Secondary Filtering selection:

Use Class:

C3	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

2 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

3 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

4 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

5 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

6 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	77	0.073	6	77	0.338	6	77	0.411
08:00 - 09:00	6	77	0.106	6	77	0.418	6	77	0.524
09:00 - 10:00	6	77	0.140	6	77	0.147	6	77	0.287
10:00 - 11:00	6	77	0.108	6	77	0.164	6	77	0.272
11:00 - 12:00	6	77	0.129	6	77	0.142	6	77	0.271
12:00 - 13:00	6	77	0.185	6	77	0.149	6	77	0.334
13:00 - 14:00	6	77	0.177	6	77	0.172	6	77	0.349
14:00 - 15:00	6	77	0.155	6	77	0.183	6	77	0.338
15:00 - 16:00	6	77	0.239	6	77	0.170	6	77	0.409
16:00 - 17:00	6	77	0.334	6	77	0.175	6	77	0.509
17:00 - 18:00	6	77	0.397	6	77	0.205	6	77	0.602
18:00 - 19:00	6	77	0.328	6	77	0.222	6	77	0.550
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.371			2.485			4.856

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

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

Parameter summary

Trip rate parameter range selected:	7 - 363 (units:)
Survey date date range:	01/01/11 - 20/11/18
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	77	0.002	6	77	0.002	6	77	0.004
08:00 - 09:00	6	77	0.006	6	77	0.004	6	77	0.010
09:00 - 10:00	6	77	0.006	6	77	0.000	6	77	0.006
10:00 - 11:00	6	77	0.002	6	77	0.006	6	77	0.008
11:00 - 12:00	6	77	0.004	6	77	0.004	6	77	0.008
12:00 - 13:00	6	77	0.002	6	77	0.002	6	77	0.004
13:00 - 14:00	6	77	0.002	6	77	0.000	6	77	0.002
14:00 - 15:00	6	77	0.000	6	77	0.004	6	77	0.004
15:00 - 16:00	6	77	0.006	6	77	0.000	6	77	0.006
16:00 - 17:00	6	77	0.000	6	77	0.000	6	77	0.000
17:00 - 18:00	6	77	0.000	6	77	0.000	6	77	0.000
18:00 - 19:00	6	77	0.000	6	77	0.002	6	77	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.024			0.054

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	77	0.000	6	77	0.000	6	77	0.000
08:00 - 09:00	6	77	0.004	6	77	0.006	6	77	0.010
09:00 - 10:00	6	77	0.004	6	77	0.002	6	77	0.006
10:00 - 11:00	6	77	0.004	6	77	0.009	6	77	0.013
11:00 - 12:00	6	77	0.002	6	77	0.002	6	77	0.004
12:00 - 13:00	6	77	0.004	6	77	0.009	6	77	0.013
13:00 - 14:00	6	77	0.000	6	77	0.000	6	77	0.000
14:00 - 15:00	6	77	0.004	6	77	0.002	6	77	0.006
15:00 - 16:00	6	77	0.002	6	77	0.002	6	77	0.004
16:00 - 17:00	6	77	0.004	6	77	0.000	6	77	0.004
17:00 - 18:00	6	77	0.000	6	77	0.004	6	77	0.004
18:00 - 19:00	6	77	0.000	6	77	0.000	6	77	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.036			0.064

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	77	0.002	6	77	0.002	6	77	0.004
08:00 - 09:00	6	77	0.000	6	77	0.004	6	77	0.004
09:00 - 10:00	6	77	0.000	6	77	0.002	6	77	0.002
10:00 - 11:00	6	77	0.000	6	77	0.006	6	77	0.006
11:00 - 12:00	6	77	0.002	6	77	0.000	6	77	0.002
12:00 - 13:00	6	77	0.006	6	77	0.002	6	77	0.008
13:00 - 14:00	6	77	0.000	6	77	0.000	6	77	0.000
14:00 - 15:00	6	77	0.000	6	77	0.000	6	77	0.000
15:00 - 16:00	6	77	0.009	6	77	0.002	6	77	0.011
16:00 - 17:00	6	77	0.004	6	77	0.002	6	77	0.006
17:00 - 18:00	6	77	0.002	6	77	0.002	6	77	0.004
18:00 - 19:00	6	77	0.000	6	77	0.000	6	77	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.022			0.047

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

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

APPENDIX I. Traffic Distribution and Assignment

i-Transport Project Title - Penilee, Medstead

Journey to Work

Destination	Total		Proportion per route	Proportion by Car	Route 1 (Site Access)	Route 2	Route 3	Route 4	Route 5	Route 6	
	Proportion by car	Driving a car or van									
Aldershot	1.2%	37	100%	1.2%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A31 (E)	0.5%
Alton	19.4%	596	100%	19.4%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A339 (N)	8.7%
Basingstoke	8.8%	270	100%	8.8%	Beechlands Road (N)	Roe Downs Road (N)	High Street (N)	Church Lane (N)	Trinity Hill (N)	Holt End Lane (N)	4.0%
Bordon	3.3%	101	100%	3.3%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	Winchester Road (E)	Wolf's Lane (E)	1.5%
Eastleigh	1.5%	47	100%	1.5%	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	A31 (W)	A31 (W)	A31 (W)	0.7%
Fareham	1.2%	38	100%	1.2%	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	Lymington Bottom (S)	Hawthorn Road (E)	Ropley Road	0.6%
Farnborough	2.2%	69	100%	2.2%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A31 (E)	1.0%
Farnham	4.3%	131	100%	4.3%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A31 (E)	1.9%
Fleet	1.3%	40	100%	1.3%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A31 (E)	0.6%
Four Marks	11.5%	353	100%	11.5%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (W)	-	-	5.2%
Guildford	3.2%	97	100%	3.2%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A31 (E)	1.4%
Havant	1.2%	37	100%	1.2%	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	Lymington Bottom (S)	Hawthorn Road (E)	Ropley Road	0.5%
Hook	1.3%	39	50%	0.6%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A339 (N)	0.6%
			50%	0.6%	Beechlands Road (N)	Roe Downs Road (N)	High Street (N)	Church Lane (N)	Trinity Hill (N)	Holt End Lane (N)	
London	3.3%	100	100%	3.3%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A31 (E)	1.5%
New Alresford	4.6%	140	50%	2.3%	Beechlands Road (N)	Roe Downs Road (N)	High Street (N)	Wield Road (W)	Common Hill (S)	Brighton Road (W)	2.1%
			50%	2.3%	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	A31 (W)	Bishops Sutton Road (W)	East Street (W)	
Other North	1.1%	35	100%	1.1%	Beechlands Road (N)	Roe Downs Road (N)	High Street (N)	Wield Road (W)	Wield Road (N)	Ashley Road (N)	0.5%
Other North East	9.0%	278	100%	9.0%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A31 (E)	4.1%
Other North West	1.3%	41	100%	1.3%	Beechlands Road (N)	Roe Downs Road (N)	High Street (N)	Wield Road (W)	Wield Road (N)	Ashley Road (N)	0.6%
Other South	2.9%	90	100%	2.9%	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	Lymington Bottom (S)	Hawthorn Road (E)	Ropley Road	1.3%
Other South East	0.1%	4	100%	0.1%	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	Lymington Bottom (S)	Hawthorn Road (E)	Ropley Road	0.1%
Other South West	2.5%	78	100%	2.5%	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	A31 (W)	A31 (W)	A31 (W)	1.1%
Petersfield	2.2%	69	50%	1.1%	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	Lymington Bottom (S)	Hawthorn Road (E)	Ropley Road	1.0%
			50%	1.1%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A32 (S)	A32 (S)	
RAF Odiham	0.6%	18	50%	0.3%	Beechlands Road (N)	Roe Downs Road (N)	Hussell Lane (E)	Abbey Road (E)	Kings Hill (E)	Medstead Road (E)	0.3%
			50%	0.3%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A339 (N)	
Southampton	1.6%	49	100%	1.6%	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	A31 (W)	A31 (W)	A31 (W)	0.7%
Surrey Heath	1.7%	51	50%	0.8%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A339 (N)	0.7%
			50%	0.8%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A31 (E)	
West Berkshire	1.2%	38	50%	0.6%	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A339 (N)	0.6%
			50%	0.6%	Beechlands Road (N)	Roe Downs Road (N)	High Street (N)	Church Lane (N)	Trinity Hill (N)	Holt End Lane (N)	
Winchester	7.4%	227	100%	7.4%	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	A31 (W)	A31 (W)	A31 (W)	3.3%
Total	**100.0%**	**3073**		**100.0%**							

Route 1 (Site Access)	Proportion of Cars	45%
Beechlands Road (N)	100%	45%
Total	**100%**	**45%**

Route 2	Proportion of Cars	45%
Red Hill (E)	63%	28%
Roe Downs Road (N)	15%	7%
Five Ash Road (W)	22%	10%
Total	**100%**	**45%**

Route 3	Proportion of Cars	45%
Boyneswood Road (S)	63%	28%
High Street (N)	15%	7%
Lymington Bottom Road (S)	22%	10%
Hussell Lane (E)	0%	0%
Total	**100%**	**45%**

Route 4	Proportion of Cars	45%
A31 (E)	51%	23%
Church Lane (N)	10%	5%
A31 (W)	27%	12%
Lymington Bottom (S)	7%	3%
Wield Road (W)	5%	2%
Abbey Road (E)	0%	0%
-	0%	0%
Total	**100%**	**45%**

Route 5	Proportion of Cars	45%
A31 (E)	47%	21%
Trinity Hill (N)	10%	5%
Winchester Road (E)	3%	1%
A31 (W)	13%	6%
Hawthorn Road (E)	7%	3%
-	11%	5%
Common Hill (S)	2%	1%
Bishops Sutton Road (W)	2%	1%
Wield Road (N)	2%	1%
A32 (S)	1%	1%
Kings Hill (E)	0%	0%
Total	**100%**	**45%**

Route 6	Proportion of Cars	45%
A31 (E)	25%	11%
A339 (N)	22%	10%
Holt End Lane (N)	10%	5%
Wolf's Lane (E)	3%	1%
A31 (W)	13%	6%
Ropley Road	7%	3%
-	11%	5%
Brighton Road (W)	2%	1%
East Street (W)	2%	1%
Ashley Road (N)	2%	1%
A32 (S)	1%	1%
Medstead Road (E)	0%	0%
Total	**100%**	**45%**

i-Transport Project Title - Penilee, Medstead

Gravity Model **30 minute JT**

Location	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Time (mins)	2011 Census Total Population	P/T	P/T^2	% of total	Car driver mode split	% of Car Driver	Route Splits	% of Car Driver by Route	
Aldershot	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A31 (E)	26	57,211	2,167	82	7.2%	84.1%	7.0%	100%	7.0%	3.8%
Alton	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A339 (N)	10	18,261	1,756	169	14.7%	88.2%	15.0%	100%	15.0%	8.2%
Basingstoke	Beechlands Road (N)	Roe Downs Road (N)	High Street (N)	Church Lane (N)	Trinity Hill (N)	Holt End Lane (N)	26	107,996	4,091	155	13.5%	96.8%	15.1%	100%	15.1%	8.3%
Bordon	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	Winchester Road (E)	Wolf's Lane (E)	24	16,035	657	27	2.4%	86.3%	2.3%	100%	2.3%	1.3%
Eastleigh	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	A31 (W)	A31 (W)	A31 (W)	28	78,716	2,772	98	8.5%	97.9%	9.6%	100%	9.6%	5.3%
Farnborough	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	Lymington Bottom (S)	Hawthorn Road (E)	Ropley Road	30	65,034	2,139	70	6.1%	90.8%	6.4%	100%	6.4%	3.5%
Farnham	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A31 (E)	20	25,604	1,255	62	5.4%	92.3%	5.7%	100%	5.7%	3.1%
Fleet	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A31 (E)	28	38,726	1,364	48	4.2%	90.9%	4.4%	100%	4.4%	2.4%
Four Marks	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (W)	-	-	7	4,799	738	114	9.9%	70.3%	8.0%	50%	4.0%	4.4%
	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	Lymington Bottom (S)	-	-								50%	4.0%	
Hook	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A339 (N)	26	7,934	301	11	1.0%	92.9%	1.1%	50%	0.5%	0.6%
	Beechlands Road (N)	Roe Downs Road (N)	High Street (N)	Church Lane (N)	Trinity Hill (N)	Holt End Lane (N)								50%	0.5%	
Medstead	Beechlands Road (N)	Roe Downs Road (N)	Hussell Lane (E)	-	-	-	3	875	350	140	12.2%	70.3%	9.9%	100%	9.9%	5.5%
New Alresford	Beechlands Road (N)	Roe Downs Road (N)	High Street (N)	Wield Road (W)	Common Hill (S)	Brighton Road (W)	14	5,431	377	26	2.3%	90.3%	2.4%	50%	1.2%	1.3%
	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	A31 (W)	Bishops Sutton Road (W)	East Street (W)								50%	1.2%	
Petersfield	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	Lymington Bottom (S)	Hawthorn Road (E)	Ropley Road	22	14,974	668	30	2.6%	81.2%	2.4%	50%	1.2%	1.3%
	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A32 (S)	A32 (S)								50%	1.2%	
RAF Odiham	Beechlands Road (N)	Roe Downs Road (N)	Hussell Lane (E)	Abbey Road (E)	Kings Hill (E)	Medstead Road (E)	24	2,078	85	3	0.3%	90.0%	0.3%	50%	0.2%	0.2%
	Beechlands Road (N)	Red Hill (E)	Boyneswood Road (S)	A31 (E)	A31 (E)	A339 (N)								50%	0.2%	
Winchester	Beechlands Road (N)	Five Ash Road (W)	Lymington Bottom Road (S)	A31 (W)	A31 (W)	A31 (W)	20	46,074	2,259	111	9.7%	91.9%	10.3%	100%	10.3%	5.6%
								489,748	20,979	1,146	100%		100%		100%	

Route 1 (Site Access)	Proportion of Cars	55%
Beechlands Road (N)	100%	55%
Total	**100%**	**55%**

Route 2	Proportion of Cars	55%
Red Hill (E)	40%	22%
Roe Downs Road (N)	27%	15%
Five Ash Road (W)	33%	18%
Total	**100%**	**55%**

Route 3	Proportion of Cars	55%
Boyneswood Road (S)	40%	22%
High Street (N)	17%	9%
Lymington Bottom Road (S)	33%	18%
Hussell Lane (E)	10%	6%
Total	**100%**	**55%**

Route 4	Proportion of Cars	55%
A31 (E)	36%	20%
Church Lane (N)	16%	9%
A31 (W)	25%	14%
Lymington Bottom (S)	12%	6%
Wield Road (W)	1%	1%
Abbey Road (E)	0%	0%
-	10%	5%
Total	**100%**	**55%**

Route 5	Proportion of Cars	55%
A31 (E)	33%	18%
Trinity Hill (N)	16%	9%
Winchester Road (E)	2%	1%
A31 (W)	20%	11%
Hawthorn Road (E)	8%	4%
-	18%	10%
Common Hill (S)	1%	1%
Bishops Sutton Road (W)	1%	1%
Wield Road (N)	0%	0%
A32 (S)	1%	1%
Kings Hill (E)	0%	0%
Total	**100%**	**55%**

Route 6	Proportion of Cars	55%
A31 (E)	17%	9%
A339 (N)	16%	9%
Holt End Lane (N)	16%	9%
Wolf's Lane (E)	2%	1%
A31 (W)	20%	11%
Ropley Road	8%	4%
-	18%	10%
Brighton Road (W)	1%	1%
East Street (W)	1%	1%
Ashley Road (N)	0%	0%
A32 (S)	1%	1%
Medstead Road (E)	0%	0%
Total	**100%**	**55%**

Route 1 (Site Access)	Gravity	Journey to Work	Combined
Beechlands Road (N)	55%	45%	100%
Total	**55%**	**45%**	**100%**

Route 2	Gravity	Journey to Work	Combined
Red Hill (E)	22%	28%	51%
Roe Downs Road (N)	15%	7%	22%
Five Ash Road (W)	18%	10%	28%
Total	**55%**	**45%**	**100%**

Route 3	Gravity	Journey to Work	Combined
Boyneswood Road (S)	22%	28%	51%
High Street (N)	9%	7%	16%
Lymington Bottom Road (S)	18%	10%	28%
Hussell Lane (E)	6%	0%	6%
Total	**55%**	**45%**	**100%**

Route 4	Gravity	Journey to Work	Combined
A31 (E)	20%	23%	43%
Church Lane (N)	9%	5%	13%
A31 (W)	14%	12%	26%
Lymington Bottom (S)	6%	3%	9%
Wield Road (W)	1%	2%	3%
Abbey Road (E)	0%	0%	0%
-	5%	0%	5%
Total	**55%**	**45%**	**100%**

Route 5	Gravity	Journey to Work	Combined
A31 (E)	18%	21%	39%
Trinity Hill (N)	9%	5%	13%
Winchester Road (E)	1%	1%	3%
A31 (W)	11%	6%	17%
Hawthorn Road (E)	4%	3%	7%
-	10%	5%	15%
Common Hill (S)	1%	1%	2%
Bishops Sutton Road (W)	1%	1%	2%
Wield Road (N)	0%	1%	1%
A32 (S)	1%	1%	1%
Kings Hill (E)	0%	0%	0%
Total	**55%**	**45%**	**100%**

Route 6	Gravity	Journey to Work	Combined
A31 (E)	9%	11%	21%
A339 (N)	9%	10%	18%
Holt End Lane (N)	9%	5%	13%
Wolf's Lane (E)	1%	1%	3%
A31 (W)	11%	6%	17%
Ropley Road	4%	3%	7%
-	10%	5%	15%
Brighton Road (W)	1%	1%	2%
East Street (W)	1%	1%	2%
Ashley Road (N)	0%	1%	1%
A32 (S)	1%	1%	1%
Medstead Road (E)	0%	0%	0%
Total	**55%**	**45%**	**100%**

Destination	Employment Trips (%)	Non-Commuter Trips (%)	Total (%)
Aldershot	0.5%	3.8%	4.4%
Alton	8.7%	8.2%	17.0%
Basingstoke	4.0%	8.3%	12.3%
Bordon	1.5%	1.3%	2.8%
Eastleigh	0.7%	5.3%	6.0%
Fareham	0.6%		0.6%
Farnborough	1.0%	3.5%	4.6%
Farnham	1.9%	3.1%	5.1%
Fleet	0.6%	2.4%	3.0%
Four Marks	5.2%	4.4%	9.6%
Guildford	1.4%	-	1.4%
Havant	0.5%	-	0.5%
Hook	0.6%	0.6%	1.2%
London	1.5%	-	1.5%
Medstead	-	5.5%	5.5%
New Alresford	2.1%	1.3%	3.4%
Other North	0.5%	-	0.5%
Other North East	4.1%	-	4.1%
Other North West	0.6%	-	0.6%
Other South	1.3%	-	1.3%
Other South East	0.1%	-	0.1%
Other South West	1.1%	-	1.1%
Petersfield	1.0%	1.3%	2.4%
RAF Odiham	0.3%	0.2%	0.4%
Southampton	0.7%	-	0.7%
Surrey Heath	0.7%	-	0.7%
West Berkshire	0.6%	-	0.6%
Winchester	3.3%	5.6%	9.0%

7.7%

APPENDIX J. Junctions 10 Outputs

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: Lymington Bottom Road Bridge.j10
Path: T:\Projects\13000 Series\13450ITB Penilee, Medstead\Tech\Junction Assessments\Picady\Planning Application - 2024
Report generation date: 25/04/2024 16:18:59

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2024 Base											
Stream B-AC	D1	0.7	10.19	0.40	B	81 %	D2	0.4	7.79	0.28	A	160 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[Stream B-AC]
	2029 Base + Committed											
Stream B-AC	D3	0.7	10.59	0.42	B	73 %	D4	0.4	7.94	0.29	A	151 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[Stream B-AC]
	2029 Base + Committed + Development											
Stream B-AC	D5	0.7	10.78	0.43	B	70 %	D6	0.4	8.14	0.31	A	140 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	13/05/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15	✓
D3	2029 Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D4	2029 Base + Committed	PM	ONE HOUR	16:15	17:45	15	✓
D5	2029 Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓
D6	2029 Base + Committed + Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Bridge	T-Junction	Two-way	Two-way	Two-way		4.55	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	81	Stream B-AC	4.55	A

Arms

Arms

Arm	Name	Description	Arm type
A	Lymington Bottom Rd N		Major
B	Lymington Bottom Rd S		Minor
C	Dummy Exit		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Dummy Exit	6.10			150.0	✓	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 - Lymington Bottom Rd S	One lane	2.60	0	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	528	0.096	0.242	0.152	0.346
B-C	690	0.105	0.266	-	-
C-B	661	0.255	0.255	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd N		ONE HOUR	✓	265	100.000
B - Lymington Bottom Rd S		ONE HOUR	✓	216	100.000
C - Dummy Exit		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Lymington Bottom Rd N	B - Lymington Bottom Rd S	C - Dummy Exit
From	A - Lymington Bottom Rd N	0	0	265
	B - Lymington Bottom Rd S	0	0	216
	C - Dummy Exit	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Lymington Bottom Rd N	B - Lymington Bottom Rd S	C - Dummy Exit
From	A - Lymington Bottom Rd N	0	0	4
	B - Lymington Bottom Rd S	0	0	3
	C - Dummy Exit	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-AC	0.40	10.19	0.7	B	198	297
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					243	365

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	41	616	0.264	161	0.0	0.4	7.893	A
C-AB	0	0	608	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	200	50			200				

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)	Unsignalised level of service
B-AC	194	49	606	0.321	194	0.4	0.5	8.732	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	238	60			238				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	59	591	0.402	237	0.5	0.7	10.142	B
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	292	73			292				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	59	591	0.402	238	0.7	0.7	10.186	B
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	292	73			292				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	49	606	0.321	195	0.7	0.5	8.783	A
C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	238	60			238				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	41	616	0.264	163	0.5	0.4	7.959	A
C-AB	0	0	608	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	200	50			200				

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Bridge	T-Junction	Two-way	Two-way	Two-way		3.88	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	160	Stream B-AC	3.88	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd N		ONE HOUR	✓	157	100.000
B - Lymington Bottom Rd S		ONE HOUR	✓	163	100.000
C - Dummy Exit		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Lymington Bottom Rd N	B - Lymington Bottom Rd S	C - Dummy Exit
From	A - Lymington Bottom Rd N	0	0	157
	B - Lymington Bottom Rd S	0	0	163
	C - Dummy Exit	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Lymington Bottom Rd N	B - Lymington Bottom Rd S	C - Dummy Exit
From	A - Lymington Bottom Rd N	0	0	5
	B - Lymington Bottom Rd S	0	0	0
	C - Dummy Exit	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-AC	0.28	7.79	0.4	A	150	224
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					144	216

Main Results for each time segment

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)	Unsignalised level of service
B-AC	123	31	657	0.187	122	0.0	0.2	6.721	A
C-AB	0	0	629	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	118	30			118				

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)	Unsignalised level of service
B-AC	147	37	650	0.225	146	0.2	0.3	7.141	A
C-AB	0	0	623	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	141	35			141				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	179	45	641	0.280	179	0.3	0.4	7.782	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	173	43			173				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	179	45	641	0.280	179	0.4	0.4	7.794	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	173	43			173				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	147	37	650	0.225	147	0.4	0.3	7.160	A
C-AB	0	0	623	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	141	35			141				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	31	657	0.187	123	0.3	0.2	6.748	A
C-AB	0	0	629	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	118	30			118				

2029 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Bridge	T-Junction	Two-way	Two-way	Two-way		4.72	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	73	Stream B-AC	4.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd N		ONE HOUR	✓	277	100.000
B - Lymington Bottom Rd S		ONE HOUR	✓	225	100.000
C - Dummy Exit		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Lymington Bottom Rd N	B - Lymington Bottom Rd S	C - Dummy Exit
From	A - Lymington Bottom Rd N	0	0	277
	B - Lymington Bottom Rd S	0	0	225
	C - Dummy Exit	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Lymington Bottom Rd N	B - Lymington Bottom Rd S	C - Dummy Exit
From	A - Lymington Bottom Rd N	0	0	4
	B - Lymington Bottom Rd S	0	0	3
	C - Dummy Exit	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-AC	0.42	10.59	0.7	B	206	310
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					254	381

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	613	0.276	168	0.0	0.4	8.052	A
C-AB	0	0	606	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	209	52			209				

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)	Unsignalised level of service
B-AC	202	51	603	0.336	202	0.4	0.5	8.970	A
C-AB	0	0	595	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	249	62			249				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	248	62	588	0.422	247	0.5	0.7	10.538	B
C-AB	0	0	580	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	305	76			305				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	248	62	588	0.422	248	0.7	0.7	10.589	B
C-AB	0	0	580	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	305	76			305				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	202	51	603	0.336	203	0.7	0.5	9.029	A
C-AB	0	0	595	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	249	62			249				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	613	0.276	170	0.5	0.4	8.126	A
C-AB	0	0	606	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	209	52			209				

2029 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Bridge	T-Junction	Two-way	Two-way	Two-way		3.94	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	151	Stream B-AC	3.94	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Base + Committed	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd N		ONE HOUR	✓	163	100.000
B - Lymington Bottom Rd S		ONE HOUR	✓	169	100.000
C - Dummy Exit		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Lymington Bottom Rd N	B - Lymington Bottom Rd S	C - Dummy Exit
From	A - Lymington Bottom Rd N	0	0	163
	B - Lymington Bottom Rd S	0	0	169
	C - Dummy Exit	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Lymington Bottom Rd N	B - Lymington Bottom Rd S	C - Dummy Exit
From	A - Lymington Bottom Rd N	0	0	5
	B - Lymington Bottom Rd S	0	0	0
	C - Dummy Exit	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-AC	0.29	7.94	0.4	A	155	233
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					150	224

Main Results for each time segment

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)	Unsignalised level of service
B-AC	127	32	655	0.194	126	0.0	0.2	6.792	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	123	31			123				

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)	Unsignalised level of service
B-AC	152	38	649	0.234	152	0.2	0.3	7.240	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	147	37			147				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	186	47	639	0.291	186	0.3	0.4	7.925	A
C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	179	45			179				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	186	47	639	0.291	186	0.4	0.4	7.939	A
C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	179	45			179				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	152	38	649	0.234	152	0.4	0.3	7.258	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	147	37			147				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	32	655	0.194	127	0.3	0.2	6.823	A
C-AB	0	0	628	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	123	31			123				

2029 Base + Committed + Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Bridge	T-Junction	Two-way	Two-way	Two-way		4.76	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	70	Stream B-AC	4.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd N		ONE HOUR	✓	286	100.000
B - Lymington Bottom Rd S		ONE HOUR	✓	228	100.000
C - Dummy Exit		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Lymington Bottom Rd N	B - Lymington Bottom Rd S	C - Dummy Exit
From	A - Lymington Bottom Rd N	0	0	286
	B - Lymington Bottom Rd S	0	0	228
	C - Dummy Exit	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Lymington Bottom Rd N	B - Lymington Bottom Rd S	C - Dummy Exit
From	A - Lymington Bottom Rd N	0	0	4
	B - Lymington Bottom Rd S	0	0	3
	C - Dummy Exit	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-AC	0.43	10.78	0.7	B	209	314
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					262	394

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	172	43	612	0.281	170	0.0	0.4	8.125	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	215	54			215				

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)	Unsignalised level of service
B-AC	205	51	600	0.341	204	0.4	0.5	9.079	A
C-AB	0	0	593	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	257	64			257				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	251	63	585	0.429	250	0.5	0.7	10.722	B
C-AB	0	0	577	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	315	79			315				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	251	63	585	0.429	251	0.7	0.7	10.779	B
C-AB	0	0	577	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	315	79			315				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	205	51	600	0.341	206	0.7	0.5	9.144	A
C-AB	0	0	593	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	257	64			257				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	172	43	612	0.281	172	0.5	0.4	8.200	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	215	54			215				

2029 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Bridge	T-Junction	Two-way	Two-way	Two-way		4.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	140	Stream B-AC	4.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base + Committed + Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd N		ONE HOUR	✓	167	100.000
B - Lymington Bottom Rd S		ONE HOUR	✓	178	100.000
C - Dummy Exit		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Lymington Bottom Rd N	B - Lymington Bottom Rd S	C - Dummy Exit
From	A - Lymington Bottom Rd N	0	0	167
	B - Lymington Bottom Rd S	0	0	178
	C - Dummy Exit	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Lymington Bottom Rd N	B - Lymington Bottom Rd S	C - Dummy Exit
From	A - Lymington Bottom Rd N	0	0	5
	B - Lymington Bottom Rd S	0	0	0
	C - Dummy Exit	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-AC	0.31	8.14	0.4	A	163	245
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					153	230

Main Results for each time segment

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)	Unsignalised level of service
B-AC	134	34	654	0.205	133	0.0	0.3	6.891	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	126	31			126				

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)	Unsignalised level of service
B-AC	160	40	648	0.247	160	0.3	0.3	7.372	A
C-AB	0	0	621	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	150	38			150				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	638	0.307	196	0.3	0.4	8.123	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	184	46			184				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	638	0.307	196	0.4	0.4	8.139	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	184	46			184				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	648	0.247	160	0.4	0.3	7.397	A
C-AB	0	0	621	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	150	38			150				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	654	0.205	134	0.3	0.3	6.926	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	126	31			126				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: A31 Winchester Road_Lymington Bottom Crossroads.j10
Path: T:\Projects\13000 Series\13450ITB Penilee, Medstead\Tech\Junction Assessments\Picady\Planning Application - 2024
Report generation date: 25/04/2024 16:17:39

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2024 Base											
Stream B-CD	D1	0.6	12.56	0.36	B	2 % [Stream B-A]	D2	0.5	11.67	0.35	B	11 % [Stream B-A]
Stream B-A		0.9	32.83	0.49	D			0.6	24.27	0.40	C	
Stream AB-CD		0.4	8.61	0.29	A			0.4	7.74	0.28	A	
Stream D-AB		0.7	14.59	0.40	B			0.5	11.70	0.33	B	
Stream D-C		0.6	25.35	0.36	D			0.4	19.01	0.30	C	
Stream CD-AB		0.4	8.23	0.30	A			0.2	7.02	0.17	A	
	2029 Base + Committed											
Stream B-CD	D3	0.6	12.33	0.37	B	1 % [Stream B-A]	D4	0.6	11.78	0.36	B	9 % [Stream B-A]
Stream B-A		1.0	33.49	0.51	D			0.7	25.34	0.42	D	
Stream AB-CD		0.4	8.26	0.29	A			0.4	7.70	0.28	A	
Stream D-AB		0.7	14.35	0.41	B			0.5	11.76	0.34	B	
Stream D-C		0.6	24.09	0.36	C			0.5	19.92	0.32	C	
Stream CD-AB		0.4	7.94	0.30	A			0.2	7.05	0.18	A	
	2029 Base + Committed + Development											
Stream B-CD	D5	0.6	12.41	0.37	B	1 % [Stream B-A]	D6	0.6	11.91	0.37	B	9 % [Stream B-A]
Stream B-A		1.0	33.95	0.51	D			0.7	25.48	0.42	D	
Stream AB-CD		0.4	8.30	0.29	A			0.4	7.79	0.29	A	
Stream D-AB		0.7	15.07	0.43	C			0.5	11.99	0.35	B	
Stream D-C		0.6	25.64	0.39	D			0.5	20.59	0.34	C	
Stream CD-AB		0.4	7.99	0.31	A			0.2	7.07	0.18	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	28/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	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	2024 Base	AM	ONE HOUR	08:00	09:30	15
D2	2024 Base	PM	ONE HOUR	17:00	18:30	15
D3	2029 Base + Committed	AM	ONE HOUR	08:00	09:30	15
D4	2029 Base + Committed	PM	ONE HOUR	17:00	18:30	15
D5	2029 Base + Committed + Development	AM	ONE HOUR	08:00	09:30	15
D6	2029 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lymington Bottom (S) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm flare	D - Lymington Bottom (N) - 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	Minor arm visibility to right	D - Lymington Bottom (N) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Crossroads	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		3.53	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	2	Stream B-A	3.53	A

Arms

Arms

Arm	Name	Description	Arm type
A	A31 Winchester Road (E)		Major
B	Lymington Bottom (S)		Minor
C	A31 Winchester Road (W)		Major
D	Lymington Bottom (N)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A31 Winchester Road (E)	6.85	✓	2.00	✓	4.60	200.0	✓	5.00
C - A31 Winchester Road (W)	6.50	✓	2.00	✓	4.97	200.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Lymington Bottom (S)	One lane plus flare	10.00	8.12	5.20	3.79	3.28	✓	2.00	58	71
D - Lymington Bottom (N)	One lane plus flare	10.00	4.32	3.37	2.78	2.72	✓	1.00	59	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	870	-	-	-	-	-	0.325	0.325	0.325	-	-
B-A	578	0.099	0.249	0.249	-	-	0.157	0.356	-	0.157	0.356
B-CD	761	0.114	0.288	0.288	-	-	-	-	-	-	-
CD-B	898	0.340	0.340	0.340	-	-	-	-	-	-	-
D-AB	685	-	-	-	-	-	0.256	0.256	0.101	-	-
D-C	643	-	0.172	0.390	0.172	0.390	0.273	0.273	0.108	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A31 Winchester Road (E)		✓	632	100.000
B - Lymington Bottom (S)		✓	244	100.000
C - A31 Winchester Road (W)		✓	688	100.000
D - Lymington Bottom (N)		✓	225	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A31 Winchester Road (E)	B - Lymington Bottom (S)	C - A31 Winchester Road (W)	D - Lymington Bottom (N)
From	A - A31 Winchester Road (E)	0	45	506	81
	B - Lymington Bottom (S)	97	0	73	74
	C - A31 Winchester Road (W)	539	103	0	46
	D - Lymington Bottom (N)	83	69	73	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A31 Winchester Road (E)	B - Lymington Bottom (S)	C - A31 Winchester Road (W)	D - Lymington Bottom (N)
From	A - A31 Winchester Road (E)	0	3	4	1
	B - Lymington Bottom (S)	1	0	1	7
	C - A31 Winchester Road (W)	6	4	0	4
	D - Lymington Bottom (N)	0	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.36	12.56	0.6	B
B-A	0.49	32.83	0.9	D
A-B				
A-C				
A-D				
AB-CD	0.29	8.61	0.4	A
AB-C				
D-AB	0.40	14.59	0.7	B
D-C	0.36	25.35	0.6	D
C-D				
C-A				
C-B				
CD-AB	0.30	8.23	0.4	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	111	566	0.195	110	0.2	7.869	A
B-A	73	331	0.221	72	0.3	13.830	B
A-B	34			34			
A-C	381			381			
A-D	61			61			
AB-CD	116	667	0.174	115	0.2	6.518	A
AB-C	435			435			
D-AB	114	515	0.222	113	0.3	8.932	A
D-C	55	353	0.156	54	0.2	12.024	B
C-D	35			35			
C-A	406			406			
C-B	78			78			
CD-AB	129	699	0.184	128	0.2	6.301	A
CD-A	468			468			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	132	526	0.251	132	0.3	9.119	A
B-A	87	283	0.308	87	0.4	18.233	C
A-B	40			40			
A-C	455			455			
A-D	73			73			
AB-CD	139	634	0.220	139	0.3	7.270	A
AB-C	520			520			
D-AB	137	479	0.285	136	0.4	10.495	B
D-C	66	299	0.219	65	0.3	15.348	C
C-D	41			41			
C-A	485			485			
C-B	93			93			
CD-AB	155	669	0.231	154	0.3	6.995	A
CD-A	559			559			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	162	452	0.358	161	0.5	12.349	B
B-A	107	216	0.494	105	0.9	31.742	D
A-B	50			50			
A-C	557			557			
A-D	89			89			
AB-CD	171	589	0.290	170	0.4	8.578	A
AB-C	637			637			
D-AB	167	415	0.403	166	0.7	14.390	B
D-C	80	223	0.360	79	0.5	24.873	C
C-D	51			51			
C-A	593			593			
C-B	113			113			
CD-AB	190	627	0.302	189	0.4	8.204	A
CD-A	684			684			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	162	448	0.361	162	0.6	12.558	B
B-A	107	216	0.494	107	0.9	32.828	D
A-B	50			50			
A-C	557			557			
A-D	89			89			
AB-CD	171	589	0.290	171	0.4	8.607	A
AB-C	637			637			
D-AB	167	414	0.404	167	0.7	14.590	B
D-C	80	222	0.362	80	0.6	25.353	D
C-D	51			51			
C-A	593			593			
C-B	113			113			
CD-AB	190	627	0.303	190	0.4	8.232	A
CD-A	684			684			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	132	523	0.253	133	0.3	9.242	A
B-A	87	283	0.308	89	0.5	18.729	C
A-B	40			40			
A-C	455			455			
A-D	73			73			
AB-CD	140	634	0.221	140	0.3	7.300	A
AB-C	521			521			
D-AB	137	478	0.286	138	0.4	10.621	B
D-C	66	298	0.220	67	0.3	15.602	C
C-D	41			41			
C-A	485			485			
C-B	93			93			
CD-AB	155	669	0.232	156	0.3	7.024	A
CD-A	560			560			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	111	565	0.196	111	0.2	7.943	A
B-A	73	331	0.221	74	0.3	14.043	B
A-B	34			34			
A-C	381			381			
A-D	61			61			
AB-CD	117	667	0.175	117	0.2	6.553	A
AB-C	436			436			
D-AB	114	515	0.222	115	0.3	9.017	A
D-C	55	352	0.156	55	0.2	12.157	B
C-D	35			35			
C-A	406			406			
C-B	78			78			
CD-AB	130	699	0.185	130	0.2	6.327	A
CD-A	469			469			

2024 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lymington Bottom (S) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm flare	D - Lymington Bottom (N) - 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	Minor arm visibility to right	D - Lymington Bottom (N) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Crossroads	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		2.80	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	11	Stream B-A	2.80	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Base	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A31 Winchester Road (E)		✓	707	100.000
B - Lymington Bottom (S)		✓	239	100.000
C - A31 Winchester Road (W)		✓	587	100.000
D - Lymington Bottom (N)		✓	214	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A31 Winchester Road (E)	B - Lymington Bottom (S)	C - A31 Winchester Road (W)	D - Lymington Bottom (N)
From	A - A31 Winchester Road (E)	0	88	529	90
	B - Lymington Bottom (S)	89	0	80	70
	C - A31 Winchester Road (W)	485	40	0	62
	D - Lymington Bottom (N)	81	58	75	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A31 Winchester Road (E)	B - Lymington Bottom (S)	C - A31 Winchester Road (W)	D - Lymington Bottom (N)
From	A - A31 Winchester Road (E)	0	2	2	2
	B - Lymington Bottom (S)	2	0	2	3
	C - A31 Winchester Road (W)	2	0	0	3
	D - Lymington Bottom (N)	3	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.35	11.67	0.5	B
B-A	0.40	24.27	0.6	C
A-B				
A-C				
A-D				
AB-CD	0.28	7.74	0.4	A
AB-C				
D-AB	0.33	11.70	0.5	B
D-C	0.30	19.01	0.4	C
C-D				
C-A				
C-B				
CD-AB	0.17	7.02	0.2	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	113	574	0.197	112	0.2	7.775	A
B-A	67	349	0.192	66	0.2	12.695	B
A-B	66			66			
A-C	398			398			
A-D	68			68			
AB-CD	120	707	0.170	119	0.2	6.120	A
AB-C	458			458			
D-AB	105	541	0.194	104	0.2	8.225	A
D-C	56	392	0.144	56	0.2	10.676	B
C-D	47			47			
C-A	365			365			
C-B	30			30			
CD-AB	73	705	0.104	73	0.1	5.695	A
CD-A	426			426			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	135	536	0.252	134	0.3	8.960	A
B-A	80	306	0.261	80	0.3	15.856	C
A-B	79			79			
A-C	476			476			
A-D	81			81			
AB-CD	144	679	0.212	143	0.3	6.719	A
AB-C	547			547			
D-AB	125	511	0.245	125	0.3	9.315	A
D-C	67	343	0.197	67	0.2	13.054	B
C-D	56			56			
C-A	436			436			
C-B	36			36			
CD-AB	88	669	0.131	88	0.2	6.189	A
CD-A	509			509			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	165	475	0.348	164	0.5	11.569	B
B-A	98	246	0.398	97	0.6	23.892	C
A-B	97			97			
A-C	582			582			
A-D	99			99			
AB-CD	176	642	0.275	176	0.4	7.719	A
AB-C	670			670			
D-AB	153	461	0.332	152	0.5	11.627	B
D-C	83	272	0.303	82	0.4	18.821	C
C-D	68			68			
C-A	534			534			
C-B	44			44			
CD-AB	108	620	0.174	107	0.2	7.015	A
CD-A	623			623			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	165	474	0.349	165	0.5	11.669	B
B-A	98	246	0.398	98	0.6	24.274	C
A-B	97			97			
A-C	582			582			
A-D	99			99			
AB-CD	176	642	0.275	176	0.4	7.738	A
AB-C	670			670			
D-AB	153	461	0.332	153	0.5	11.705	B
D-C	83	272	0.304	83	0.4	19.012	C
C-D	68			68			
C-A	534			534			
C-B	44			44			
CD-AB	108	620	0.174	108	0.2	7.024	A
CD-A	623			623			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	135	535	0.252	136	0.3	9.038	A
B-A	80	306	0.262	81	0.4	16.099	C
A-B	79			79			
A-C	476			476			
A-D	81			81			
AB-CD	144	679	0.212	145	0.3	6.744	A
AB-C	548			548			
D-AB	125	510	0.245	126	0.3	9.380	A
D-C	67	342	0.197	68	0.3	13.186	B
C-D	56			56			
C-A	436			436			
C-B	36			36			
CD-AB	88	669	0.132	89	0.2	6.204	A
CD-A	509			509			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	113	573	0.197	113	0.2	7.837	A
B-A	67	348	0.192	67	0.2	12.840	B
A-B	66			66			
A-C	398			398			
A-D	68			68			
AB-CD	121	707	0.171	121	0.2	6.149	A
AB-C	459			459			
D-AB	105	540	0.194	105	0.2	8.283	A
D-C	56	391	0.144	57	0.2	10.766	B
C-D	47			47			
C-A	365			365			
C-B	30			30			
CD-AB	74	705	0.105	74	0.1	5.709	A
CD-A	426			426			

2029 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lymington Bottom (S) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm flare	D - Lymington Bottom (N) - 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	Minor arm visibility to right	D - Lymington Bottom (N) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Crossroads	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		3.51	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	1	Stream B-A	3.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029 Base + Committed	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A31 Winchester Road (E)		✓	660	100.000
B - Lymington Bottom (S)		✓	254	100.000
C - A31 Winchester Road (W)		✓	719	100.000
D - Lymington Bottom (N)		✓	236	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A31 Winchester Road (E)	B - Lymington Bottom (S)	C - A31 Winchester Road (W)	D - Lymington Bottom (N)
From	A - A31 Winchester Road (E)	0	47	528	85
	B - Lymington Bottom (S)	101	0	76	77
	C - A31 Winchester Road (W)	563	108	0	48
	D - Lymington Bottom (N)	87	72	77	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A31 Winchester Road (E)	B - Lymington Bottom (S)	C - A31 Winchester Road (W)	D - Lymington Bottom (N)
From	A - A31 Winchester Road (E)	0	0	0	0
	B - Lymington Bottom (S)	0	0	0	0
	C - A31 Winchester Road (W)	0	0	0	0
	D - Lymington Bottom (N)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.37	12.33	0.6	B
B-A	0.51	33.49	1.0	D
A-B				
A-C				
A-D				
AB-CD	0.29	8.26	0.4	A
AB-C				
D-AB	0.41	14.35	0.7	B
D-C	0.36	24.09	0.6	C
C-D				
C-A				
C-B				
CD-AB	0.30	7.94	0.4	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	115	585	0.197	114	0.2	7.626	A
B-A	76	335	0.227	75	0.3	13.782	B
A-B	35			35			
A-C	398			398			
A-D	64			64			
AB-CD	121	694	0.175	121	0.2	6.266	A
AB-C	454			454			
D-AB	120	528	0.227	119	0.3	8.761	A
D-C	58	371	0.156	57	0.2	11.440	B
C-D	36			36			
C-A	424			424			
C-B	81			81			
CD-AB	135	729	0.185	134	0.2	6.045	A
CD-A	489			489			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	138	543	0.253	137	0.3	8.858	A
B-A	91	287	0.317	90	0.5	18.270	C
A-B	42			42			
A-C	475			475			
A-D	76			76			
AB-CD	146	660	0.220	145	0.3	6.985	A
AB-C	543			543			
D-AB	143	491	0.291	142	0.4	10.305	B
D-C	69	315	0.220	69	0.3	14.596	B
C-D	43			43			
C-A	506			506			
C-B	97			97			
CD-AB	162	696	0.232	161	0.3	6.728	A
CD-A	584			584			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	168	464	0.363	168	0.6	12.108	B
B-A	111	219	0.509	109	1.0	32.315	D
A-B	52			52			
A-C	581			581			
A-D	94			94			
AB-CD	178	614	0.290	178	0.4	8.237	A
AB-C	664			664			
D-AB	175	427	0.410	174	0.7	14.156	B
D-C	85	235	0.361	84	0.5	23.650	C
C-D	53			53			
C-A	620			620			
C-B	119			119			
CD-AB	198	652	0.304	198	0.4	7.913	A
CD-A	715			715			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	168	460	0.366	168	0.6	12.328	B
B-A	111	218	0.510	111	1.0	33.490	D
A-B	52			52			
A-C	581			581			
A-D	94			94			
AB-CD	179	614	0.291	179	0.4	8.263	A
AB-C	665			665			
D-AB	175	426	0.411	175	0.7	14.351	B
D-C	85	234	0.362	85	0.6	24.090	C
C-D	53			53			
C-A	620			620			
C-B	119			119			
CD-AB	199	652	0.305	199	0.4	7.935	A
CD-A	715			715			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	138	540	0.255	138	0.3	8.983	A
B-A	91	286	0.317	93	0.5	18.799	C
A-B	42			42			
A-C	475			475			
A-D	76			76			
AB-CD	146	660	0.221	147	0.3	7.015	A
AB-C	543			543			
D-AB	143	490	0.292	144	0.4	10.428	B
D-C	69	314	0.220	70	0.3	14.827	B
C-D	43			43			
C-A	506			506			
C-B	97			97			
CD-AB	162	696	0.233	163	0.3	6.755	A
CD-A	585			585			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	115	584	0.197	116	0.2	7.699	A
B-A	76	335	0.227	77	0.3	14.005	B
A-B	35			35			
A-C	398			398			
A-D	64			64			
AB-CD	122	694	0.176	122	0.2	6.300	A
AB-C	455			455			
D-AB	120	528	0.227	120	0.3	8.844	A
D-C	58	370	0.157	58	0.2	11.559	B
C-D	36			36			
C-A	424			424			
C-B	81			81			
CD-AB	136	729	0.186	136	0.2	6.076	A
CD-A	490			490			

2029 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lymington Bottom (S) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm flare	D - Lymington Bottom (N) - 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	Minor arm visibility to right	D - Lymington Bottom (N) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Crossroads	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		2.85	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	9	Stream B-A	2.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 Base + Committed	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A31 Winchester Road (E)		✓	735	100.000
B - Lymington Bottom (S)		✓	249	100.000
C - A31 Winchester Road (W)		✓	614	100.000
D - Lymington Bottom (N)		✓	222	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A31 Winchester Road (E)	B - Lymington Bottom (S)	C - A31 Winchester Road (W)	D - Lymington Bottom (N)
From	A - A31 Winchester Road (E)	0	92	549	94
	B - Lymington Bottom (S)	93	0	83	73
	C - A31 Winchester Road (W)	507	42	0	65
	D - Lymington Bottom (N)	84	60	78	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A31 Winchester Road (E)	B - Lymington Bottom (S)	C - A31 Winchester Road (W)	D - Lymington Bottom (N)
From	A - A31 Winchester Road (E)	0	0	0	0
	B - Lymington Bottom (S)	0	0	0	0
	C - A31 Winchester Road (W)	0	0	0	0
	D - Lymington Bottom (N)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.36	11.78	0.6	B
B-A	0.42	25.34	0.7	D
A-B				
A-C				
A-D				
AB-CD	0.28	7.70	0.4	A
AB-C				
D-AB	0.34	11.76	0.5	B
D-C	0.32	19.92	0.5	C
C-D				
C-A				
C-B				
CD-AB	0.18	7.05	0.2	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	117	584	0.201	116	0.2	7.680	A
B-A	70	351	0.199	69	0.2	12.715	B
A-B	69			69			
A-C	413			413			
A-D	71			71			
AB-CD	125	720	0.174	124	0.2	6.036	A
AB-C	475			475			
D-AB	108	551	0.197	107	0.2	8.102	A
D-C	59	391	0.150	58	0.2	10.789	B
C-D	49			49			
C-A	382			382			
C-B	32			32			
CD-AB	76	709	0.108	76	0.1	5.679	A
CD-A	444			444			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	140	544	0.258	140	0.3	8.898	A
B-A	84	307	0.272	83	0.4	16.054	C
A-B	83			83			
A-C	494			494			
A-D	85			85			
AB-CD	150	691	0.217	150	0.3	6.647	A
AB-C	568			568			
D-AB	129	519	0.249	129	0.3	9.223	A
D-C	70	340	0.206	70	0.3	13.325	B
C-D	58			58			
C-A	456			456			
C-B	38			38			
CD-AB	92	673	0.136	91	0.2	6.189	A
CD-A	531			531			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	172	479	0.359	171	0.5	11.670	B
B-A	102	245	0.419	101	0.7	24.877	C
A-B	101			101			
A-C	604			604			
A-D	103			103			
AB-CD	184	652	0.282	183	0.4	7.677	A
AB-C	695			695			
D-AB	159	466	0.341	158	0.5	11.672	B
D-C	86	267	0.321	85	0.5	19.685	C
C-D	72			72			
C-A	558			558			
C-B	46			46			
CD-AB	112	622	0.180	112	0.2	7.045	A
CD-A	650			650			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	172	477	0.360	172	0.6	11.785	B
B-A	102	244	0.419	102	0.7	25.339	D
A-B	101			101			
A-C	604			604			
A-D	103			103			
AB-CD	184	652	0.283	184	0.4	7.699	A
AB-C	695			695			
D-AB	159	465	0.341	159	0.5	11.761	B
D-C	86	267	0.322	86	0.5	19.915	C
C-D	72			72			
C-A	558			558			
C-B	46			46			
CD-AB	112	623	0.180	112	0.2	7.055	A
CD-A	651			651			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	140	543	0.258	141	0.4	8.981	A
B-A	84	307	0.273	85	0.4	16.332	C
A-B	83			83			
A-C	494			494			
A-D	85			85			
AB-CD	151	691	0.218	151	0.3	6.673	A
AB-C	569			569			
D-AB	129	518	0.250	130	0.3	9.293	A
D-C	70	339	0.207	71	0.3	13.475	B
C-D	58			58			
C-A	456			456			
C-B	38			38			
CD-AB	92	673	0.137	92	0.2	6.201	A
CD-A	532			532			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	117	583	0.201	118	0.3	7.741	A
B-A	70	351	0.200	71	0.3	12.868	B
A-B	69			69			
A-C	413			413			
A-D	71			71			
AB-CD	126	720	0.175	126	0.2	6.064	A
AB-C	476			476			
D-AB	108	550	0.197	109	0.2	8.161	A
D-C	59	390	0.151	59	0.2	10.889	B
C-D	49			49			
C-A	382			382			
C-B	32			32			
CD-AB	77	709	0.108	77	0.1	5.693	A
CD-A	445			445			

2029 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lymington Bottom (S) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm flare	D - Lymington Bottom (N) - 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	Minor arm visibility to right	D - Lymington Bottom (N) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Crossroads	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		3.66	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	1	Stream B-A	3.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 Base + Committed + Development	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A31 Winchester Road (E)		✓	660	100.000
B - Lymington Bottom (S)		✓	255	100.000
C - A31 Winchester Road (W)		✓	721	100.000
D - Lymington Bottom (N)		✓	245	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A31 Winchester Road (E)	B - Lymington Bottom (S)	C - A31 Winchester Road (W)	D - Lymington Bottom (N)
From	A - A31 Winchester Road (E)	0	47	528	85
	B - Lymington Bottom (S)	101	0	76	78
	C - A31 Winchester Road (W)	563	108	0	50
	D - Lymington Bottom (N)	87	75	83	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A31 Winchester Road (E)	B - Lymington Bottom (S)	C - A31 Winchester Road (W)	D - Lymington Bottom (N)
From	A - A31 Winchester Road (E)	0	0	0	0
	B - Lymington Bottom (S)	0	0	0	0
	C - A31 Winchester Road (W)	0	0	0	0
	D - Lymington Bottom (N)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.37	12.41	0.6	B
B-A	0.51	33.95	1.0	D
A-B				
A-C				
A-D				
AB-CD	0.29	8.30	0.4	A
AB-C				
D-AB	0.43	15.07	0.7	C
D-C	0.39	25.64	0.6	D
C-D				
C-A				
C-B				
CD-AB	0.31	7.99	0.4	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	116	586	0.198	115	0.2	7.634	A
B-A	76	334	0.228	75	0.3	13.838	B
A-B	35			35			
A-C	398			398			
A-D	64			64			
AB-CD	122	694	0.176	121	0.2	6.280	A
AB-C	454			454			
D-AB	122	526	0.232	121	0.3	8.861	A
D-C	62	370	0.169	62	0.2	11.630	B
C-D	38			38			
C-A	424			424			
C-B	81			81			
CD-AB	137	729	0.188	136	0.2	6.068	A
CD-A	489			489			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	138	543	0.255	138	0.3	8.876	A
B-A	91	285	0.318	90	0.5	18.379	C
A-B	42			42			
A-C	475			475			
A-D	76			76			
AB-CD	146	660	0.222	146	0.3	7.005	A
AB-C	543			543			
D-AB	146	487	0.299	145	0.4	10.501	B
D-C	75	314	0.238	74	0.3	14.994	B
C-D	45			45			
C-A	506			506			
C-B	97			97			
CD-AB	164	696	0.236	164	0.3	6.762	A
CD-A	584			584			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	170	463	0.366	169	0.6	12.183	B
B-A	111	217	0.512	109	1.0	32.713	D
A-B	52			52			
A-C	581			581			
A-D	94			94			
AB-CD	179	614	0.292	179	0.4	8.273	A
AB-C	664			664			
D-AB	178	419	0.426	177	0.7	14.822	B
D-C	91	232	0.393	90	0.6	25.068	D
C-D	55			55			
C-A	620			620			
C-B	119			119			
CD-AB	202	652	0.309	201	0.4	7.964	A
CD-A	714			714			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	170	459	0.369	170	0.6	12.412	B
B-A	111	217	0.513	111	1.0	33.948	D
A-B	52			52			
A-C	581			581			
A-D	94			94			
AB-CD	180	614	0.293	180	0.4	8.297	A
AB-C	665			665			
D-AB	178	417	0.428	178	0.7	15.073	C
D-C	91	232	0.395	91	0.6	25.640	D
C-D	55			55			
C-A	620			620			
C-B	119			119			
CD-AB	202	653	0.310	202	0.4	7.992	A
CD-A	715			715			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	138	540	0.256	139	0.3	9.004	A
B-A	91	285	0.318	93	0.5	18.928	C
A-B	42			42			
A-C	475			475			
A-D	76			76			
AB-CD	147	660	0.223	148	0.3	7.032	A
AB-C	543			543			
D-AB	146	486	0.300	147	0.4	10.648	B
D-C	75	313	0.239	76	0.3	15.275	C
C-D	45			45			
C-A	506			506			
C-B	97			97			
CD-AB	165	696	0.237	166	0.3	6.791	A
CD-A	585			585			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	116	584	0.199	116	0.3	7.707	A
B-A	76	333	0.228	77	0.3	14.064	B
A-B	35			35			
A-C	398			398			
A-D	64			64			
AB-CD	123	694	0.177	123	0.2	6.311	A
AB-C	455			455			
D-AB	122	525	0.232	122	0.3	8.952	A
D-C	62	369	0.169	63	0.2	11.768	B
C-D	38			38			
C-A	424			424			
C-B	81			81			
CD-AB	138	729	0.189	138	0.2	6.099	A
CD-A	490			490			

2029 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lymington Bottom (S) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm flare	D - Lymington Bottom (N) - 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	Minor arm visibility to right	D - Lymington Bottom (N) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Crossroads	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		2.92	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	9	Stream B-A	2.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 Base + Committed + Development	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A31 Winchester Road (E)		✓	735	100.000
B - Lymington Bottom (S)		✓	252	100.000
C - A31 Winchester Road (W)		✓	620	100.000
D - Lymington Bottom (N)		✓	226	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A31 Winchester Road (E)	B - Lymington Bottom (S)	C - A31 Winchester Road (W)	D - Lymington Bottom (N)
From	A - A31 Winchester Road (E)	0	92	549	94
	B - Lymington Bottom (S)	93	0	83	76
	C - A31 Winchester Road (W)	507	42	0	71
	D - Lymington Bottom (N)	84	61	81	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - A31 Winchester Road (E)	B - Lymington Bottom (S)	C - A31 Winchester Road (W)	D - Lymington Bottom (N)
From	A - A31 Winchester Road (E)	0	0	0	0
	B - Lymington Bottom (S)	0	0	0	0
	C - A31 Winchester Road (W)	0	0	0	0
	D - Lymington Bottom (N)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.37	11.91	0.6	B
B-A	0.42	25.48	0.7	D
A-B				
A-C				
A-D				
AB-CD	0.29	7.79	0.4	A
AB-C				
D-AB	0.35	11.99	0.5	B
D-C	0.34	20.59	0.5	C
C-D				
C-A				
C-B				
CD-AB	0.18	7.07	0.2	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	120	585	0.205	119	0.3	7.710	A
B-A	70	351	0.200	69	0.2	12.740	B
A-B	69			69			
A-C	413			413			
A-D	71			71			
AB-CD	128	719	0.177	127	0.2	6.073	A
AB-C	475			475			
D-AB	109	549	0.199	108	0.2	8.146	A
D-C	61	390	0.157	60	0.2	10.910	B
C-D	53			53			
C-A	382			382			
C-B	32			32			
CD-AB	77	709	0.109	77	0.1	5.685	A
CD-A	444			444			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	143	544	0.263	143	0.4	8.949	A
B-A	84	306	0.273	83	0.4	16.099	C
A-B	83			83			
A-C	494			494			
A-D	85			85			
AB-CD	153	689	0.222	152	0.3	6.702	A
AB-C	568			568			
D-AB	130	517	0.252	130	0.3	9.301	A
D-C	73	338	0.216	72	0.3	13.552	B
C-D	64			64			
C-A	456			456			
C-B	38			38			
CD-AB	92	673	0.137	92	0.2	6.198	A
CD-A	531			531			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	175	479	0.366	174	0.6	11.791	B
B-A	102	244	0.420	101	0.7	25.012	D
A-B	101			101			
A-C	604			604			
A-D	103			103			
AB-CD	187	650	0.288	187	0.4	7.766	A
AB-C	695			695			
D-AB	160	461	0.346	159	0.5	11.889	B
D-C	89	265	0.337	88	0.5	20.316	C
C-D	78			78			
C-A	558			558			
C-B	46			46			
CD-AB	113	623	0.182	113	0.2	7.060	A
CD-A	650			650			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	175	477	0.367	175	0.6	11.913	B
B-A	102	243	0.421	102	0.7	25.485	D
A-B	101			101			
A-C	604			604			
A-D	103			103			
AB-CD	188	650	0.289	188	0.4	7.788	A
AB-C	695			695			
D-AB	160	460	0.347	160	0.5	11.987	B
D-C	89	264	0.338	89	0.5	20.589	C
C-D	78			78			
C-A	558			558			
C-B	46			46			
CD-AB	113	623	0.182	113	0.2	7.070	A
CD-A	651			651			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	143	543	0.263	144	0.4	9.038	A
B-A	84	306	0.273	85	0.4	16.380	C
A-B	83			83			
A-C	494			494			
A-D	85			85			
AB-CD	153	689	0.222	154	0.3	6.726	A
AB-C	569			569			
D-AB	130	516	0.253	131	0.3	9.376	A
D-C	73	337	0.216	74	0.3	13.722	B
C-D	64			64			
C-A	456			456			
C-B	38			38			
CD-AB	93	673	0.138	93	0.2	6.211	A
CD-A	532			532			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	120	584	0.205	120	0.3	7.773	A
B-A	70	350	0.200	71	0.3	12.897	B
A-B	69			69			
A-C	413			413			
A-D	71			71			
AB-CD	128	719	0.178	128	0.2	6.103	A
AB-C	476			476			
D-AB	109	549	0.199	110	0.3	8.208	A
D-C	61	389	0.157	61	0.2	11.016	B
C-D	53			53			
C-A	382			382			
C-B	32			32			
CD-AB	78	709	0.110	78	0.1	5.702	A
CD-A	445			445			

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: Boyneswood Road Bridge.j10
Path: T:\Projects\13000 Series\13450ITB Penilee, Medstead\Tech\Junction Assessments\Picady\Planning Application - 2024
Report generation date: 25/04/2024 16:18:20

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2024 Base											
Stream B-AC	D1	0.4	7.80	0.30	A	155 %	D2	0.3	6.84	0.22	A	224 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[Stream B-AC]
	2029 Base + Committed											
Stream B-AC	D3	0.5	8.30	0.34	A	128 %	D4	0.3	7.08	0.24	A	197 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[Stream B-AC]
	2029 Base + Committed + Development											
Stream B-AC	D5	0.6	8.63	0.36	A	114 %	D6	0.3	7.25	0.25	A	180 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	13/05/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15	✓
D3	2029 Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D4	2029 Base + Committed	PM	ONE HOUR	16:15	17:45	15	✓
D5	2029 Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓
D6	2029 Base + Committed + Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Boyneswood Rd Bridge	T-Junction	Two-way	Two-way	Two-way		4.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	155	Stream B-AC	4.40	A

Arms

Arms

Arm	Name	Description	Arm type
A	Boyneswood Road S		Major
B	Boyneswood Road N		Minor
C	Dummy Exit		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Dummy Exit	6.50			150.0	✓	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 - Boyneswood Road N	One lane	3.00	0	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.098	0.248	0.156	0.354
B-C	718	0.108	0.272	-	-
C-B	661	0.250	0.250	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Boyneswood Road S		ONE HOUR	✓	135	100.000
B - Boyneswood Road N		ONE HOUR	✓	177	100.000
C - Dummy Exit		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Boyneswood Road S	B - Boyneswood Road N	C - Dummy Exit
From	A - Boyneswood Road S	0	0	135
	B - Boyneswood Road N	0	0	177
	C - Dummy Exit	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Boyneswood Road S	B - Boyneswood Road N	C - Dummy Exit
From	A - Boyneswood Road S	0	0	4
	B - Boyneswood Road N	0	0	3
	C - Dummy Exit	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-AC	0.30	7.80	0.4	A	162	244
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					124	186

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	33	670	0.199	132	0.0	0.2	6.688	A
C-AB	0	0	634	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	102	25			102				

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)	Unsignalised level of service
B-AC	159	40	664	0.240	159	0.2	0.3	7.122	A
C-AB	0	0	629	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	121	30			121				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	195	49	657	0.297	194	0.3	0.4	7.783	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	149	37			149				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	195	49	657	0.297	195	0.4	0.4	7.797	A
C-AB	0	0	622	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	149	37			149				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	664	0.240	160	0.4	0.3	7.142	A
C-AB	0	0	629	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	121	30			121				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	33	670	0.199	134	0.3	0.3	6.722	A
C-AB	0	0	634	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	102	25			102				

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Boyneswood Rd Bridge	T-Junction	Two-way	Two-way	Two-way		3.24	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	224	Stream B-AC	3.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Boyneswood Road S		ONE HOUR	✓	142	100.000
B - Boyneswood Road N		ONE HOUR	✓	134	100.000
C - Dummy Exit		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Boyneswood Road S	B - Boyneswood Road N	C - Dummy Exit
From	A - Boyneswood Road S	0	0	142
	B - Boyneswood Road N	0	0	134
	C - Dummy Exit	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Boyneswood Road S	B - Boyneswood Road N	C - Dummy Exit
From	A - Boyneswood Road S	0	0	5
	B - Boyneswood Road N	0	0	0
	C - Dummy Exit	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-AC	0.22	6.84	0.3	A	123	184
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					130	195

Main Results for each time segment

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)	Unsignalised level of service
B-AC	101	25	688	0.147	100	0.0	0.2	6.121	A
C-AB	0	0	633	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	107	27			107				

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)	Unsignalised level of service
B-AC	120	30	682	0.177	120	0.2	0.2	6.409	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	128	32			128				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	148	37	674	0.219	147	0.2	0.3	6.836	A
C-AB	0	0	620	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	156	39			156				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	148	37	674	0.219	148	0.3	0.3	6.841	A
C-AB	0	0	620	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	156	39			156				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	682	0.177	121	0.3	0.2	6.420	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	128	32			128				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	25	688	0.147	101	0.2	0.2	6.139	A
C-AB	0	0	633	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	107	27			107				

2029 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Boyneswood Rd Bridge	T-Junction	Two-way	Two-way	Two-way		4.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	128	Stream B-AC	4.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Boyneswood Road S		ONE HOUR	✓	148	100.000
B - Boyneswood Road N		ONE HOUR	✓	199	100.000
C - Dummy Exit		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Boyneswood Road S	B - Boyneswood Road N	C - Dummy Exit
From	A - Boyneswood Road S	0	0	148
	B - Boyneswood Road N	0	0	199
	C - Dummy Exit	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Boyneswood Road S	B - Boyneswood Road N	C - Dummy Exit
From	A - Boyneswood Road S	0	0	4
	B - Boyneswood Road N	0	0	3
	C - Dummy Exit	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-AC	0.34	8.30	0.5	A	183	274
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					136	204

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	150	37	667	0.225	149	0.0	0.3	6.932	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	111	28			111				

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)	Unsignalised level of service
B-AC	179	45	661	0.271	179	0.3	0.4	7.459	A
C-AB	0	0	626	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	133	33			133				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	219	55	653	0.336	219	0.4	0.5	8.283	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	163	41			163				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	219	55	653	0.336	219	0.5	0.5	8.303	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
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)	Unsignalised level of service
B-AC	179	45	661	0.271	179	0.5	0.4	7.487	A
C-AB	0	0	626	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	133	33			133				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	150	37	667	0.225	150	0.4	0.3	6.974	A
C-AB	0	0	632	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	111	28			111				

2029 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Boyneswood Rd Bridge	T-Junction	Two-way	Two-way	Two-way		3.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	197	Stream B-AC	3.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Base + Committed	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Boyneswood Road S		ONE HOUR	✓	159	100.000
B - Boyneswood Road N		ONE HOUR	✓	145	100.000
C - Dummy Exit		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Boyneswood Road S	B - Boyneswood Road N	C - Dummy Exit
From	A - Boyneswood Road S	0	0	159
	B - Boyneswood Road N	0	0	145
	C - Dummy Exit	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Boyneswood Road S	B - Boyneswood Road N	C - Dummy Exit
From	A - Boyneswood Road S	0	0	5
	B - Boyneswood Road N	0	0	0
	C - Dummy Exit	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-AC	0.24	7.08	0.3	A	133	200
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					146	219

Main Results for each time segment

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)	Unsignalised level of service
B-AC	109	27	684	0.160	108	0.0	0.2	6.245	A
C-AB	0	0	629	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	120	30			120				

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)	Unsignalised level of service
B-AC	130	33	678	0.192	130	0.2	0.2	6.576	A
C-AB	0	0	623	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	143	36			143				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	668	0.239	159	0.2	0.3	7.068	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	175	44			175				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	668	0.239	160	0.3	0.3	7.076	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	175	44			175				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	130	33	678	0.192	131	0.3	0.2	6.588	A
C-AB	0	0	623	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	143	36			143				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	684	0.160	109	0.2	0.2	6.264	A
C-AB	0	0	629	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	120	30			120				

2029 Base + Committed + Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Boyneswood Rd Bridge	T-Junction	Two-way	Two-way	Two-way		5.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	114	Stream B-AC	5.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Boyneswood Road S		ONE HOUR	✓	151	100.000
B - Boyneswood Road N		ONE HOUR	✓	213	100.000
C - Dummy Exit		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Boyneswood Road S	B - Boyneswood Road N	C - Dummy Exit
From	A - Boyneswood Road S	0	0	151
	B - Boyneswood Road N	0	0	213
	C - Dummy Exit	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Boyneswood Road S	B - Boyneswood Road N	C - Dummy Exit
From	A - Boyneswood Road S	0	0	4
	B - Boyneswood Road N	0	0	3
	C - Dummy Exit	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-AC	0.36	8.63	0.6	A	195	293
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					139	208

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	666	0.241	159	0.0	0.3	7.082	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	114	28			114				

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)	Unsignalised level of service
B-AC	191	48	660	0.290	191	0.3	0.4	7.669	A
C-AB	0	0	625	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	136	34			136				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	235	59	652	0.360	234	0.4	0.6	8.602	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	166	42			166				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	235	59	652	0.360	235	0.6	0.6	8.628	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	166	42			166				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	48	660	0.290	192	0.6	0.4	7.702	A
C-AB	0	0	625	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	136	34			136				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	666	0.241	161	0.4	0.3	7.129	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	114	28			114				

2029 Base + Committed + Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Boyneswood Rd Bridge	T-Junction	Two-way	Two-way	Two-way		3.30	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	180	Stream B-AC	3.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base + Committed + Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Boyneswood Road S		ONE HOUR	✓	173	100.000
B - Boyneswood Road N		ONE HOUR	✓	152	100.000
C - Dummy Exit		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Boyneswood Road S	B - Boyneswood Road N	C - Dummy Exit
From	A - Boyneswood Road S	0	0	173
	B - Boyneswood Road N	0	0	152
	C - Dummy Exit	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Boyneswood Road S	B - Boyneswood Road N	C - Dummy Exit
From	A - Boyneswood Road S	0	0	5
	B - Boyneswood Road N	0	0	0
	C - Dummy Exit	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-AC	0.25	7.25	0.3	A	139	209
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					159	238

Main Results for each time segment

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)	Unsignalised level of service
B-AC	114	29	681	0.168	114	0.0	0.2	6.334	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	130	33			130				

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)	Unsignalised level of service
B-AC	137	34	674	0.203	136	0.2	0.3	6.693	A
C-AB	0	0	620	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	156	39			156				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	664	0.252	167	0.3	0.3	7.240	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	190	48			190				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	664	0.252	167	0.3	0.3	7.249	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	190	48			190				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	137	34	674	0.203	137	0.3	0.3	6.707	A
C-AB	0	0	620	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	156	39			156				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	29	681	0.168	115	0.3	0.2	6.356	A
C-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	130	33			130				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.0.1820

Filename: A31 Winchester Road_Boyneswood Road.j10
Path: T:\Projects\13000 Series\13450ITB Penilee, Medstead\Tech\Junction Assessments\Picady\Planning Application - 2024
Report generation date: 25/04/2024 16:16:44

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Base									
Stream B-AC	1.4	27.05	0.60	D	3.98	0.5	12.69	0.34	B	2.16
Stream C-AB	1.5	6.89	0.41	A		1.5	5.71	0.39	A	
	2029 Base + Committed									
Stream B-AC	2.2	37.29	0.70	E	5.56	0.6	13.93	0.38	B	2.60
Stream C-AB	2.0	7.58	0.47	A		1.9	6.36	0.46	A	
	2029 Base + Committed + Development									
Stream B-AC	2.6	42.86	0.74	E	6.54	0.7	14.50	0.40	B	3.00
Stream C-AB	2.1	7.79	0.48	A		2.3	7.09	0.51	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	A31 Winchester Road / Boyneswood Road
Location	Medstead
Site number	
Date	21/03/2024
Version	
Status	Existing
Identifier	
Client	Bargate Homes
Jobnumber	ITB13450
Enumerator	DM
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	00:00	01:30	15	✓
D2	2024 Base	PM	ONE HOUR	00:00	01:30	15	✓
D3	2029 Base + Committed	AM	ONE HOUR	00:00	01:30	15	✓
D4	2029 Base + Committed	PM	ONE HOUR	00:00	01:30	15	✓
D5	2029 Base + Committed + Development	AM	ONE HOUR	00:00	01:30	15	✓
D6	2029 Base + Committed + Development	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.98	A

Arms

Arms

Arm	Name	Description	Arm type
A	A31 Winchester Road (West)		Major
B	Boyneswood Road		Minor
C	A31 Winchester Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A31 Winchester Road (East)	8.20			83.1	✓	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)
Boyneswood Road	One lane	3.50	30	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	530	0.087	0.221	0.139	0.315
B-C	679	0.094	0.238	-	-
C-B	622	0.218	0.218	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A31 Winchester Road (West)		ONE HOUR	✓	814	100.000
Boyneswood Road		ONE HOUR	✓	177	100.000
A31 Winchester Road (East)		ONE HOUR	✓	671	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A31 Winchester Road (West)	Boyneswood Road	A31 Winchester Road (East)
From	A31 Winchester Road (West)	0	41	773
	Boyneswood Road	52	0	125
	A31 Winchester Road (East)	577	94	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A31 Winchester Road (West)	Boyneswood Road	A31 Winchester Road (East)
From	A31 Winchester Road (West)	0	3	4
	Boyneswood Road	3	0	3
	A31 Winchester Road (East)	5	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	0.60	27.05	1.4	D	162	244
C-AB	0.41	6.89	1.5	A	251	376
C-A					365	547
A-B					38	56
A-C					709	1064

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	33	425	0.313	131	0.0	0.4	12.180	B
C-AB	159	40	785	0.202	157	0.0	0.5	5.730	A
C-A	347	87			347				
A-B	31	8			31				
A-C	582	145			582				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	386	0.412	158	0.4	0.7	15.741	C
C-AB	228	57	828	0.275	227	0.5	0.8	6.000	A
C-A	375	94			375				
A-B	37	9			37				
A-C	695	174			695				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	195	49	328	0.595	192	0.7	1.4	26.030	D
C-AB	364	91	893	0.407	361	0.8	1.5	6.803	A
C-A	375	94			375				
A-B	45	11			45				
A-C	851	213			851				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	195	49	327	0.595	195	1.4	1.4	27.052	D
C-AB	366	91	895	0.409	365	1.5	1.5	6.887	A
C-A	373	93			373				
A-B	45	11			45				
A-C	851	213			851				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	385	0.413	162	1.4	0.7	16.299	C
C-AB	230	57	831	0.277	233	1.5	0.8	6.089	A
C-A	373	93			373				
A-B	37	9			37				
A-C	695	174			695				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	33	425	0.314	134	0.7	0.5	12.429	B
C-AB	160	40	786	0.204	161	0.8	0.5	5.800	A
C-A	345	86			345				
A-B	31	8			31				
A-C	582	145			582				

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A31 Winchester Road (West)		ONE HOUR	✓	642	100.000
Boyneswood Road		ONE HOUR	✓	134	100.000
A31 Winchester Road (East)		ONE HOUR	✓	791	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A31 Winchester Road (West)	Boyneswood Road	A31 Winchester Road (East)
From	A31 Winchester Road (West)	0	50	592
	Boyneswood Road	23	0	111
	A31 Winchester Road (East)	699	92	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A31 Winchester Road (West)	Boyneswood Road	A31 Winchester Road (East)
From	A31 Winchester Road (West)	0	0	1
	Boyneswood Road	0	0	0
	A31 Winchester Road (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.34	12.69	0.5	B	123	184
C-AB	0.39	5.71	1.5	A	273	409
C-A					453	680
A-B					46	69
A-C					543	815

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	25	506	0.199	100	0.0	0.2	8.834	A
C-AB	170	42	890	0.191	168	0.0	0.5	4.986	A
C-A	426	106			426				
A-B	38	9			38				
A-C	446	111			446				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	476	0.253	120	0.2	0.3	10.102	B
C-AB	247	62	950	0.260	245	0.5	0.8	5.124	A
C-A	465	116			465				
A-B	45	11			45				
A-C	532	133			532				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	148	37	431	0.342	147	0.3	0.5	12.618	B
C-AB	399	100	1036	0.385	396	0.8	1.4	5.654	A
C-A	472	118			472				
A-B	55	14			55				
A-C	652	163			652				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	148	37	431	0.342	148	0.5	0.5	12.689	B
C-AB	401	100	1038	0.386	401	1.4	1.5	5.707	A
C-A	470	118			470				
A-B	55	14			55				
A-C	652	163			652				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	476	0.253	121	0.5	0.3	10.172	B
C-AB	248	62	952	0.261	251	1.5	0.8	5.185	A
C-A	463	116			463				
A-B	45	11			45				
A-C	532	133			532				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	25	506	0.199	101	0.3	0.3	8.899	A
C-AB	171	43	891	0.192	172	0.8	0.5	5.035	A
C-A	424	106			424				
A-B	38	9			38				
A-C	446	111			446				

2029 Base + Committed , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Base + Committed	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A31 Winchester Road (West)		ONE HOUR	✓	849	100.000
Boyneswood Road		ONE HOUR	✓	199	100.000
A31 Winchester Road (East)		ONE HOUR	✓	703	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A31 Winchester Road (West)	Boyneswood Road	A31 Winchester Road (East)
From	A31 Winchester Road (West)	0	45	804
	Boyneswood Road	57	0	142
	A31 Winchester Road (East)	600	103	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A31 Winchester Road (West)	Boyneswood Road	A31 Winchester Road (East)
From	A31 Winchester Road (West)	0	3	4
	Boyneswood Road	3	0	3
	A31 Winchester Road (East)	5	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	0.70	37.29	2.2	E	183	274
C-AB	0.47	7.58	2.0	A	290	435
C-A					355	533
A-B					41	62
A-C					738	1107

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	150	37	418	0.358	148	0.0	0.5	13.194	B
C-AB	180	45	793	0.227	178	0.0	0.6	5.853	A
C-A	349	87			349				
A-B	34	8			34				
A-C	605	151			605				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	179	45	377	0.475	178	0.5	0.9	17.954	C
C-AB	262	65	839	0.312	260	0.6	0.9	6.237	A
C-A	370	93			370				
A-B	40	10			40				
A-C	723	181			723				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	219	55	315	0.696	214	0.9	2.0	34.427	D
C-AB	424	106	907	0.467	420	0.9	1.9	7.440	A
C-A	350	88			350				
A-B	50	12			50				
A-C	885	221			885				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	219	55	314	0.698	219	2.0	2.2	37.287	E
C-AB	427	107	910	0.469	426	1.9	2.0	7.577	A
C-A	347	87			347				
A-B	50	12			50				
A-C	885	221			885				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	179	45	376	0.476	184	2.2	0.9	19.162	C
C-AB	264	66	843	0.314	268	2.0	1.0	6.368	A
C-A	368	92			368				
A-B	40	10			40				
A-C	723	181			723				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	150	37	418	0.359	151	0.9	0.6	13.575	B
C-AB	182	46	795	0.229	184	1.0	0.6	5.937	A
C-A	347	87			347				
A-B	34	8			34				
A-C	605	151			605				

2029 Base + Committed , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Base + Committed	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A31 Winchester Road (West)		ONE HOUR	✓	670	100.000
Boyneswood Road		ONE HOUR	✓	146	100.000
A31 Winchester Road (East)		ONE HOUR	✓	831	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A31 Winchester Road (West)	Boyneswood Road	A31 Winchester Road (East)
From	A31 Winchester Road (West)	0	55	615
	Boyneswood Road	25	0	121
	A31 Winchester Road (East)	727	104	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A31 Winchester Road (West)	Boyneswood Road	A31 Winchester Road (East)
From	A31 Winchester Road (West)	0	0	1
	Boyneswood Road	0	0	0
	A31 Winchester Road (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	13.93	0.6	B	134	201
C-AB	0.46	6.36	1.9	A	326	489
C-A					437	655
A-B					50	76
A-C					564	847

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	27	500	0.220	109	0.0	0.3	9.188	A
C-AB	199	50	901	0.221	197	0.0	0.6	5.110	A
C-A	426	107			426				
A-B	41	10			41				
A-C	463	116			463				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	33	467	0.281	131	0.3	0.4	10.684	B
C-AB	293	73	965	0.303	291	0.6	0.9	5.366	A
C-A	454	114			454				
A-B	49	12			49				
A-C	553	138			553				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	40	419	0.383	160	0.4	0.6	13.824	B
C-AB	481	120	1056	0.456	477	0.9	1.9	6.272	A
C-A	434	108			434				
A-B	61	15			61				
A-C	677	169			677				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	40	419	0.384	161	0.6	0.6	13.935	B
C-AB	484	121	1058	0.458	484	1.9	1.9	6.364	A
C-A	431	108			431				
A-B	61	15			61				
A-C	677	169			677				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	33	467	0.281	132	0.6	0.4	10.783	B
C-AB	296	74	968	0.305	299	1.9	1.0	5.455	A
C-A	452	113			452				
A-B	49	12			49				
A-C	553	138			553				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	27	499	0.220	110	0.4	0.3	9.269	A
C-AB	202	50	903	0.223	203	1.0	0.6	5.174	A
C-A	424	106			424				
A-B	41	10			41				
A-C	463	116			463				

2029 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base + Committed + Development	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A31 Winchester Road (West)		ONE HOUR	✓	849	100.000
Boyneswood Road		ONE HOUR	✓	213	100.000
A31 Winchester Road (East)		ONE HOUR	✓	706	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A31 Winchester Road (West)	Boyneswood Road	A31 Winchester Road (East)
From	A31 Winchester Road (West)	0	45	804
	Boyneswood Road	59	0	154
	A31 Winchester Road (East)	600	106	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A31 Winchester Road (West)	Boyneswood Road	A31 Winchester Road (East)
From	A31 Winchester Road (West)	0	3	4
	Boyneswood Road	3	0	3
	A31 Winchester Road (East)	5	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	0.74	42.86	2.6	E	195	293
C-AB	0.48	7.79	2.1	A	298	447
C-A					350	524
A-B					41	62
A-C					738	1107

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	420	0.381	158	0.0	0.6	13.596	B
C-AB	185	46	793	0.234	183	0.0	0.6	5.901	A
C-A	346	87			346				
A-B	34	8			34				
A-C	605	151			605				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	48	379	0.505	190	0.6	1.0	18.898	C
C-AB	269	67	839	0.321	268	0.6	1.0	6.320	A
C-A	365	91			365				
A-B	40	10			40				
A-C	723	181			723				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	235	59	317	0.740	229	1.0	2.5	38.525	E
C-AB	436	109	907	0.481	432	1.0	2.0	7.636	A
C-A	341	85			341				
A-B	50	12			50				
A-C	885	221			885				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	235	59	316	0.742	234	2.5	2.6	42.855	E
C-AB	439	110	910	0.483	439	2.0	2.1	7.787	A
C-A	338	85			338				
A-B	50	12			50				
A-C	885	221			885				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	48	378	0.506	198	2.6	1.1	20.587	C
C-AB	272	68	843	0.323	276	2.1	1.0	6.462	A
C-A	363	91			363				
A-B	40	10			40				
A-C	723	181			723				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	420	0.382	162	1.1	0.6	14.054	B
C-AB	188	47	795	0.236	189	1.0	0.6	5.989	A
C-A	344	86			344				
A-B	34	8			34				
A-C	605	151			605				

2029 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base + Committed + Development	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A31 Winchester Road (West)		ONE HOUR	✓	672	100.000
Boyneswood Road		ONE HOUR	✓	153	100.000
A31 Winchester Road (East)		ONE HOUR	✓	843	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A31 Winchester Road (West)	Boyneswood Road	A31 Winchester Road (East)
From	A31 Winchester Road (West)	0	57	615
	Boyneswood Road	26	0	127
	A31 Winchester Road (East)	727	116	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A31 Winchester Road (West)	Boyneswood Road	A31 Winchester Road (East)
From	A31 Winchester Road (West)	0	0	1
	Boyneswood Road	0	0	0
	A31 Winchester Road (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	14.50	0.7	B	140	211
C-AB	0.51	7.09	2.3	A	364	546
C-A					410	615
A-B					52	78
A-C					564	847

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	29	499	0.231	114	0.0	0.3	9.330	A
C-AB	222	56	901	0.247	220	0.0	0.7	5.283	A
C-A	412	103			412				
A-B	43	11			43				
A-C	463	116			463				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	466	0.295	137	0.3	0.4	10.930	B
C-AB	327	82	965	0.339	325	0.7	1.1	5.651	A
C-A	431	108			431				
A-B	51	13			51				
A-C	553	138			553				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	42	417	0.404	167	0.4	0.7	14.360	B
C-AB	537	134	1056	0.509	532	1.1	2.3	6.943	A
C-A	391	98			391				
A-B	63	16			63				
A-C	677	169			677				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	42	417	0.404	168	0.7	0.7	14.499	B
C-AB	542	135	1059	0.512	541	2.3	2.3	7.091	A
C-A	387	97			387				
A-B	63	16			63				
A-C	677	169			677				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	465	0.296	139	0.7	0.4	11.043	B
C-AB	330	83	969	0.341	335	2.3	1.1	5.776	A
C-A	427	107			427				
A-B	51	13			51				
A-C	553	138			553				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	29	498	0.231	116	0.4	0.3	9.422	A
C-AB	225	56	903	0.249	227	1.1	0.7	5.360	A
C-A	410	102			410				
A-B	43	11			43				
A-C	463	116			463				

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