOR AMENDMENTS	21.03.24	THP	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

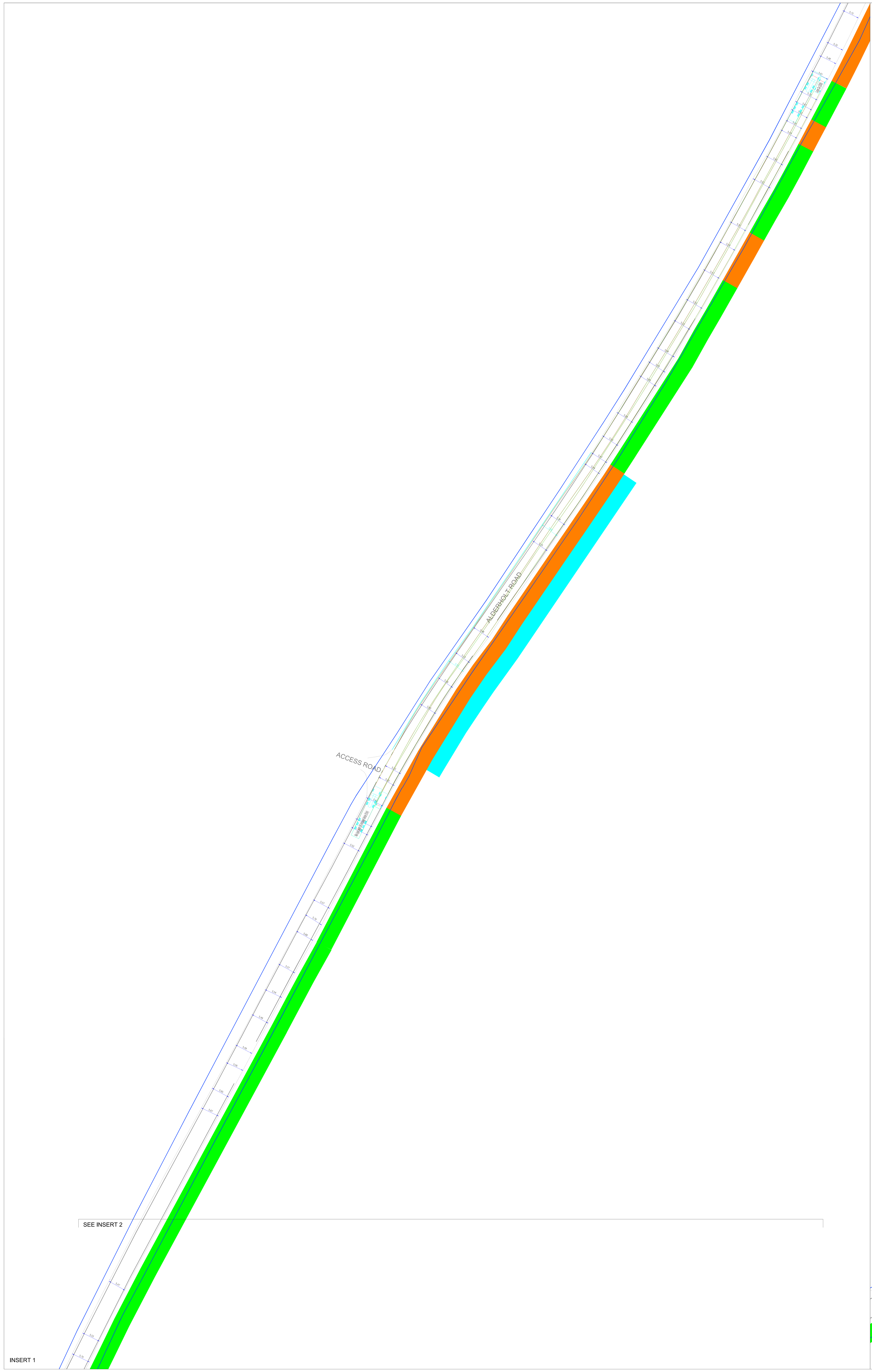
Title
ROAD LINKS REVIEW - SHEET 11

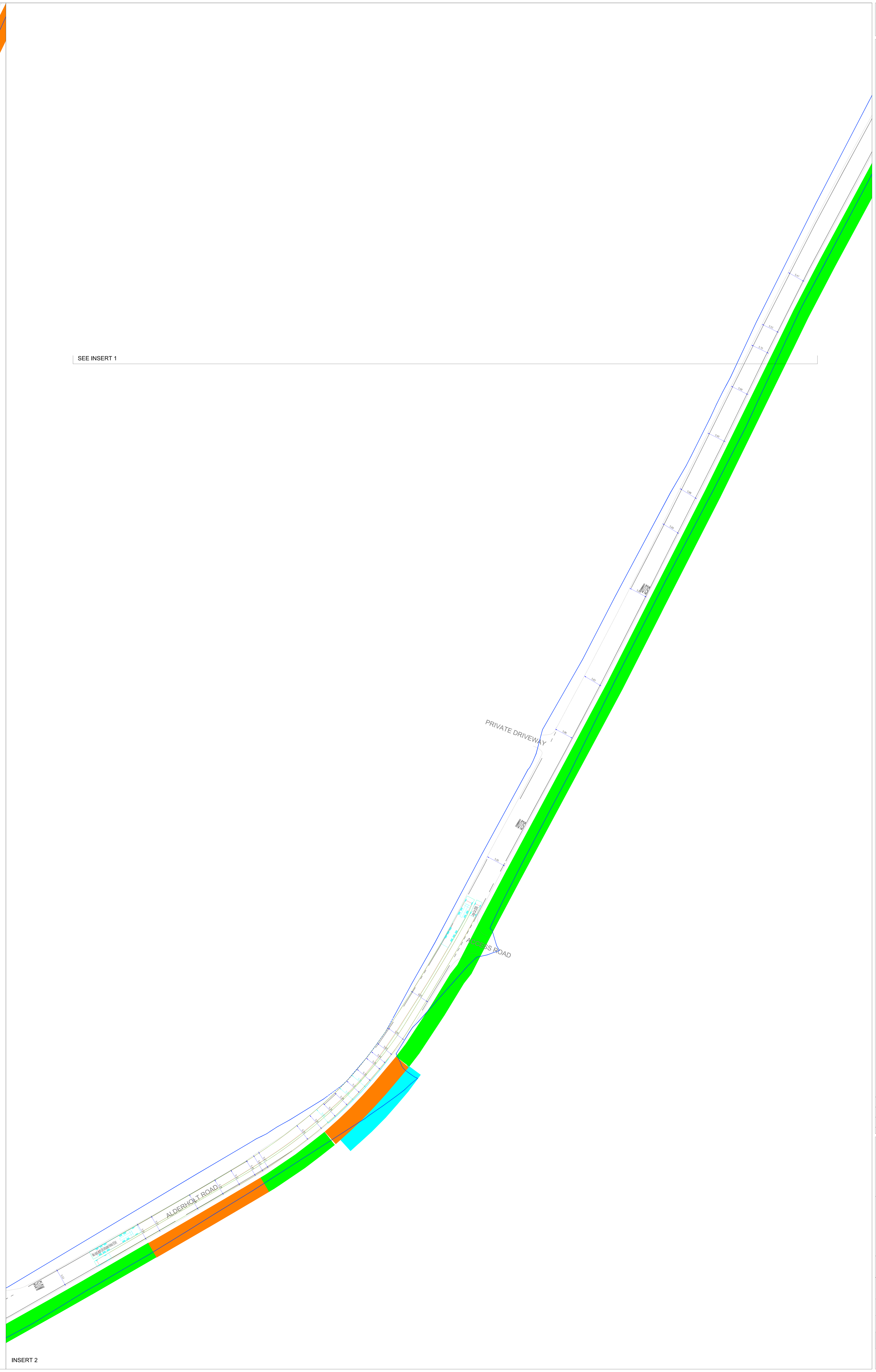
Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0041	P04





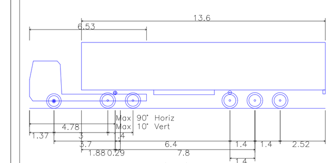
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. SURVEY UTILISED LIDAR TECHNOLOGY, MOUNTED ON A VEHICLE AND SUPPLEMENTED WITH GPS CHECKS WHICH IDENTIFIED CARRIAGEWAY WIDTHS, STREET FURNITURE AND VEGETATION. THE DATA OUTPUTS OF THIS SURVEY ARE ACCURATE TO <20MM.

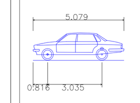
KEY

– ROAD WIDTHS OF 5.5M +
– ROAD WIDTHS OF 5.5M – 4.8M
– ROAD WIDTHS LESS THAN 4.8M
– PROPOSED WIDENING
– PROPOSED WIDENING
– HIGHWAY BOUNDARY

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

NORTH

Rev	Description	Date	By	Chkd
P03	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P02	MINOR AMENDMENTS	02.04.24	THP	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

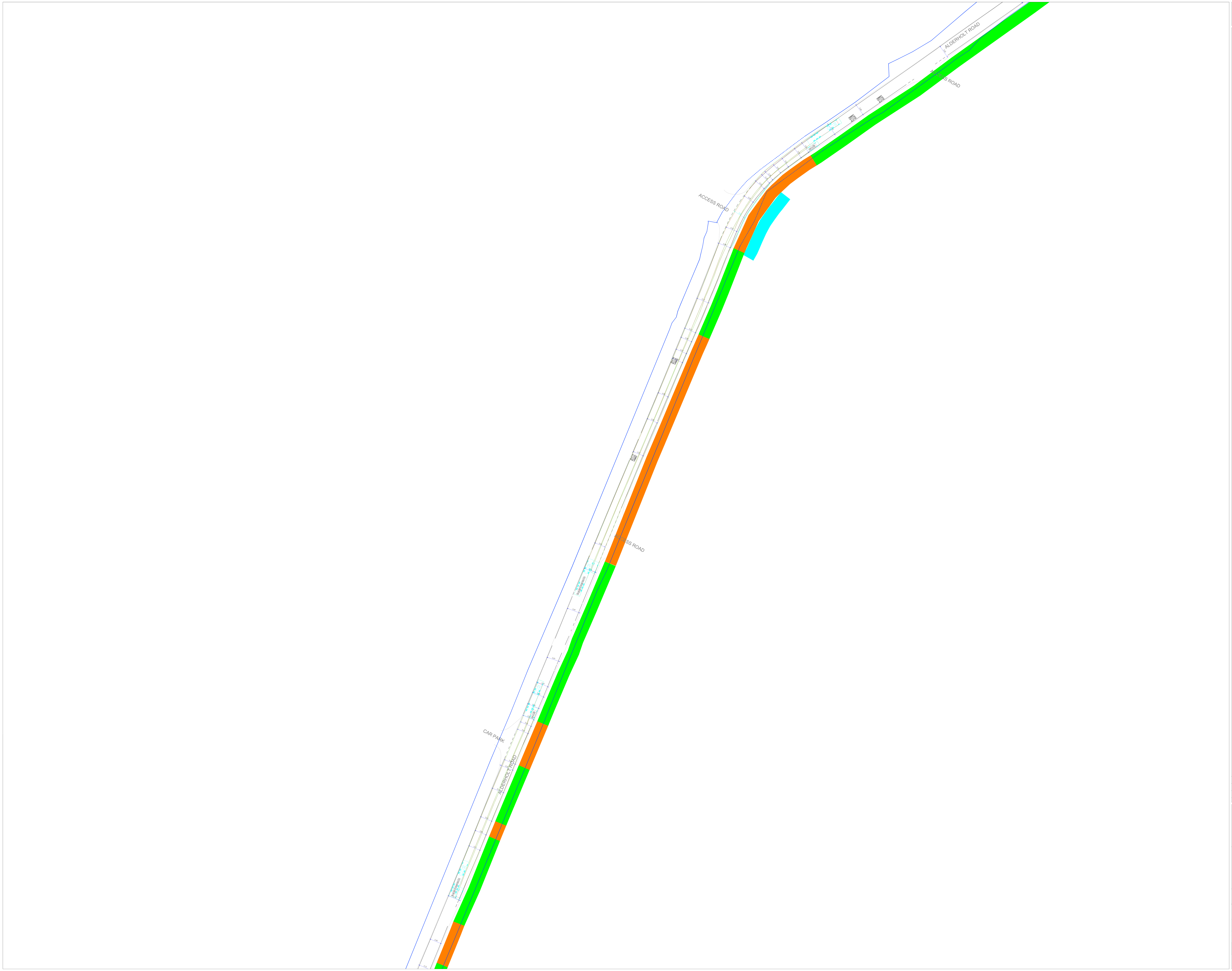
Title
ROAD LINKS REVIEW - SHEET 12

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0042	P03



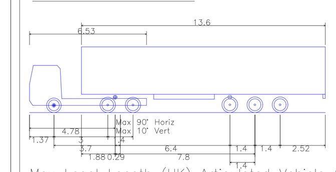
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. SURVEY UTILISED LIDAR TECHNOLOGY, MOUNTED ON A VEHICLE AND SUPPLEMENTED WITH GPS CHECKS WHICH IDENTIFIED CARRIAGEWAY WIDTHS, STREET FURNITURE AND VEGETATION. THE DATA OUTPUTS OF THIS SURVEY ARE ACCURATE TO <20MM.

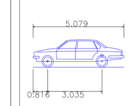
KEY

- ROAD WIDTHS OF 5.5M +
- ROAD WIDTHS OF 5.5M – 4.8M
- ROAD WIDTHS LESS THAN 4.8M
- PROPOSED WIDENING
- PROPOSED WIDENING
- HIGHWAY BOUNDARY
- INTERPRETATION OF HIGHWAY BOUNDARY

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

NORTH

Rev	Description	Date	By	Chkd
P03	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P02	MINOR AMENDMENTS	02.04.24	THP	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

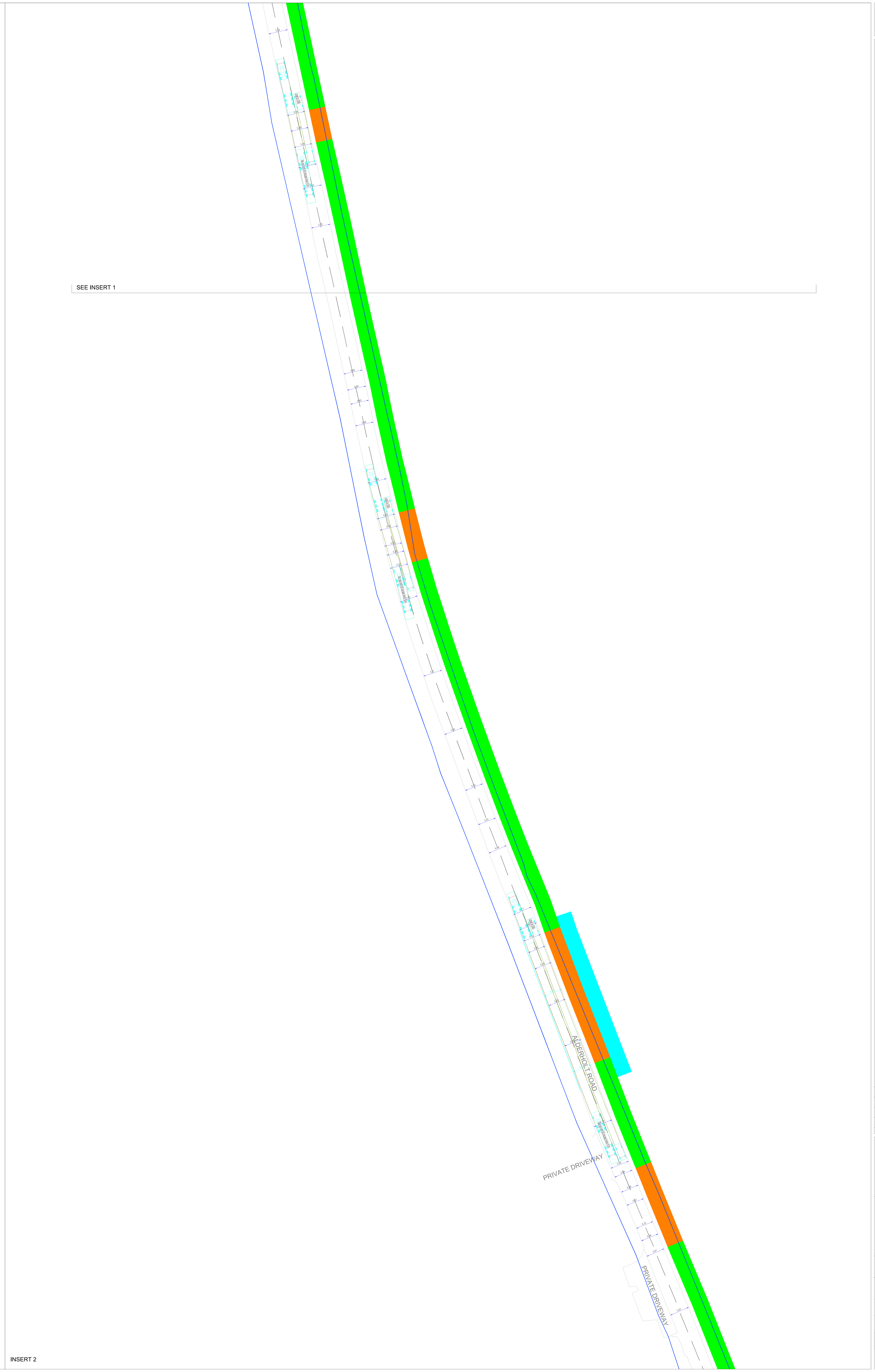
Title
ROAD LINKS REVIEW - SHEET 13

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale	
-	1:500	(AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0043	P03



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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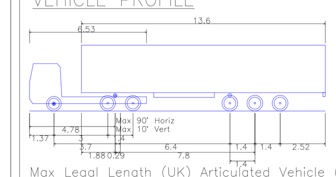
6. SURVEY UTILISED LIDAR TECHNOLOGY, MOUNTED ON A VEHICLE AND SUPPLEMENTED WITH GPS CHECKS WHICH IDENTIFIED CARRIAGEWAY WIDTHS, STREET FURNITURE AND VEGETATION. THE DATA OUTPUTS OF THIS SURVEY ARE ACCURATE TO <20MM.

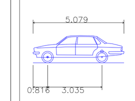
KEY

- ROAD WIDTHS OF 5.5M +
- ROAD WIDTHS OF 5.5M – 4.8M
- ROAD WIDTHS LESS THAN 4.8M
- PROPOSED WIDENING
- PROPOSED WIDENING
- HIGHWAY BOUNDARY

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

NORTH

Rev	Description	Date	By	Chkd
P04	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P03	MINOR AMENDMENTS	02.04.24	THP	JNR
P02	MINOR AMENDMENTS	21.03.24	THP	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

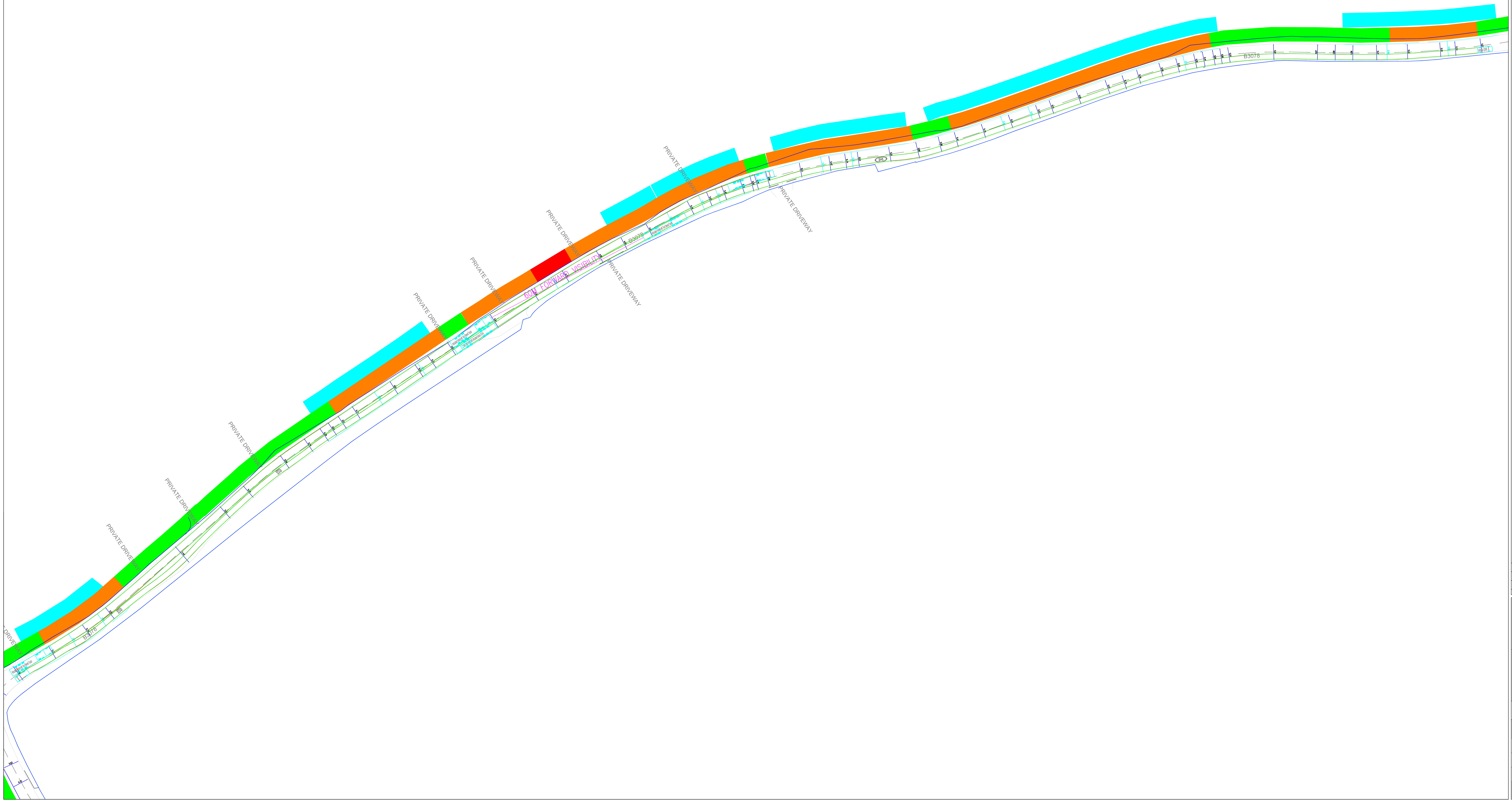
Title
ROAD LINKS REVIEW - SHEET 14

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0044	P04



GENERAL NOTES

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6. SURVEY UTILISED LIDAR TECHNOLOGY, MOUNTED ON A VEHICLE AND SUPPLEMENTED WITH GPS CHECKS WHICH IDENTIFIED CARRIAGEWAY WIDTHS, STREET FURNITURE AND VEGETATION. THE DATA OUTPUTS OF THIS SURVEY ARE ACCURATE TO <20MM.

KEY

– ROAD WIDTHS OF 5.5M +
– ROAD WIDTHS OF 5.5M – 4.8M
– ROAD WIDTHS LESS THAN 4.8M
– PROPOSED WIDENING
– PROPOSED WIDENING
– HIGHWAY BOUNDARY

VEHICLE PROFILE

Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

NORTH

Rev	Description	Date	By	Chkd
P03	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P02	MINOR AMENDMENTS	02.04.24	THP	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

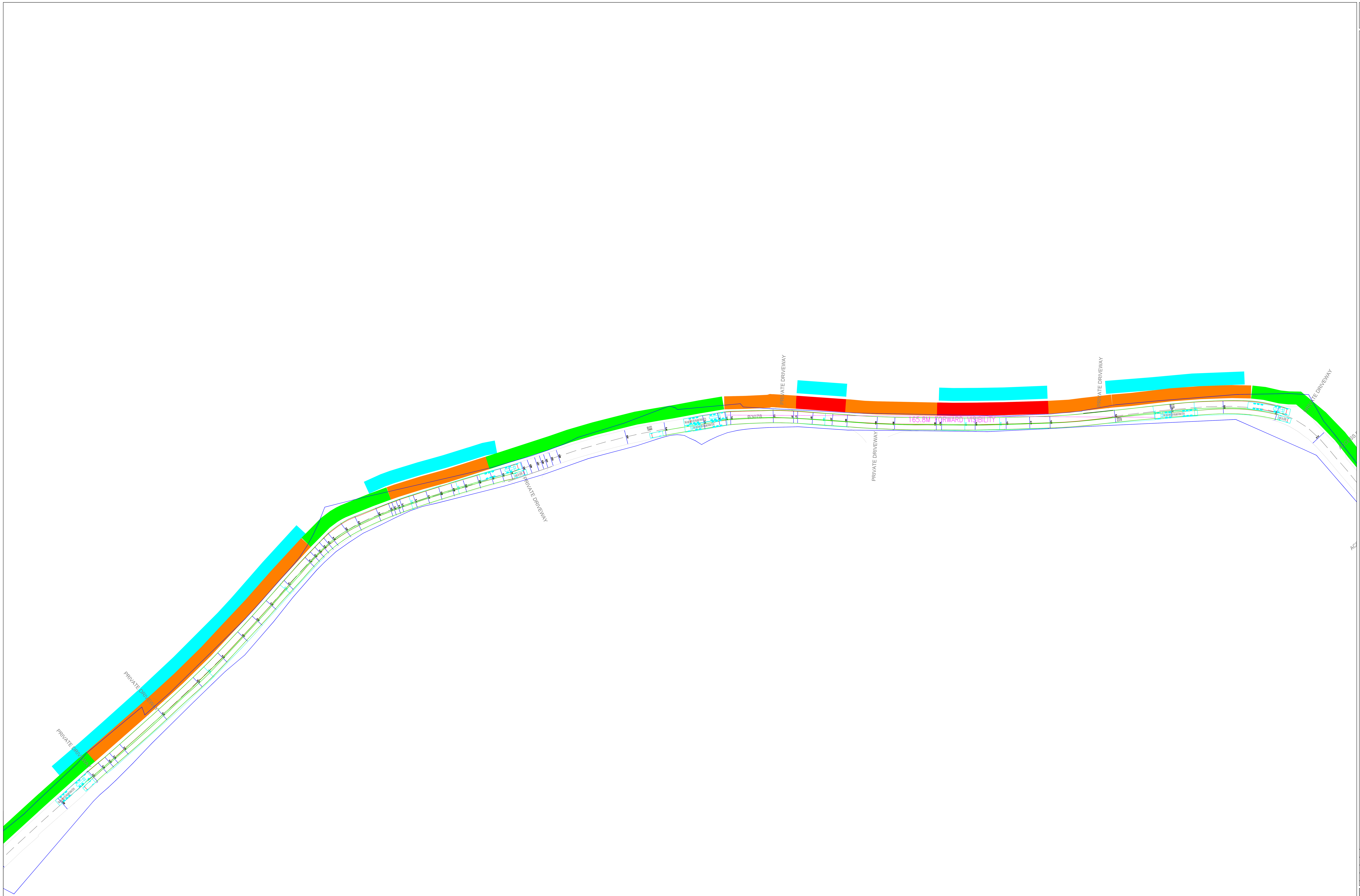
Title
ROAD LINKS REVIEW - SHEET 15

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0045	P03



GENERAL NOTES

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2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. SURVEY UTILISED LIDAR TECHNOLOGY, MOUNTED ON A VEHICLE AND SUPPLEMENTED WITH GPS CHECKS WHICH IDENTIFIED CARRIAGEWAY WIDTHS, STREET FURNITURE AND VEGETATION. THE DATA OUTPUTS OF THIS SURVEY ARE ACCURATE TO <20MM.

KEY

– ROAD WIDTHS OF 5.5M +

– ROAD WIDTHS OF 5.5M – 4.8M

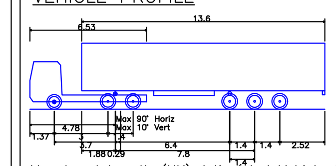
– ROAD WIDTHS LESS THAN 4.8M

– PROPOSED WIDENING

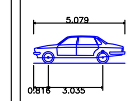
– PROPOSED WIDENING

– HIGHWAY BOUNDARY

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

NORTH

Rev	Description	Date	By	Chkd
P04	ADDED SWEPT PATH ANALYSIS	01.05.24	LOM	JNR
P03	MINOR AMENDMENTS	02.04.24	THP	JNR
P02	MINOR AMENDMENTS	21.03.24	THP	JNR
P01	FIRST ISSUE	15.12.23	THP	JNR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
Intelligent Land

Project Name
ALDERHOLT MEADOWS
ALDERHOLT

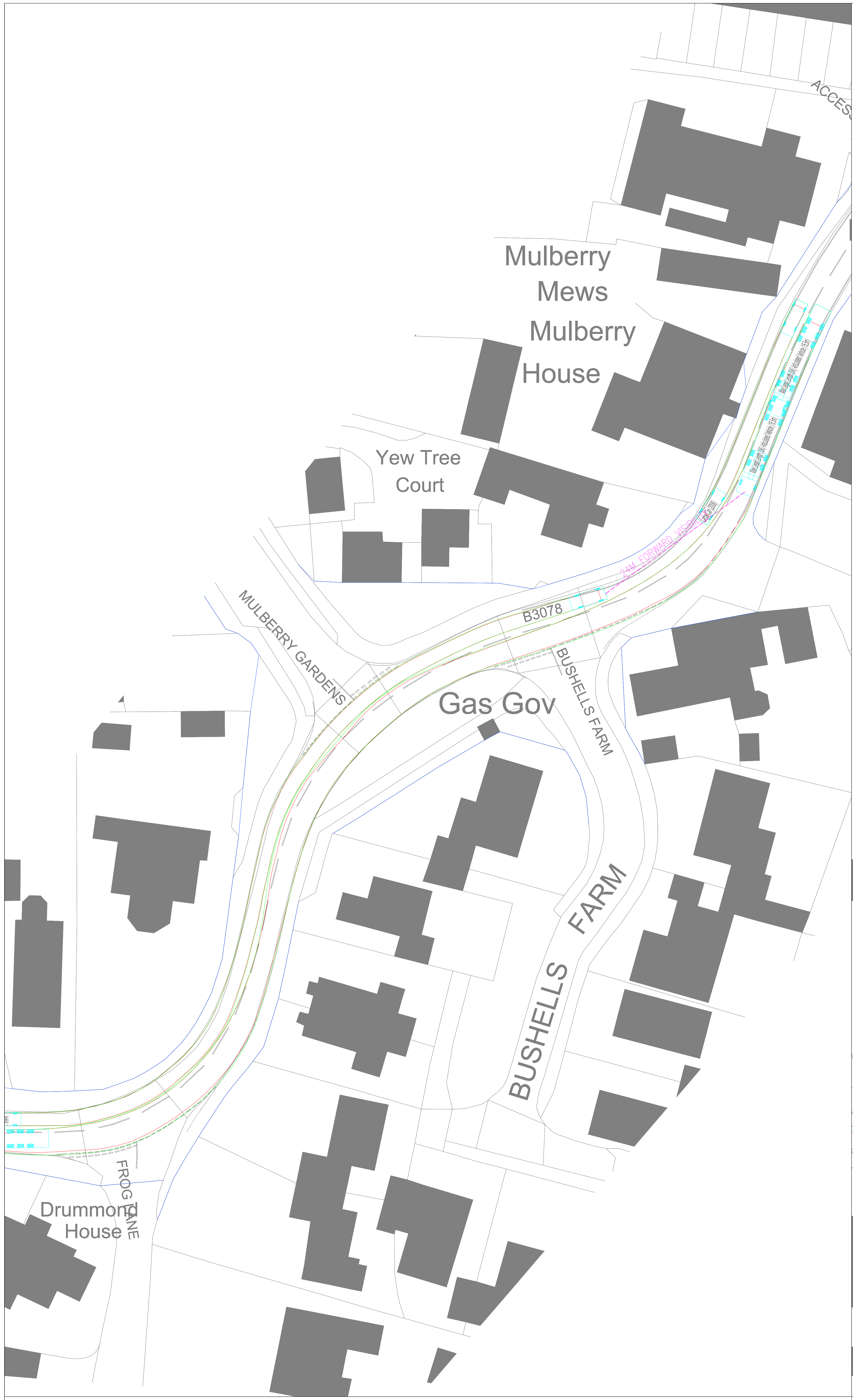
Title
ROAD LINKS REVIEW - SHEET 16

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JNR	15.12.23	THP	15.12.23

Client Drawing No.	Scale
-	1:500 (AT A0 SIZE)

PBA Drawing No.	Revision
132.0001.0046	P04



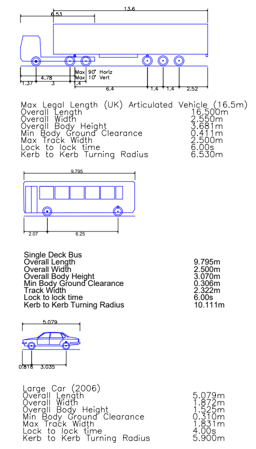
ARTICULATED HGV SOUTHBOUND PASSING CAR NORTHBOUND

BUS SOUTHBOUND PASSING CAR NORTHBOUND

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. THIS DRAWING IS BASED ON SURVEY DATA UTILISING LIDAR TECHNOLOGY, MOUNTED ON A VEHICLE AND SUPPLEMENTED WITH GPS CHECKS WHICH IDENTIFIED CARRIAGEWAY WIDTHS, STREET FURNITURE AND VEGETATION. THE DATA OUTPUTS OF THIS SURVEY ARE ACCURATE TO <20MM. IT IS SUPPLEMENTED WITH OS DATA AS APPROPRIATE.

VEHICLE PROFILE



NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	01.05.24	THP	JNR

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client

Intelligent Land

Project Name

Title
SWEPT PATH ANALYSIS AT FORDINGBRIDGE

Project Phase
PRELIMINARY

Date Created	Drawn By	Approved By	Suitability Code
30.04.24	THP	JNR	

PBA Project Number	Scale
132.0001	1:500 (AT A2)

PBA Drawing No:	Revision
132.0001-0049	P01