



**GRAINGER PLC
RESIDENTIAL DEVELOPMENT BLUE
STAR LAND
WATERLOOVILLE**

TRANSPORT ASSESSMENT

MAY 2023



the journey is the reward

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Prepared by:	RK/NE
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Grainger Plc
Residential Development Blue Star Land
Waterlooville
Transport Assessment

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APPENDIX A: Survey Results
APPENDIX B: TRICS Outputs
APPENDIX C: ARCADY Output
APPENDIX D: PICADY Output

1 Introduction

- 1.1 Mayer Brown Limited has been appointed by Grainger Plc to prepare a Transport Assessment (TA) in relation to the outline application for the proposed residential development at land known as Blue Star Land, Waterlooville.
- 1.2 The development proposals comprise the construction of up to 90 new residential dwellings with an associated vehicular access from Laxton Leaze, internal landscaping and parking.
- 1.3 The application site is located within Havant Borough Council (HBC) and Hampshire County Council (HCC). In accordance with HCC requirements (available on the HCC website), the size of the proposed development (more than 50 dwellings) warrants production of a Transport Assessment (TA) and Travel Plan (TP). A TP for the proposed development will be prepared and will be submitted alongside the TA as part of the outline planning application.
- 1.4 The site is situated directly adjacent to the Berewood Development Site, which has existing planning consent for a total of 2,650 dwellings and 19.25ha employment. The principle for residential land use is therefore well established in the area.
- 1.5 The contents of the TA are set out below:
 - Existing Site Context
 - Development Proposals
 - Planning Policy Background
 - Site Accessibility
 - Trip Generation
 - Traffic Impact
 - Accident Analysis
 - Mitigation
 - Summary and Conclusion

2 Existing Site Context

Site Location

- 2.1 The application site is located directly adjacent to the A3 Maurepas Way. The built-up area of Waterlooville borders the eastern boundary of the site with the town centre immediately to the east.
- 2.2 The location of the site in relation to the local highway network is shown in **Figure 2.1**.



Figure 2.1: Local Site Location

(Source: OpenStreetMap Contributors)

- 2.3 The location of the site in relation to the wider highway network is shown in **Figure 2.2**.

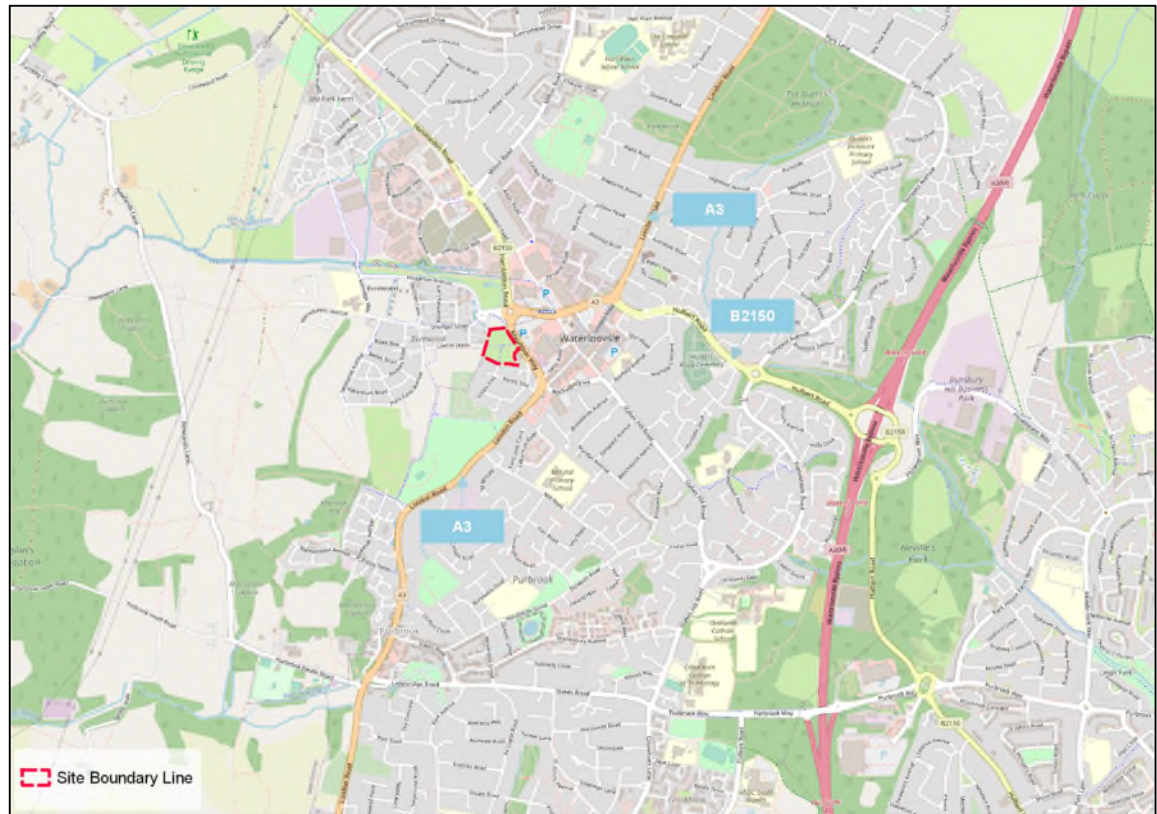


Figure 2.2: Wider Site Location

(Source: OpenStreetMap Contributors)

- 2.4 **Figures 2.1 and 2.2** indicate that the site is in close proximity to the A3 Maurepas Way and the B2150 Hambledon Road. Maurepas Way continues east towards the B2150 Hulbert Road which provides access to the A3(M). The A3 also continues north on London Road towards Horndean and south towards Purbook and Cosham, before connecting with the M27 for Southampton. The B2150 Hambledon Road heads north towards Denmead and Hambledon.

- 2.5 The site can be accessed on foot via the A3 Maurepas Way or Laxton Leaze

Existing Site

- 2.6 The existing site is currently an undeveloped parcel of land. It is bordered to the north by further green land, to the west by Maurepas Way, to the south by WaterlooVille Fire Station and residential properties, and to the east by Phase 3B of the Berewood development, also known as Larkfields.
- 2.7 The site presently provides a shared cycleway/footway connection from Maurepas Way through to the Larkfields development, with a separate shared facility branch to Forest End in the south.

- 2.8 A toucan crossing is present on Maurepas Way adjacent to the shared cycleway/footway connection through the site.
- 2.9 The development site lies in close proximity to Waterloooville town centre and therefore benefits from good pedestrian and cycle connections to and from this location.

3 Development Proposals

- 3.1 The development proposals comprise the construction of up to 90 new residential dwellings with associated vehicular access from Laxton Leaze via Houghton Avenue, internal landscaping and parking.

Access Arrangements

- 3.2 Access to the site will be gained through the Berewood Development via the A3 Maurepas Way / Hambledon Road / Houghton Avenue roundabout and subsequently the Grainger Street / Houghton Avenue roundabout.
- 3.3 Laxton Leaze forms an existing priority junction with Grainger Street into Phase 1 of the Berewood Development.
- 3.4 It is proposed that vehicular access to the application site is to be from Laxton Leaze. There will be a continuation of Laxton Leaze into the site past its junction with Peasgood Lane. Footways will be provided on the access into the site.
- 3.5 A secondary access, designed for use by pedestrians and cycles will also provide an emergency access for the development from Ellisons Crescent.
- 3.6 A pedestrian and cycle link will be maintained through to the A3 Maurepas Way and south to Forest End.
- 3.7 **Figure 3.1** illustrates a concept accessibility plan.



Figure 3.1: Concept Accessibility Plan

Parking Provision

Vehicle Parking

- 3.8 Havant Borough Council set out their parking provision requirements in their Parking Supplementary Planning Document (July 2016, partially updated September 2019). The parking standards for C3 use are set out in **Table 3.1** for the Waterlooville Town Centre zone. The Waterlooville Town Centre zone is considered appropriate for the development site due to its location and close proximity to the town centre area along with the good level of accessibility experienced by the site with regard to access to public transport facilities and the use of alternative modes of transport which is detailed further in section 5 of this report. The development will also have an active Travel Plan which will seek to reduce single occupant car trips from the development and promote alternative modes of transport to the private car.

Size of Dwelling	Maximum Car Parking Requirement Waterlooville Town Centre
1 Bed Unit	1 space
2 Bed Unit	1 space
3 Bed Unit	2 spaces
4+ Bed Unit	2 spaces

Table 3.1: Havant Borough Council Vehicle Parking Standards

- 3.9 The supplementary planning document (SPD) also sets out that an additional 20% of unallocated parking for visitors should be accommodated.
- 3.10 Car parking will be provided on site in line with the requirements set out in **Table 3.1** for the Waterlooville Town Centre zone.

Cycle Parking

- 3.11 The Parking SPD also provides Havant's cycle parking and storage requirements, set out in **Table 3.2**.

Size of Dwelling	Long Stay	Short Stay
1 Bed Unit	1 space per unit	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard.
2 Bed Unit	2 spaces per unit	
3 Bed Unit	2 spaces per unit	
4+ Bed Unit	2 spaces per unit	

Table 3.2: Havant Borough Council Cycle Parking Standards

- 3.12 The proposed development will provide for long stay parking in the form of sheds in the back gardens of dwellings. Short stay cycle parking will also be provided in line with **Table 3.2** and will be provided within the gardens of houses and in the form of Sheffield stands for flats.

EV Charging

- 3.13 EV charge points will be installed as per current guidelines.

Delivery and Servicing Arrangement

- 3.14 As previously stated, the proposed internal highway arrangement will be designed to ensure that a refuse vehicle can enter and exit the site in forward gear, with turning heads provided in various locations to allow a refuse vehicle to carry out a standard 3-point turn manoeuvre.

4 Planning Policy Background

4.1 This section of the TA will review the planning policies relevant to highways and transport and consideration will be given to guidance contained in the following policy documents:

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)
- Hampshire Local Transport Plan 2011-2031 and draft of the Emerging Fourth Local Transport Plan (LTP4, April 2022)
- Hampshire Technical Guidance Notes detailing the adoptable standards within Hampshire
- Havant Borough Local Plan (Core Strategy) adopted March 2011
- Havant Borough Council Parking Supplementary Planning Document (July 2016, partially updated September 2019)

National Guidance

[National Planning Policy Framework \(NPPF\)](#)

- 4.2 National planning policy for England is set out within the National Planning Policy Framework (NPPF), which was formally adopted in March 2012, and most recently updated in July 2021. The NPPF sets out the government's planning policies and how it is expected they will be applied, providing a framework from which councils can produce their own planning guidance.
- 4.3 The NPPF focuses on the need to achieve sustainable development within the three dimensions of economic, social, and environmental. Clear support is provided for a number of sustainable transport policies, including supporting sustainable development, reducing the need to travel, and promoting sustainable transport that can be used instead of a car.
- 4.4 The Framework recommends that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes"* as *"this can help reduce congestion and emissions, and improve air quality and public health"* (NPPF, page 31, paragraph 105). For all development proposals, *"opportunities to promote sustainable transport"* should be taken advantage of, based on the type of development and its location (NPPF, page 33, paragraph 110).

- 4.5 Effective transport planning is important when seeking optimal sustainability, and the NPPF acknowledges this within a series of criteria which should be met by new developments:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”*

(NPPF, page 31, paragraph 104)

- 4.6 Furthermore, within section 9 which relates specifically to promoting sustainable transport, it is stated that applications should:

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

(NPPF, page 33, paragraph 112)

- 4.7 This report will demonstrate that the proposed development has been designed to accommodate servicing and deliveries, supports the movement of pedestrians, cyclists and people with disabilities through street design, and will incorporate facilities for charging electric vehicles. The site is well located for access to sustainable transport options and for access to amenities in the local area of Waterlooville, reducing the need for vehicle use at the site. The development will provide links to local footways, improving the pedestrian permeability of the area.

- 4.8 Finally:

- a. *“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposals can be assessed.”*

(NPPF, page 34, paragraph 113).

- 4.9 A travel plan will be submitted alongside this transport assessment.

[National Planning Practice Guidance \(NPPG\)](#)

- 4.10 The NPPG (March 2014) brings together planning guidance for England across all disciplines to provide a clear link between guidance and the aims and objectives of the NPPF. The guidance on Travel Plans, Transport Assessments and Statements sets out that:

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements” Paragraph 002

“Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework.” Paragraph 005

Local Policy

[Hampshire Draft Emerging Local Transport Plan \(LTP4\) – 2022-2050](#)

- 4.11 The current Local Transport Plan (LTP3) was developed in 2011 and the new draft Local Plan (LTP4) sets out the County Council's proposed key policies and priorities for transport within Hampshire, looking ahead to 2050.

4.12 The LTP4 vision is as follows:

“A carbon neutral, resilient and inclusive, transport system designed around people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire’s unique environment”

4.13 The LTP4 also sets out two guiding principles:

“Guiding Principle 1 – Significantly reduce dependency on the private car. Guiding Principle 2 – Provide a transport system that promotes high quality, prosperous places and puts people first”

4.14 The Transport Assessment will illustrate the highly accessible location of the site and the Travel Plan will set out a number of mitigation measures, contributing to a reduction in the dependency on the private car at the site.

4.15 Hampshire have also published a series of Technical Guidance Notes which detail the adoptable standards within Hampshire and informs developers of what the council will accept on the highway network early in the design proposal stage.

[Havant Borough Council’s Adopted Local Plan \(2011\)](#)

4.16 The adopted Local Plan is made up of the Core Strategy 2011 – 2026 and 2014-2026 Allocations document, which are the principal documents outlining how planning will be managed in the borough until 2026.

4.17 Policy CS20 of the Core Strategy relates to ‘Transport and Access Strategy’ and states:

“Development will be permitted that:

- Is consistent with and contributes to the implementation of the ‘Reduce, Manage and Invest’ strategy.*
- Does not increase congestion and promotes better use of existing transport networks.*
- Improves accessibility to goods, services and employment and promotes equality in the transport system.*
- Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.*
- Ensures that highway design respond positively to the characteristics of the area and delivers a high quality public realm for all users.*

- *Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate”.*

[Havant Borough Council's Parking Supplementary Planning Document \(July 2016, partially updated in 2019\)](#)

- 4.18 Car and Cycle parking standards for new residential development are provided within HBC's Parking Standards SPD. **Table 4.1** details the car and cycle parking standards for C3 residential dwellings.

Size of Dwelling	Maximum Car Parking Requirement – Waterlooville Town Centre Zone		Cycle Parking/Storage Provision
	Dwelling Houses Private Parking (allocated)	Dwelling Houses Shared /Communal Parking (unallocated)	Long Stay
1 Bed Unit	1 space	0.6 spaces	1 space per unit
2 Bed Unit	1 space	1 space	2 spaces per unit
3 Bed Unit	2 spaces	1.4 spaces	2 spaces per unit
4+ Bed Unit	2 spaces	1.8 spaces	2 spaces per unit

Table 4.1: HBC Parking Standards – Waterlooville Town Centre Zone

- 4.19 It should also be noted that in larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard.

Summary

- 4.20 National, regional, and local planning policy has been consulted in relation to the proposals described in this assessment.
- 4.21 This assessment ensures the development proposals are compliant with NPPF, NPPG, Hampshire LTP4, Havant Borough Council Adopted Local Plan (2011) and Havant Borough Council's Parking SPD (2016) criteria.

5 Site Accessibility

- 5.1 As with any new development it is important to demonstrate that it complies with national, regional and local government policies which focus on encouraging alternative means of travel in order to reduce reliance on the private car.
- 5.2 There is significant potential for trips to be made to the new residential development by alternative travel modes. This section sets out details of the accessibility of the site by these modes of transport.

Accessibility by Foot

- 5.3 The site benefits from very good accessibility to the surrounding area and WaterlooVille town centre. Footways and pedestrian crossing facilities are provided throughout the vicinity, including to the nearby bus stops.
- 5.4 Pedestrian accessibility to the bus network from the site is achievable through the wide footways on both sides of the roads in the vicinity, with multiple suitable crossing points providing access to the bus stops on either side of London Road.
- 5.5 A shared cycleway/footway is provided through the site from the A3 Maurepas Way to the Larkfields Development in the west and the residential properties on Forest End to the South. **Figure 5.1** illustrates the shared facility from the perspective of Laxton Leaze.



Figure 5.1: Shared Footway/Cycleway through the Site

- 5.6 The A3 Maurepas Way forms the eastern border of the site and features two toucan crossings to facilitate safe onward travel of pedestrians and cyclists. From the shared cycleway/footway within the site, pedestrians can cross immediately over Maurepas Way and access an Asda Superstore and WaterlooVille Area Community Centre.
- 5.7 Pedestrians can also cross Maurepas Way further south and continue directly on into WaterlooVille Town Centre via Swiss Road.
- 5.8 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot (2000) suggests acceptable walking distances for pedestrians without a mobility impairment to access local amenities and key services. Table 3.2 of the document refers to preferred maximum walking distances of 800m to town centres, 2km for commuting/schools and 1.2km elsewhere.
- 5.9 **Figure 5.2** provides an illustration of walking isochrones from the site.

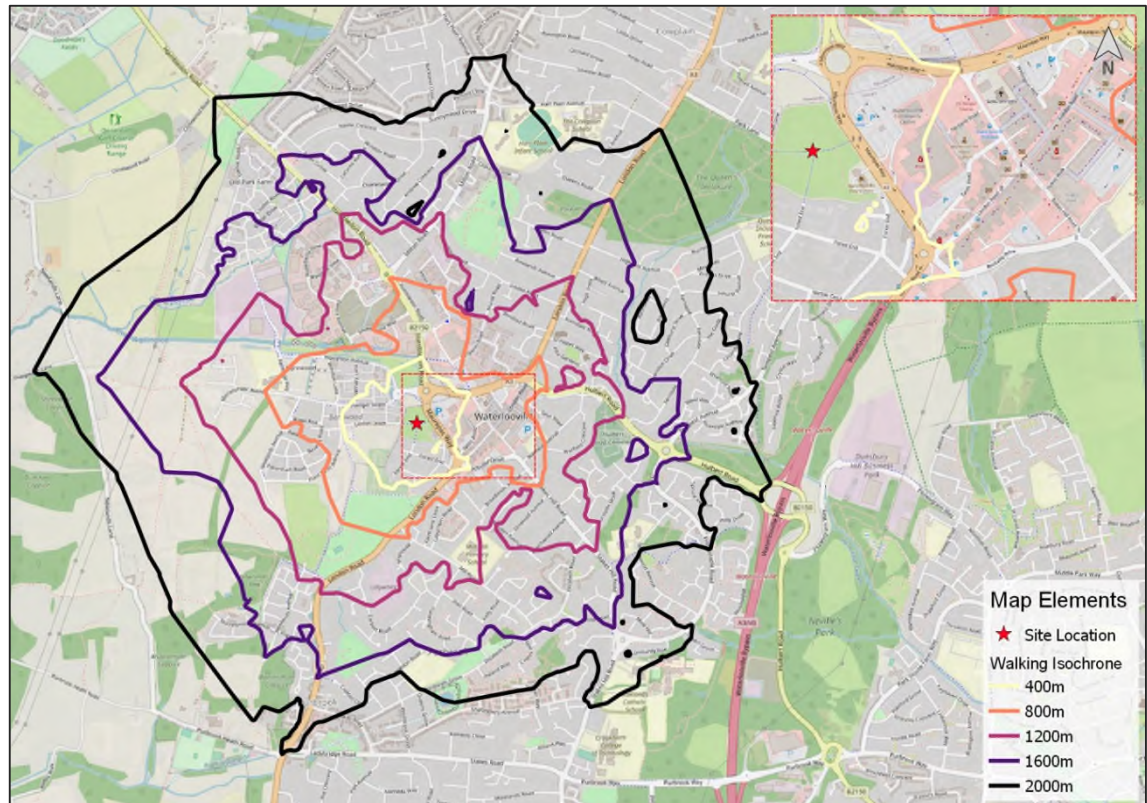


Figure 5.2: 2000m Walking Isochrone

(Source: OpenStreetMap Contributors)

- 5.10 **Figure 5.2** indicates that a significant number of local amenities are located within a 400m walking distance of the site, while nearly the entirety of Waterlooville Town Centre is located within an 800m walking distance of the site. This therefore includes amenities such as access to food, pharmacies, cash, leisure and community facilities and health services.
- 5.11 Additionally, Berewood primary school is located approximately 600m away from the western site access point via Laxton Leaze. Woodberry Day Nursery is located approximately 445m away from the site and The Waterloo School approximately 800m away.
- 5.12 The site is therefore well located for access to local amenities on foot.

Accessibility by Bicycle

- 5.13 As previously noted, a shared cycleway/footway currently exists within the site and connects to the shared facility on the A3 Maurepas Way.

- 5.14 **Figure 5.2** provides an extract from OpenStreetMap indicating the cycle facilities in proximity to the site, which is marked by a red star.

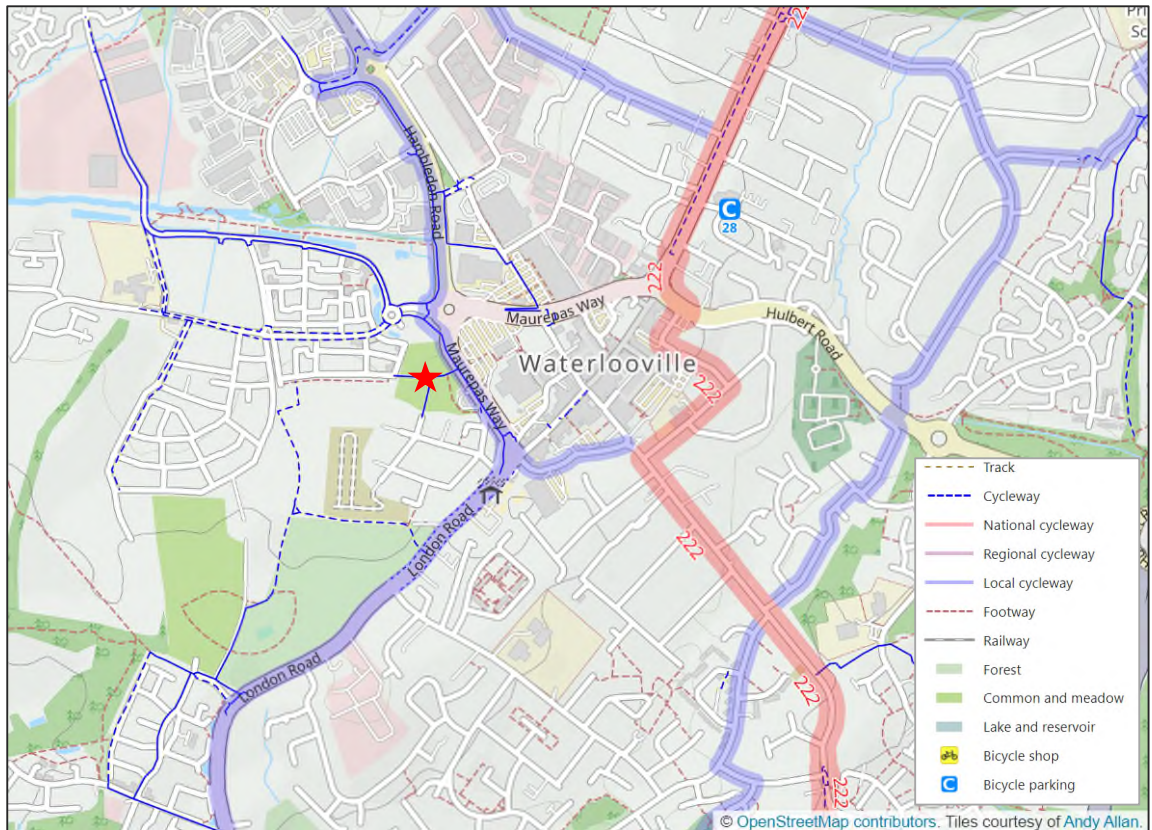


Figure 5.3: Cycle Facilities in Proximity to the Site

- 5.15 **Figure 5.3** indicates that the site is in close proximity to the local cycleway provided on Maurepas Way, London Road, and Hambledon Road. The local cycleway connects to National Cycleway 222 (NCN222) which is located to the east of Waterloooville town centre and connects Portsmouth with Petersfield via Waterloooville.
- 5.16 A designated cycle crossing facility is provided on the A3 London Road just before the roundabout with Maurepas way, as illustrated by **Figure 5.4**.



Figure 5.4: Cycle Crossing Facility on A3 London Road (Source: Google Imagery)

- 5.17 The easy accessibility of local and national cycle routes to and from the site encourages cycling as a sustainable mode of transport to enable access to a wide variety of locations through suitable cycle routes.

Accessibility by Public Transport

- 5.18 Accessibility to local public transport, i.e. bus and rail, has been assessed to ensure the proposed development will enable future residents to access and utilise non-car travel modes when undertaking trips to and from the site.

Accessibility to the Bus Network

- | | |
|------|---|
| 5.19 | The closest bus stops to the site are the Victoria Road stops located on London Road, approximately 310m away from the site or a 3.5-minute walk assuming a comfortable walking pace of 80m/minute. |
| 5.20 | Additionally, the Winston Lane stops located on Grainger Street are also located 310m away. |
| 5.21 | Tables 5.1 and 5.2 summarise the nearest bus stops and services to the site. |

Stop Name / Location	Distance from the Site	Service(s)	Bus Stop Facilities
Victoria Road Stop D	310m	8 theSTAR, 37, 39, 637, D1, D2	Flagpole, Timetable, Bin, Raised Kerb
Victoria Road Stop E	350m		Flagpole, Shelter, Seating, Timetable, Bin, Raised Kerb
Winston Lane Westbound	310m	D1, D2	Flagpole, Raised Kerb
Winston Lane Eastbound	330m		Shelter, Seating, Bin, Flagpole, Raised Kerb
Parkwood Centre Stops	320m	39, 654, D1, D2, 7 theSTAR	Shelter, Seating, Flagpole, Timetable

Table 5.1: Bus Stops Accessible from the Site

Service	Route	Peak Frequency		
		Weekday	Saturday	Sunday
37	Havant – Waterlooville – Clanfield – Petersfield	1 per hour	1 per hour	No Service
39	Havant – Leigh Park – Waterlooville – Wecock Farm	4 per hour	4 per hour	1 per hour
637	Havant – Petersfield	School Service	No Service	No Service
654	Hambledon – Havant Campus	School Service	No Service	No Service
D1	Waterlooville Precinct – Hambledon, The Gardens	Every 2 hours	Every 2 hours	No Service
D2	Waterlooville - Denmead	Every 2 hours	Every 2 hours	No Service
7	The Hard/Gunwharf - Wecock Farm, Blackbird Close	3 per hour	3 per hour	2 per hour
8	The Hard/Gunwharf – Portsmouth International Port – Cosham – Waterlooville - Clanfield	3 per hour	2 per hour	2 per hour

Table 5.2: Bus Routes Accessible from the Site

5.22 **Table 5.2** indicates that there are frequent bus services accessible from the site to destinations across the local area and wider Hampshire.

Accessibility to the Rail Network

- 5.23 The nearest rail station to the application site is Bedhampton in Havant, over 4km away as the crow flies and Havant station is also just over 5km from the site. Multiple buses accessible from the Victoria Road bus stops terminate in Havant.
- 5.24 Bedhampton station provides cycle storage for 20 cycles, while Havant station provides storage for up to 92 cycles. Both stations operate on the Southern mainline, which provides access to destinations such as London Waterloo, Portsmouth Harbour, Brighton, Littlehampton and Southampton Central.
- 5.25 Furthermore, the number 8 bus provides access to Portsmouth Harbour, which serves the Great Western Railway, Southern and Southwestern Railway services.

Summary

- The site benefits from connection to the adjacent pedestrian infrastructure, with footways on both sides of the surrounding roads, regularly spaced street lighting, dropped kerbs and tactile paving, and signalised toucan crossings in the vicinity of the site, which contribute to the safe permeability of pedestrians throughout the local area;
- The site benefits from direct access to local cycle routes which also connect to National Cycle Route 222;
- The site benefits from frequent bus services available from bus stops located within 350m of the site enabling access to destinations across Havant and Hampshire; and
- Bedhampton and Havant Railway stations can be accessed via bus or cycle, providing access to the Southern mainline to destinations such as London Waterloo and Portsmouth.

6 Trip Generation

Existing Traffic Flows

6.1 The existing traffic flows at the junctions in the vicinity of the site have been obtained from classified turning count surveys undertaken at the following junctions between the following hours:

- Maurepas Way Roundabout – May 2022 – Between 06:30-10:30 and 15:30 – 19:30
- Houghton Avenue/Grainger Street Roundabout – February 2023 – Between 06:30 to 10:00 and 15:30 to 19:00
- Grainger Street/Ellisons Crescent priority junction – February 2023 – Between 06:30 to 10:00 and 15:30 to 19:00
- Grainger Street/Laxton Leaze priority junction – February 2023 – Between 06:30 to 10:00 and 15:30 to 19:00

6.2 The survey results are provided in detail at **Appendix A**. The peak hours have been identified as 08:00-09:00 for the AM peak and 16:30-17:30 for the PM peak. The observed traffic flows are provided in **Diagram 1.1** and **Diagram 1.2** for the AM and PM peak hours respectively.

Background Traffic Growth

6.3 TEMPro local growth factors have been applied to the 2022/2023 observed traffic flows to predict the level of base traffic for the assessment years, 2024 for the anticipated year of opening of the development and 2028 for the future year (five years after registration of the planning application). The growth factors have been sourced through the National Transport Model (NTM) data within the TEMPRO software package using TEMPRO 8.0 datasets for the geographical area of Havant 004 (E02004765), using Core Strategy scenario. **Table 6.1** details the TEMPro growth factors.

Geographical Area	Year	Peak Period	TEMPro Growth Factor
E02004765 Havant 004	2022-2023	AM Peak	1.0139
		PM Peak	1.0122
	2022-2028	AM Peak	1.0357
		PM Peak	1.0323
	2023-2024	AM Peak	1.0069
		PM Peak	1.0061
	2023-2028	AM Peak	1.0285
		PM Peak	1.0260

Table 6.1: TEMPro Growth Factors

- 6.4 The 2024 traffic flows (opening year) are detailed in **Diagrams 1.3** and **1.4** for the AM and PM peak hours respectively.
- 6.5 The 2028 traffic flows (five years after submission) are detailed in **Diagrams 1.5** and **1.6** for the AM and PM peak hours respectively.

Committed Developments

- 6.6 For the purpose of this assessment the committed development has been assumed to be the remaining Berewood development still to be built out and occupied.
- 6.7 The number of trips resulting from the undeveloped dwellings and employment land have been calculated based on the trip rates detailed within the 2010 TA for the original outline planning application for a total of 2,650 dwellings.
- 6.8 At the time of the traffic surveys at the Maurepas Way Roundabout, in June 2022, a total of 1,026 dwellings and approximately 16% of the employment area was occupied. This results in a shortfall of 1,624 dwellings and 84% of the employment area when compared to the full development of the consented development.

Residential Development

- 6.9 The trip rates from the 2010 TA have been used to obtain a forecast for the undeveloped dwellings, the trip rates and resulting number of trips are detailed in **Table 6.2** and **Table 6.3** respectively.

Peak	Average Trip Rates from 2010 TA		
	Residential		
	Arrivals	Departures	Total
AM Peak	0.116	0.305	0.421
PM Peak	0.288	0.160	0.448

Table 6.2: Residential Trip Rates

(ref: Table 7.5 Total Target Residential Vehicle Trip Generation, 2010 TA)

Peak	Residential Trip Generation (1,624 undeveloped Dwellings)		
	Arrivals	Departures	Total
AM Peak	188	495	684
PM Peak	468	260	728

Table 6.3: Forecast Residential Trips – Undeveloped 1,624 Dwellings

Employment Development

- 6.10 In order to obtain the existing number of trips associated with the employment development a series of Automatic Traffic Counters (ATC) were placed on the accesses to the Proxima Park Business Park, located within the Berewood development. From

these surveys the number of existing trips was obtained for the occupied units within the Proxima Park Business Park.

6.11 **Table 6.4** provides details of the existing trip generation from the Proxima Park.

Peak	Observed Employment Trip Generation		
	Arrivals	Departures	Total
AM Peak	26	14	40
PM Peak	8	86	94

Table 6.4: 2022 Observed Employment Trips

6.12 The predicted trip generation for the total employment units has been obtained by using trip rates from the 2010 TA, assuming the same B8/B1 split as for the occupied units. The employment trip rates obtained from the 2010 TA are detailed in **Table 6.5** for information.

Land Use	Employment Trip Rates (per 100sq.m)					
	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
B1	1.193	0.145	1.338	0.122	0.826	0.948
B8	0.099	0.054	0.153	0.054	0.107	0.161

Table 6.5: Forecast Total Employment Trips

(ref: Table 7.10 Total Target Employment Vehicle Trip Generation, 2010 TA)

6.13 The resulting total employment trips are detailed in **Table 6.6**.

Peak	Forecast Total Employment Trip Generation		
	Arrivals	Departures	Total
AM Peak	118	30	148
PM Peak	28	96	124

Table 6.6: Forecast Total Employment Trips

6.14 The resulting undeveloped employment trips are detailed in **Table 6.7**.

Peak	Forecast Undeveloped Employment Trip Generation		
	Arrivals	Departures	Total
AM Peak	92	16	108
PM Peak	20	10	30

Table 6.7: Total Forecast Undeveloped Employment Trips

Assignment

6.15 The vehicular trips resulting from the undeveloped residential dwellings has been assigned to the local highway network based on the distribution obtained from the modelled traffic flows contained within the 2010 TA. Access to the undeveloped

employment land has been assumed to be via the main access via the Maurepas Way Roundabout. The resulting vehicular trips for the undeveloped land split by access junction are detailed in **Table 6.8**.

Peak	Forecast Traffic Flows – Undeveloped Dwellings and Employment					
	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
MDA Northern Access	30	57	87	56	47	102
MDA Main Access	201	134	335	132	59	190
MDA Milk Lane Access	0	16	16	4	4	8
MDA Southern Access	50	304	354	297	161	457
Total	280	511	791	488	270	758

Table 6.8: Total Forecast Undeveloped Residential and Employment Trips

- 6.16 For the purpose of this assessment the additional committed development trips have been applied to the local highway network at the main Berewood access as detailed in **Table 6.7**.
- 6.17 The committed development traffic flows are detailed in **Diagram 1.7** and **Diagram 1.8** for the AM and PM peak respectively.

Proposed Development Trip Generation

- 6.18 For the purpose of this assessment a comparison has been made between the historically approved trips rates which formed the basis for the outline application and up to date trip rates obtained from the TRICS database.

Historically Approved Berewood Trip Generation Rates

- 6.19 As part of the TA submitted for the outline application for the Berewood development in 2010, a set of average vehicle trip rates were approved for residential land use. These are provided at **Table 6.9** and are applied to the proposed 90 dwellings at **Table 6.10**.

Peak	Average Vehicle Trip Rates from 2010 TA		
	Residential		
	Arrivals	Departures	Total
AM Peak	0.116	0.305	0.421
PM Peak	0.288	0.160	0.448

Table 6.9: Historically Approved Vehicle Trip Rates for Berewood Development

Peak	Average Vehicle Trip Rates from 2010 TA		
	No. of Trips - Residential		
	Arrivals	Departures	Total
AM Peak	10	27	37
PM Peak	26	14	40

Table 6.10: Proposed Vehicle Trips using Historically Approved Berewood Trip Rates

Proposed Trip Rate (obtained from TRICS)

6.20 Trip rates have been obtained using sites with the following criteria (and taking into account the data available):

Private dwellings:

- Houses privately owned
- Sites in England (South East, South West, East Anglia, East Midlands, West Midlands, Yorkshire, North West, North)
- Sites with between 50 and 120 private dwellings

6.21 A copy of the TRICS output is provided in **Appendix B**.

6.22 **Tables 6.11** and **6.12** provide the trip rates and number of trips for 90 residential dwellings.

Peak	2023 TRICS Assessment Vehicle Trip Rates		
	Residential		
	Arrivals	Departures	Total
AM Peak	0.147	0.387	0.534
PM Peak	0.365	0.159	0.524

Table 6.11: TRICS Vehicle Trip Rates - Residential

Peak	2023 TRICS Assessment Vehicle Trips		
	Number of Trips - Residential		
	Arrivals	Departures	Total
AM Peak	13	35	48
PM Peak	33	14	47

Table 6.12: Proposed Number of Vehicle Trips - Residential

6.23 As illustrated in **Table 6.12**, the TRICS assessment results in a higher number of trips within the peak hours and therefore provides a robust assessment compared to using the historically approved Berewood development residential trip rates. Therefore, for the purpose of this assessment TRICS trip rates will be utilised.

Multimodal Trip Generation

- 6.24 The trip generation split by transport mode has been calculated using the modal split from the 2011 origin-destination census data. The travel modal split of the development is shown at **Table 6.12**.

Travel Mode	Mode Split
Train	2%
Bus/Coach	3%
Motorcycle	1%
Driving a car or van	81%
Passenger in a car or van	6%
Bicycle	2%
Walk	5%

Table 6.13: Travel Modal Split

- 6.25 The modal split percentages set out in **Table 6.13** have been applied to the proposed development based on the number of predicted vehicle trips from the TRICS assessment. The resulting number of trips for the weekday AM and PM peak hours are set out in **Table 6.14**.

Travel Mode	AM Peak (0800-0900) Development Trips			PM Peak (1700-1800) Development Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Train	0	1	1	1	0	1
Bus/Coach	1	1	2	1	1	2
Motorcycle	0	1	1	0	0	1
Driving a car or van	13	35	48	33	14	47
Passenger in a car or van	1	3	4	2	1	3
Bicycle	0	1	1	1	0	1
Walk	1	2	3	2	1	3
Taxi	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total	16	43	60	41	18	58

Table 6.14: Multimodal Trip Generation

Traffic Distribution

- 6.26 The origin-destination 2011 census journey to work data has been analysed using GIS software to understand the distribution of vehicular traffic at the Maurepas Way/Hambledon Road roundabout.
- 6.27 **Figure 6.1** illustrates the outcome of this analysis.

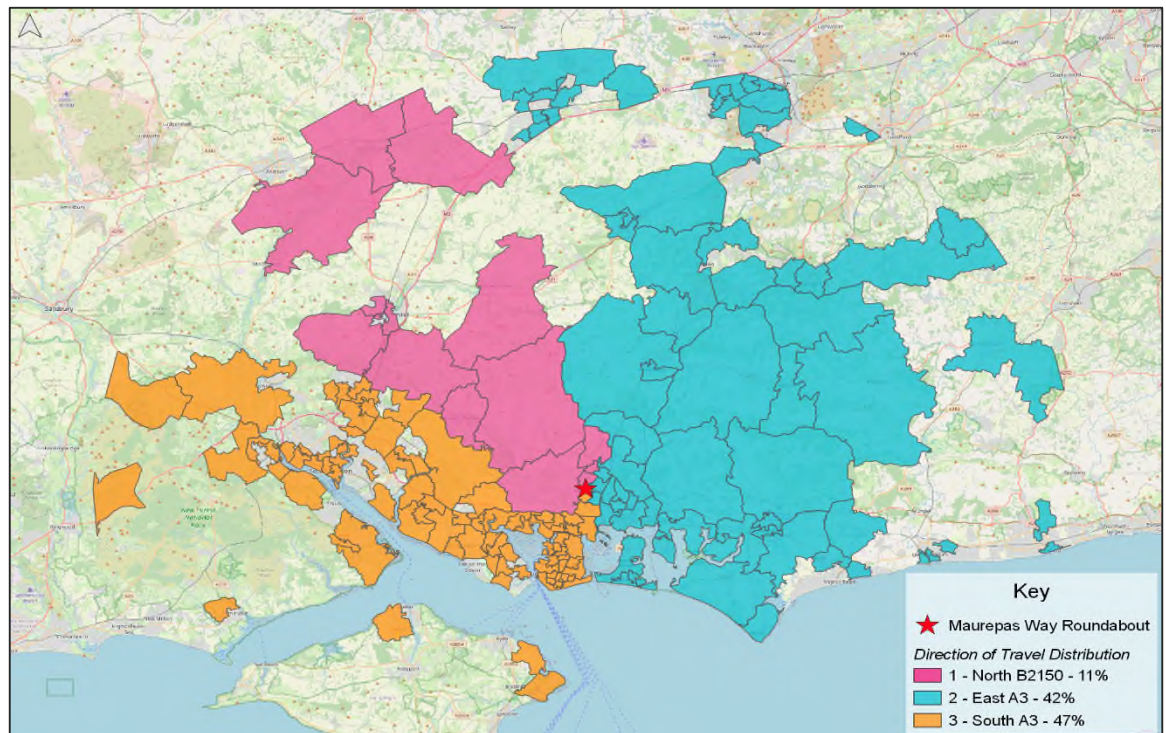


Figure 6.1: Traffic Distribution Analysis

- 6.28 As illustrated by **Figure 6.1**, a GIS analysis finds that 11% of vehicular traffic generated by the site is likely to travel north, 42% is likely to use the A3 east, and 47% is likely to use the A3 south.
- 6.29 The proposed development traffic flows are detailed in **Diagram 1.13** and **Diagram 1.14** for the AM and PM peak respectively.

7 Traffic Impact

7.1 In terms of assessment of the increase in traffic flows on the local highway network, the TA considers the following scenarios:

- 2023 Observed scenario;
- 2024 Opening year base scenario;
- 2024 Opening year development scenario;
- 2028 Future year base scenario – five years after submission
- 2028 Future year development scenario

7.2 The resulting traffic flows for the 2023 observed are detailed in **Diagrams 1.1** and **1.2**, **Diagrams 1.9** and **1.10** for the 2024 opening year base with committed development and **Diagrams 1.15** and **1.16** for the 2024 opening year base with committed and proposed development. **Diagrams 1.11** to **1.12** provide the 2028 future year base with committed development and **Diagrams 1.17** to **1.18** detail the 2028 future year base with committed and proposed development.

Junction Capacity Assessment

7.3 Capacity assessment have been undertaken for the five scenarios detailed for both the AM and PM peak hours at the following junctions:

- Houghton Avenue/Grainger Street roundabout
- Grainger Street/Laxton Leaze priority junction
- A3 Maurepas Way/Hambledon Road/Houghton Avenue roundabout

Houghton Avenue/Grainger Street Roundabout

7.4 The Houghton Avenue/Grainger Street Roundabout has been assessed using the ARCADY module of the Junctions 10 software suite. The 2023 Observed model has been validated against observed levels of queuing.

7.5 A copy of the ARCADY output is provided in **Appendix C**.

7.6 **Table 7.1** and **Table 7.2** provide details of the observed 2023 ARCADY results and provide a comparison to the observed level of queue at the roundabout.

Arm	AM Peak		
	2023 Observed		2023 Observed Average Queue
	RFC	Q	Q
Houghton Avenue East	0.27	0.4	0.0
Unused Access Road	0.00	0.0	0.0
Grainger Street	0.30	0.4	1.0
Houghton Avenue North	0.14	0.2	0.6

Table 7.1: ARCADY Results: Houghton Avenue/Grainger Street Roundabout - AM Peak – 2023 Observed with Queue Comparison

Arm	PM Peak		
	2023 Observed		2023 Observed Average Queue
	RFC	Q	Q
Houghton Avenue East	0.32	0.5	0.2
Unused Access Road	0.00	0.0	0.0
Grainger Street	0.19	0.2	0.8
Houghton Avenue North	0.12	0.1	0.7

Table 7.2: ARCADY Results: Houghton Avenue/Grainger Street Roundabout - PM Peak – 2023 Observed with Queue Comparison

- 7.7 It can be seen from **Table 7.1** and **Table 7.2** that the 2023 observed ARCADY model validates well to the observed level of queuing recorded for both the AM and PM peak hours.
- 7.8 The ARCADY results which consider the 2024 Forecast Base are provided in **Table 7.3** for the AM peak and **Table 7.4** for the PM peak.

Arm	AM Peak			
	2024 Forecast Base + Committed Dev		2024 Forecast Base + Committed Dev + Proposed Dev	
	RFC	Q	RFC	Q
Houghton Avenue East	0.44	0.8	0.45	0.8
Unused Access Road	0.00	0.0	0.00	0.0
Grainger Street	0.39	0.6	0.42	0.7
Houghton Avenue North	0.19	0.2	0.19	0.2

Table 7.3: ARCADY Results: Houghton Avenue/Grainger Street Roundabout - AM Peak – 2024

- 7.9 During the AM peak the roundabout is currently operating within capacity with a maximum RFC of 0.30 occurring on Grainger Street and queues of between 0.2 and 0.4 vehicles. The roundabout continues to operate within capacity with the proposed development.

Arm	PM Peak			
	2024 Forecast Base + Committed Dev		2024 Forecast Base + Committed Dev + Proposed Dev	
	RFC	Q	RFC	Q
Houghton Avenue East	0.43	0.8	0.46	0.8
Unused Access Road	0.00	0.0	0.00	0.0
Grainger Street	0.23	0.3	0.24	0.3
Houghton Avenue North	0.14	0.2	0.14	0.2

Table 7.4: ARCADY Results: Houghton Avenue/Grainger Street Roundabout - PM Peak – 2024

- 7.10 During the PM peak the roundabout is currently operating within capacity with a maximum RFC of 0.32 occurring on Houghton Avenue East and queues of between 0.1 and 0.5 vehicles. The roundabout continues to operate within capacity with the proposed development.
- 7.11 **Table 7.5** and **Table 7.8** consider the 2028 future base and future with development scenarios.

Arm	AM Peak			
	2028 Forecast Base + Committed Dev		2028 Forecast Base + Committed Dev + Proposed Dev)	
	RFC	Q	RFC	Q
Houghton Avenue East	0.44	0.8	0.45	0.8
Unused Access Road	0.00	0.0	0.00	0.0
Grainger Street	0.39	0.6	0.42	0.7
Houghton Avenue North	0.19	0.2	0.19	0.2

Table 7.5: ARCADY Results: Houghton Avenue/Grainger Street Roundabout - AM Peak – 2028

- 7.12 **Table 7.5** illustrates that the roundabout continues to operate within capacity in the 2028 future year with development scenario, with a maximum RFC of 0.45 on the Houghton Avenue East arm and queues between 0.2 and 0.8 vehicles.

Arm	PM Peak			
	2028 Forecast Base + Committed Dev		2028 Forecast Base + Committed Dev + Proposed Dev)	
	RFC	Q	RFC	Q
Houghton Avenue East	0.43	0.8	0.46	0.8
Unused Access Road	0.00	0.0	0.00	0.0
Grainger Street	0.23	0.3	0.24	0.3
Houghton Avenue North	0.14	0.2	0.14	0.2

Table 7.6: ARCADY Results: Houghton Avenue/Grainger Street Roundabout - PM Peak – 2028

- 7.13 During the PM peak of the 2028 future year with development scenario, the roundabout continues to operate within capacity with a maximum RFC of 0.46 on the Houghton Avenue East arm and queues of between 0.2 and 0.8 vehicles.

Grainger Street/Laxton Leaze Priority Junction

- 7.14 The Grainger Street/Laxton Leaze junction has been assessed using the PICADY module of the Junctions 10 software suite. The model appears to validate well when compared with the level of observed queuing.
- 7.15 A copy of the PICADY output is provided in **Appendix D**.
- 7.16 **Table 7.7** and **Table 7.8** provide details of the observed 2023 PICADY results and provide a comparison to the observed level of queue at the priority junction.

Arm	AM Peak		
	2023 Observed		2023 Observed Average Queue
	RFC	Q	Q
B-AC Laxton Leaze Left/Right turn	0.03	0.0	0.5
C-AB Grainger Street Ahead/Right turn	0.00	0.0	0.0

Table 7.7: PICADY Results: Grainger Street/Laxton Leaze - AM Peak – 2023 Observed with Queue Comparison

Arm	PM Peak		
	2023 Observed		2023 Observed Average Queue
	RFC	Q	Q
B-AC Laxton Leaze Left/Right turn	0.01	0.0	0.0
C-AB Grainger Street Ahead/Right turn	0.00	0.0	0.0

Table 7.8: PICADY Results: Grainger Street/Laxton Leaze - PM Peak – 2023 Observed with Queue Comparison

7.17 It can be seen from **Table 7.7** and **Table 7.8** that the 2023 observed PICADY model validates well to the observed level of queuing recorded for both the AM and PM peak hours.

7.18 The PICADY results for the 2024 forecast base scenarios are provided in **Table 7.9** for the AM peak and **Table 7.10** for the PM peak.

Arm	AM Peak			
	2024 Forecast Base + Committed Dev		2024 Forecast Base + Committed Dev + Proposed Dev)	
	RFC	Q	RFC	Q
B-AC Laxton Leaze Left/Right turn	0.04	0.0	0.15	0.2
C-AB Grainger Street Ahead/Right turn	0.00	0.0	0.00	0.0

Table 7.9: PICADY Results: Grainger Street/Laxton Leaze - AM Peak – 2024

Arm	PM Peak			
	2024 Forecast Base + Committed Dev		2024 Forecast Base + Committed Dev + Proposed Dev)	
	RFC	Q	RFC	Q
B-AC Laxton Leaze Left/Right turn	0.02	0.0	0.05	0.1
C-AB Grainger Street Ahead/Right turn	0.00	0.0	0.00	0.1

Table 7.10: PICADY Results: Grainger Street/Laxton Leaze - PM Peak – 2024

7.19 The Grainger Street/Laxton Leaze junction operates within capacity in all development scenarios assessed for both the AM and PM peak periods for the opening year of 2024.

7.20 The PICADY results for the 2028 future base scenarios are provided in **Table 7.11** for the AM peak and **Table 7.12** for the PM peak.

Arm	AM Peak			
	2028 Forecast Base + Committed Dev		2028 Forecast Base + Committed Dev + Proposed Dev)	
	RFC	Q	RFC	Q
B-AC Laxton Leaze Left/Right turn	0.04	0.0	0.15	0.2
C-AB Grainger Street Ahead/Right turn	0.00	0.0	0.00	0.0

Table 7.11: PICADY Results: Grainger Street/Laxton Leaze - AM Peak – 2028

Arm	PM Peak			
	2028 Forecast Base + Committed Dev		2028 Forecast Base + Committed Dev + Proposed Dev	
	RFC	Q	RFC	Q
B-AC Laxton Leaze Left/Right turn	0.02	0.0	0.06	0.1
C-AB Grainger Street Ahead/Right turn	0.00	0.0	0.00	0.0

Table 7.12: PICADY Results: Grainger Street/Laxton Leaze - PM Peak – 2028

- 7.21 The Grainger Street/Laxton Leaze junction continues to operate within capacity in all development scenarios assessed for both the AM and PM peak periods for the future year of 2028.

A3 Maurepas Way/Hambledon Road/Houghton Avenue roundabout

- 7.22 For the purpose of this assessment the impact of the proposed development on the Maurepas Way roundabout has been assessed in terms of % increase on each of the approach arms to the roundabout.
- 7.23 **Table 7.13** and **Table 7.14** detail the total traffic flow on each approach arm and the percentage increase due to the proposed development for the AM and PM peak hours respectively for the opening year of 2024.

Approach Arm	AM Peak			
	2024 Base + Committed Dev (Total Vehicles)	2024 Forecast Base + Committed + Proposed Dev (Total Vehicles)	Increase (Vehicles)	Increase (%)
Houghton Avenue	585	620	35	5.6%
Hambledon Road	1,314	1,315	1	0.1%
A3 Maurepas Way	1,513	1,519	6	0.4%
A3 Maurepas Way (S)	1,099	1,105	6	0.6%

Table 7.13: Increase in Traffic at the Maurepas Way Roundabout – AM Peak 2024

Approach Arm	PM Peak			
	2024 Base + Committed Dev (Total Vehicles)	2024 Forecast Base + Committed + Proposed Dev (Total Vehicles)	Increase (Vehicles)	Increase (%)
Houghton Avenue	334	348	14	4.1%
Hambledon Road	1,722	1,726	4	0.2%
A3 Maurepas Way	1,719	1,733	14	0.8%
A3 Maurepas Way (S)	1,277	1,293	15	1.2%

Table 7.14: Increase in Traffic at the Maurepas Way Roundabout – PM Peak 2024

- 7.24 It can be seen from **Table 7.13** that the proposed development is predicted to result in a maximum increase of 5.6% on the Houghton Avenue approach to the roundabout during the AM peak resulting in an additional two vehicles every 3.5 minutes.
- 7.25 During the PM peak, as detailed in **Table 7.14**, this is decreased to 4.1% on the Houghton Avenue approach, resulting in an additional one vehicle every four minutes.
- 7.26 **Table 7.15** and **Table 7.16** detail the total traffic flow on each approach and the percentage increase due to the proposed development for the AM and PM peak hours respectively for the future year of 2028.

Approach Arm	AM Peak			
	2028 Base + Committed Dev (Total Vehicles)	2028 Forecast Base + Committed + Proposed Dev (Total Vehicles)	Increase (Vehicles)	Increase (%)
Houghton Avenue	585	620	35	5.6%
Hambledon Road	1,341	1,342	1	0.1%
A3 Maurepas Way	1,540	1,545	6	0.4%
A3 Maurepas Way (S)	1,129	1,135	6	0.5%

Table 7.15: Increase in Traffic at the Maurepas Way Roundabout – AM Peak 2028

Approach Arm	PM Peak			
	2028 Base + Committed Dev (Total Vehicles)	2028 Forecast Base + Committed + Proposed Dev (Total Vehicles)	Increase (Vehicles)	Increase (%)
Houghton Avenue	334	348	14	4.1%
Hambledon Road	1,754	1,758	4	0.2%
A3 Maurepas Way	1,745	1,759	14	0.8%
A3 Maurepas Way (S)	1,297	1,312	15	1.2%

Table 7.16: Increase in Traffic at the Maurepas Way Roundabout – PM Peak 2028

- 7.27 It can be seen from **Table 7.15** that the proposed development is predicted to result in a maximum increase of 5.6% on the Houghton Avenue approach to the roundabout during the AM peak resulting in an additional two vehicles every 3.5 minutes.
- 7.28 During the PM peak, as detailed in **Table 7.16**, this is decreased to 4.1% on the Houghton Avenue approach, resulting in an additional one vehicle every four minutes.

Summary

- 7.29 The capacity assessments have shown that Houghton Avenue/Grainger Street roundabout and Grainger Street/Laxton Leaze priority junction presently operate well within capacity will all continue to operate within capacity in the forecast year of 2024 and future year of 2028 with the additional committed and proposed development traffic.
- 7.30 The main access to the Berewood development, Maurepas Way roundabout, will see a maximum increase in vehicle flows of 5.6% in the AM peak hour and 4.1% in the PM peak hour on the Houghton Avenue arm. This will likely have no material impact on the operation of the roundabout.

8 Accident Analysis

8.1 The road traffic accident data recorded over the past three years on the local highway network in the vicinity of the site has been assessed by reference to the CrashMap website, which provides information about recorded injury collisions on the roads of Great Britain. CrashMap only uses official data from incidents reported to the police, so the results are the most reliable available.

8.2 The area assessed includes the following roads:

- Laxton Leaze
- Ellisons Crescent
- Grainger Street
- Houghton Avenue
- A3 Maurepas Way

8.3 **Figure 8.1** illustrates the incidents recorded for the study area:

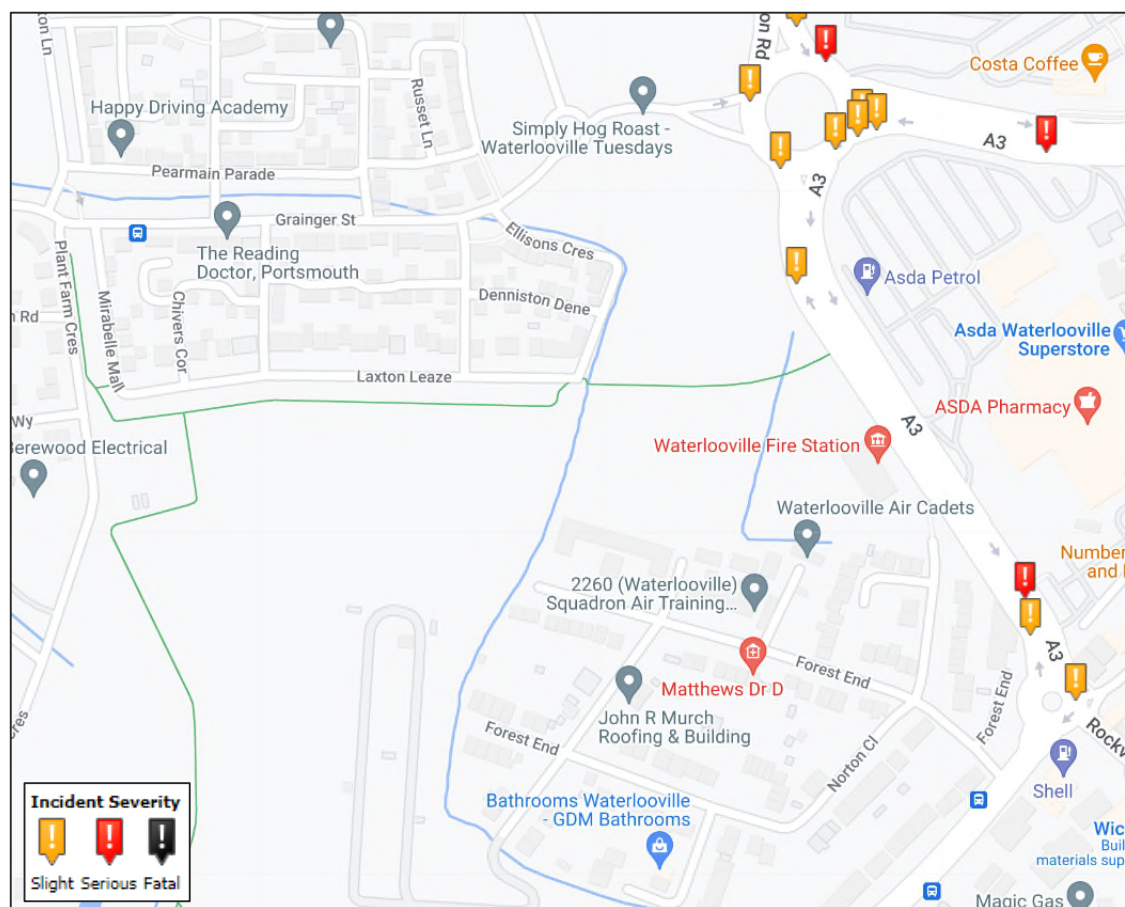


Figure 8.1: Incidents in Proximity to the Site

- 8.4 **Figure 8.1** illustrates that in the last three years, no incidents have occurred on the internal roads of the Berewood development in proximity to the site, including Laxton Leaze which will provide vehicle access into the application site.
- 8.5 The record does show a number of slight incidents occurring along the A3 Maurepas Way and at the A3 Maurepas Way / Hambledon Road / Houghton Avenue Roundabout. Given the volumes of traffic on the A3, this level of incidents does not indicate an inherent problem with highway safety at this location.
- 8.6 Three serious incidents have also been recorded on the A3 Maurepas Way and roundabout. Details of these are as follows:
- Incident on Maurepas Way / Houghton Avenue / Hambledon Road Roundabout – Motorcycle driver turning left in wet and dark conditions. The motorcycle was the only vehicle involved in the incident and the driver/rider was the casualty.
 - Incident on the A3 Maurepas Way, eastern carriageway towards Hulbert Road – Incident involved a car and van or goods vehicle 3.5 tonnes and under. The incident involved one vehicle emerging from a private drive or entrance, and both vehicles were recorded as changing lane to the right. The car was hit from the back by the van and the driver of the car was the casualty.
 - Incident on Maurepas Way near roundabout with London Road – Incident involved a pedal cycle and a car. The incident occurred in darkness however street lights were present and lit. The casualty was the cyclist, who was hit by the front of the car.
- 8.7 Given the incident details, the broad study area and the nature and scale of the roads analysed, it is not considered that the number of serious incidents are indicative of any inherent road safety deficiency in the assessed road network.

9 Mitigation

- 9.1 In line with governmental guidance a Travel Plan has been produced for the new residential development which will be submitted alongside this TA. The overall aim of the Travel Plan document is to implement change in travel patterns for journeys to and from the development and to encourage new residents to use alternative means of transport to reduce their reliance on the private car.

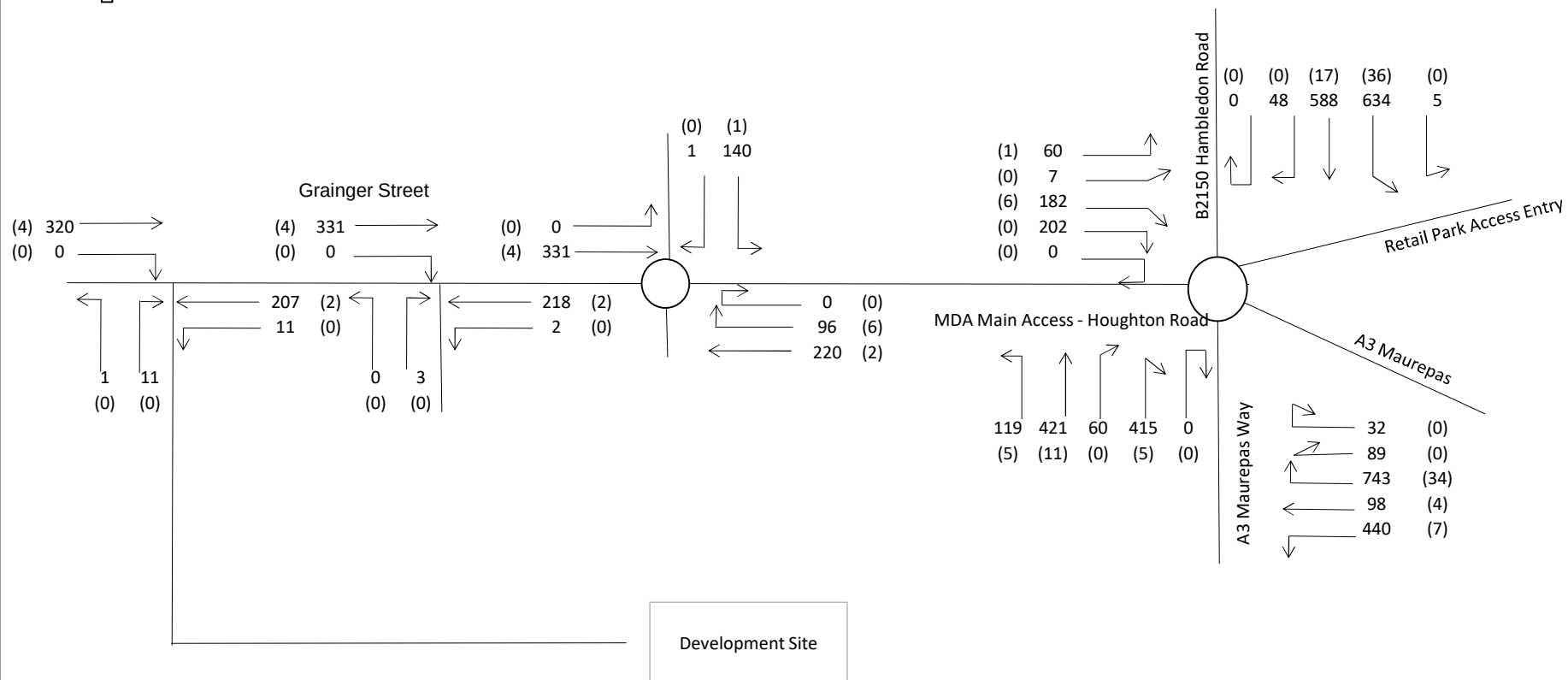
10 Summary and Conclusion

- 10.1 Mayer Brown Limited has been appointed by Grainger Plc to prepare a Transport Assessment (TA) in relation to the proposed residential development at land known as Blue Star Land, Waterloooville.
- 10.2 The development proposals comprise the construction of up to 90 new residential dwellings with an associated vehicular access from Laxton Leaze, internal landscaping and parking.
- 10.3 This Transport Assessment demonstrates that:
- The application site presently provides a shared cycleway/footway connection from Maurepas Way through to the Larkfields development, with a separate shared facility branch to Forest End in the south;
 - Footways and pedestrian crossing facilities are provided throughout the vicinity, including to the nearby bus stops;
 - Frequent bus services are available up to three times per hour from bus stops within 310m or a 3.5-minute walk from the site, with access to destinations including Havant, Hambledon and Portsmouth;
 - Havant rail station is accessible via bus which provides access to London Waterloo, Portsmouth Harbour, Brighton, Littlehampton and Southampton Central;
 - It is proposed that vehicular access to the application site is to be from Laxton Leaze. There will be a continuation of Laxton Leaze into the site past its junction with Peasgood Lane. Footways will be provided on the access into the site;
 - A secondary access, designed for use by pedestrians and cycles will also provide an emergency access for the development from Ellisons Crescent;
 - Parking will be provided on site in line with Havant Borough Council Parking Supplementary Planning Document (July 2016, partially updated September 2019);
 - EV charging facilities will be provided on site in line with the current guidance;
 - The development is expected to generate 48 vehicle movements in the AM peak hour and 47 vehicle movements in the PM peak hour;
 - The impact of the proposals on the Houghton Avenue/Grainger Street roundabout and Grainger Street/Laxton Leaze priority junction have been modelled and the assessments show that these junctions will continue to operate within capacity in the forecast opening year of 2024 and the future year of 2028 with the additional development; and

- The main access to the Berewood development, Maurepas Way roundabout, will see a maximum increase in vehicle flows of 5.6% in the AM peak hour and 4.1% in the PM peak hour on the Houghton Avenue arm. This will likely have no material impact on the operation of the roundabout.

10.4 Based on the findings in this Transport Assessment, the development proposals are unlikely to result in any adverse traffic impacts on the operation of the local highway network and therefore, it is considered that there is no reason why the scheme should be resisted on transport grounds.

DIAGRAMS



Key
232 Total Vehicles
(2) HGV's

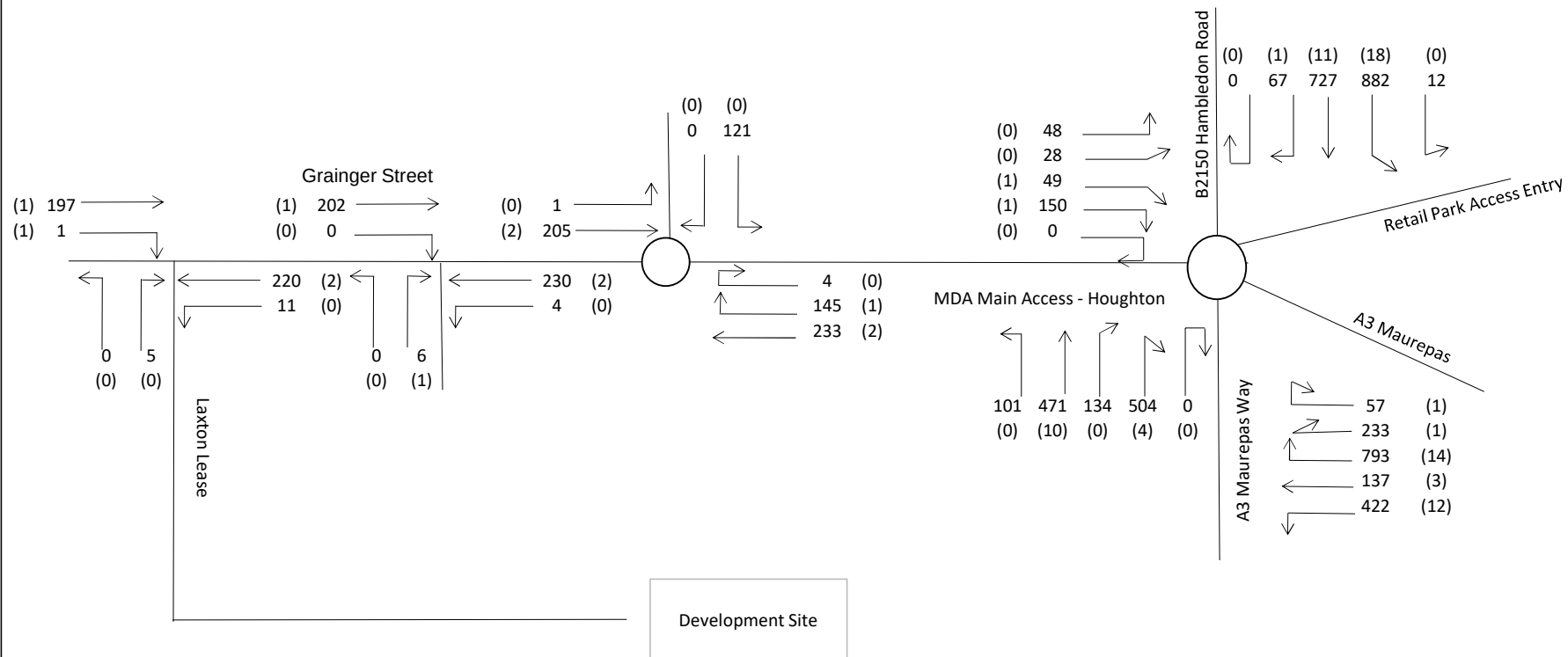


Grainger Plc
Blue Star Land, Waterloooville

2022/2023 Observed Traffic Flows
AM Peak (08:00-09:00)

Scale NTS

Diagram 1.1



Key
232 Total Vehicles
(2) HGV's

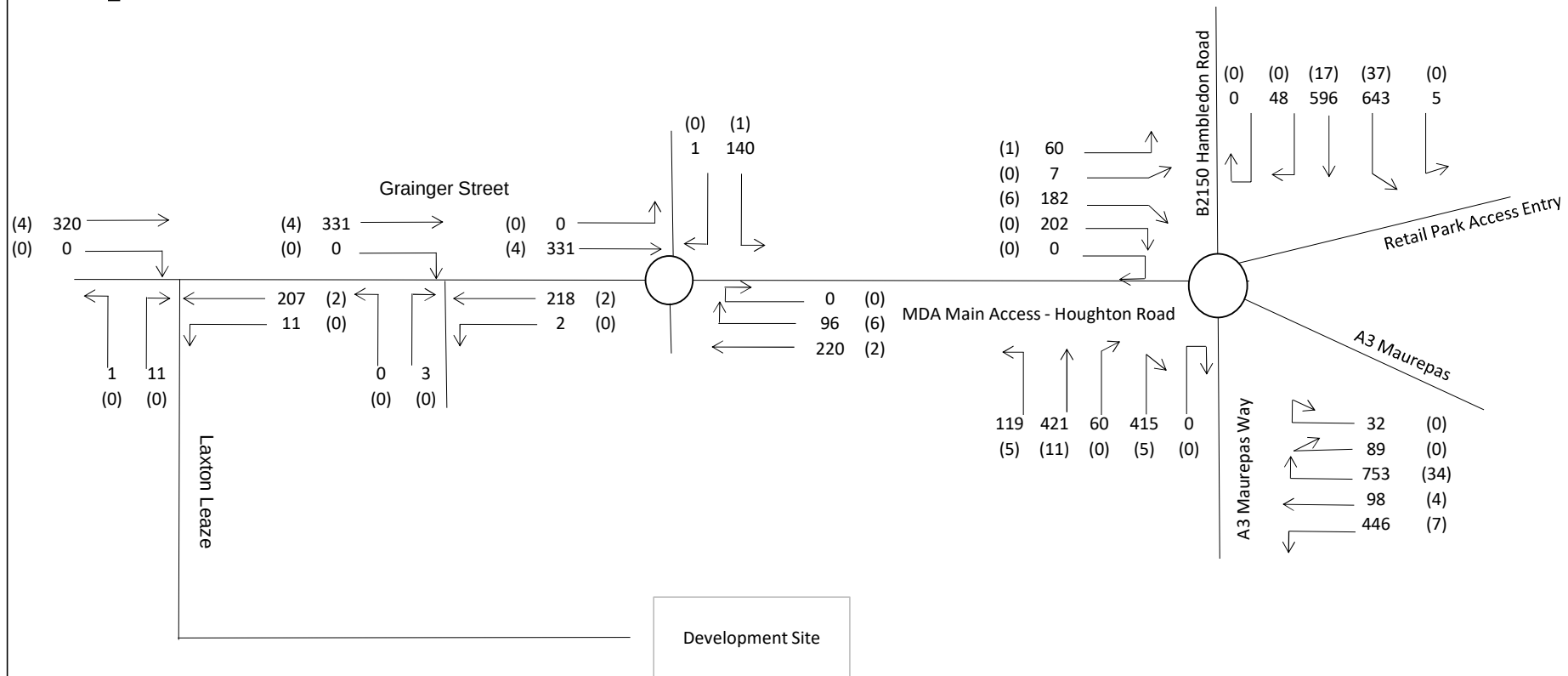


Grainger Plc
Blue Star Land, Waterloooville

2022/2023 Observed Traffic Flows
PM Peak (16:30-17:30)

Scale NTS

Diagram 1.2



Key
232 Total Vehicles
(2) HGV's

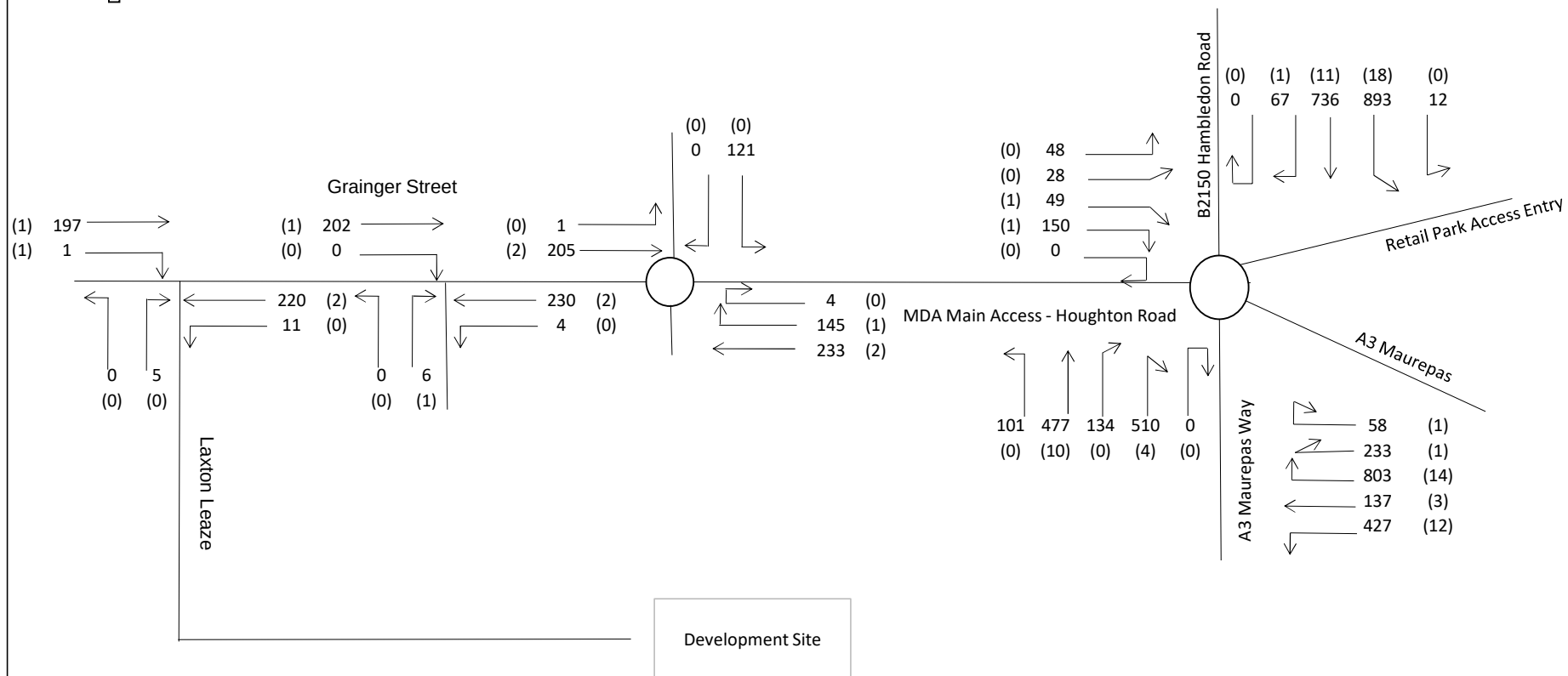


Grainger Plc
Blue Star Land, Waterloooville

2024 Base Traffic Flows
AM Peak (08:00-09:00)

Scale NTS

Diagram 1.3



Key
232 Total Vehicles
(2) HGV's

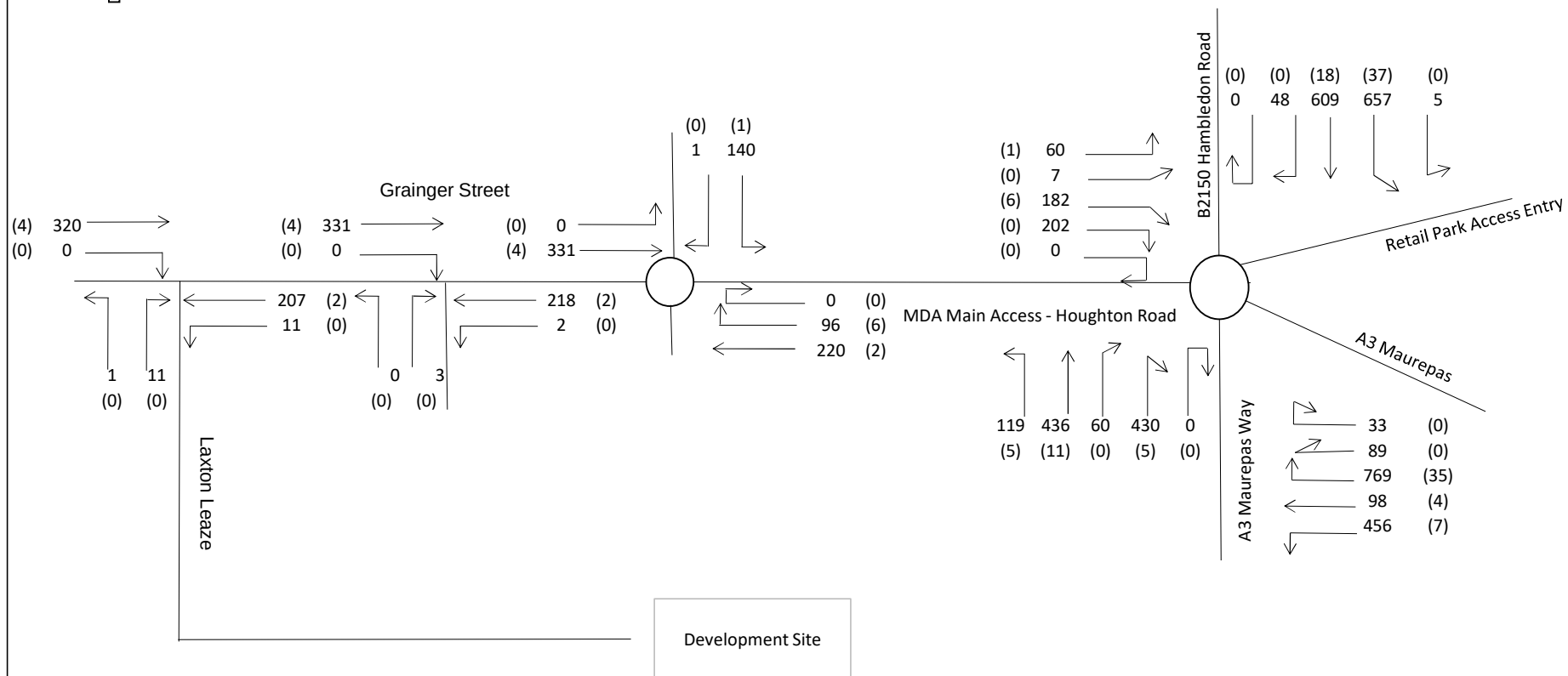


Grainger Plc
Blue Star Land, Waterloooville

2024 Base Traffic Flows
PM Peak (16:30-17:30)

Scale NTS

Diagram 1.4



Key
232 Total Vehicles
(2) HGV's

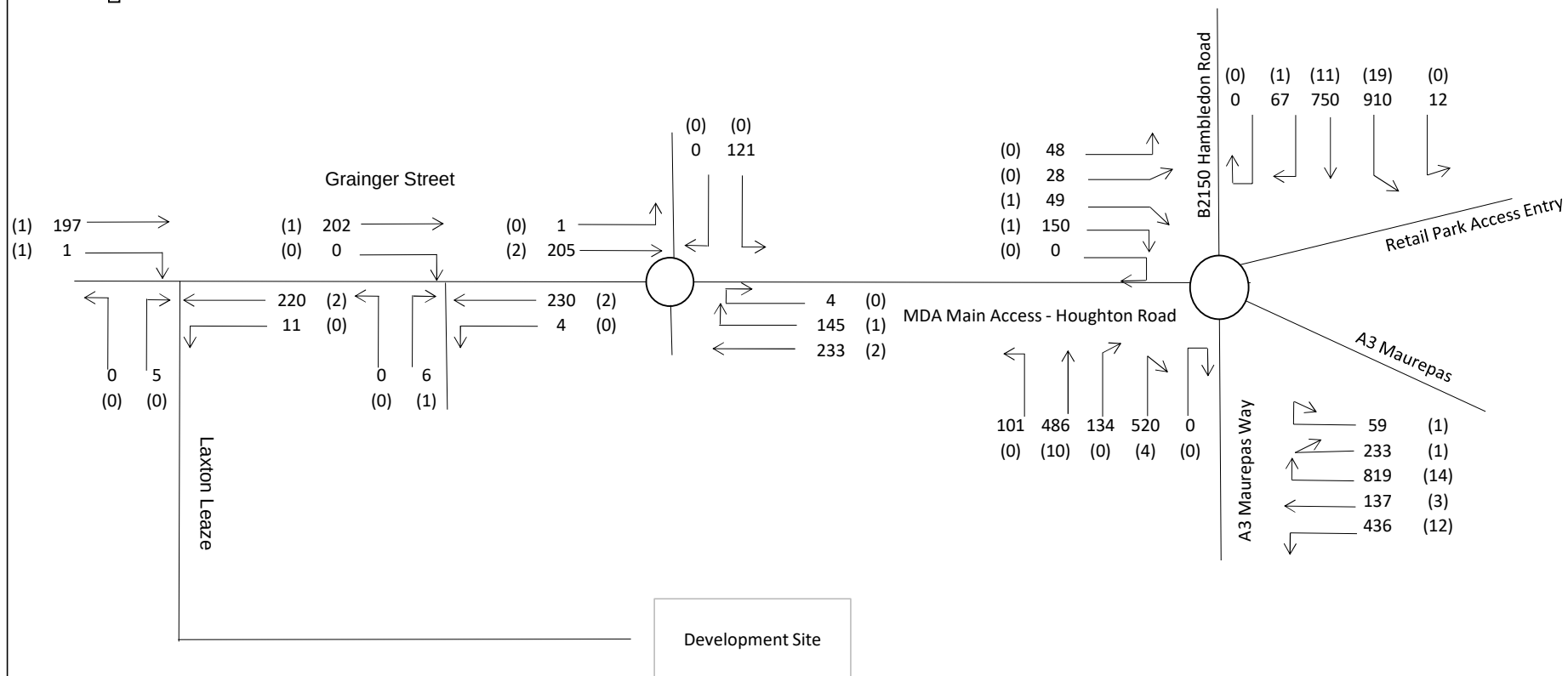


Grainger Plc
Blue Star Land, Waterloooville

2024 Base Traffic Flows
AM Peak (08:00-09:00)

Scale NTS

Diagram 1.5



Key
232 Total Vehicles
(2) HGV's

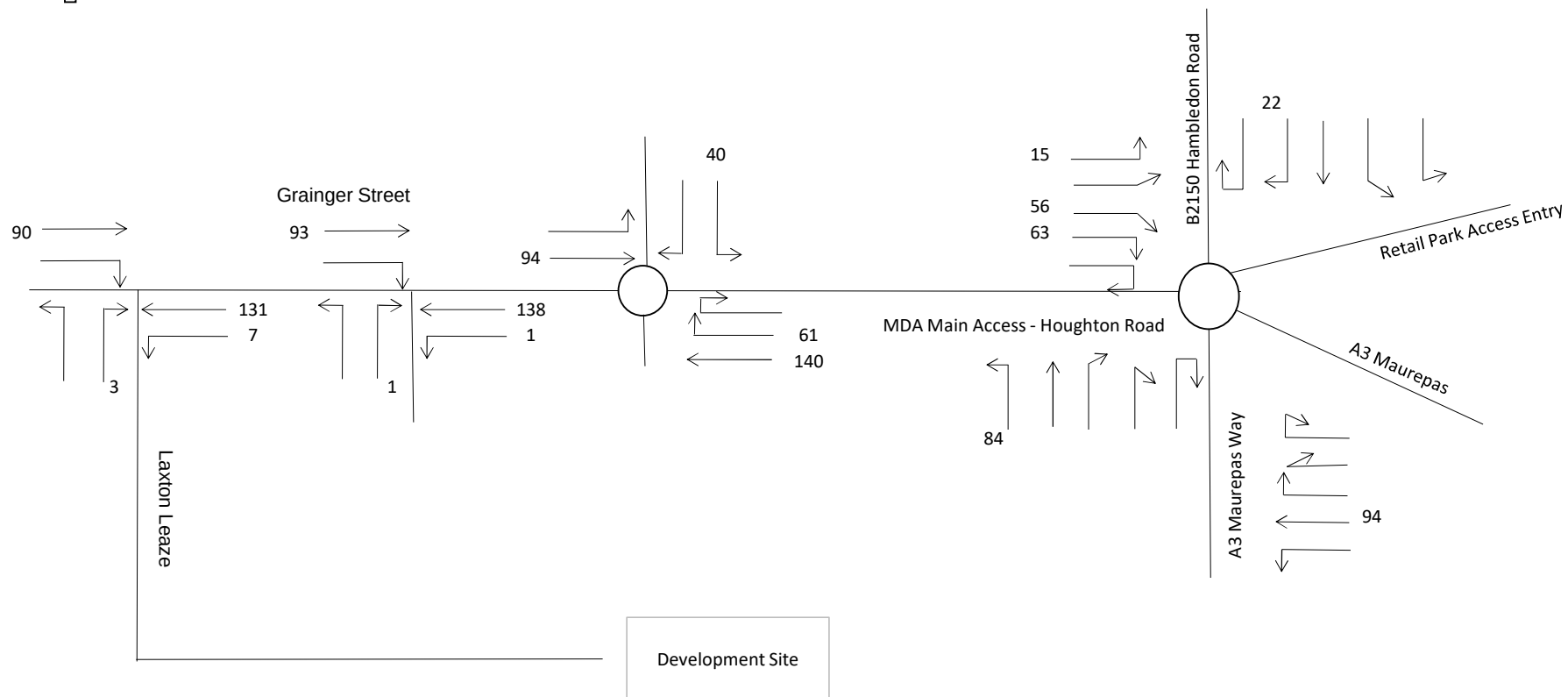


Grainger Plc
Blue Star Land, Waterloooville

2028 Base Traffic Flows
PM Peak (16:30-17:30)

Scale NTS

Diagram 1.6



Note: Committed Development has been assumed to be the remaining Berewood Development still to be built out and occupied as of May 2022

Key
232 Total Vehicles

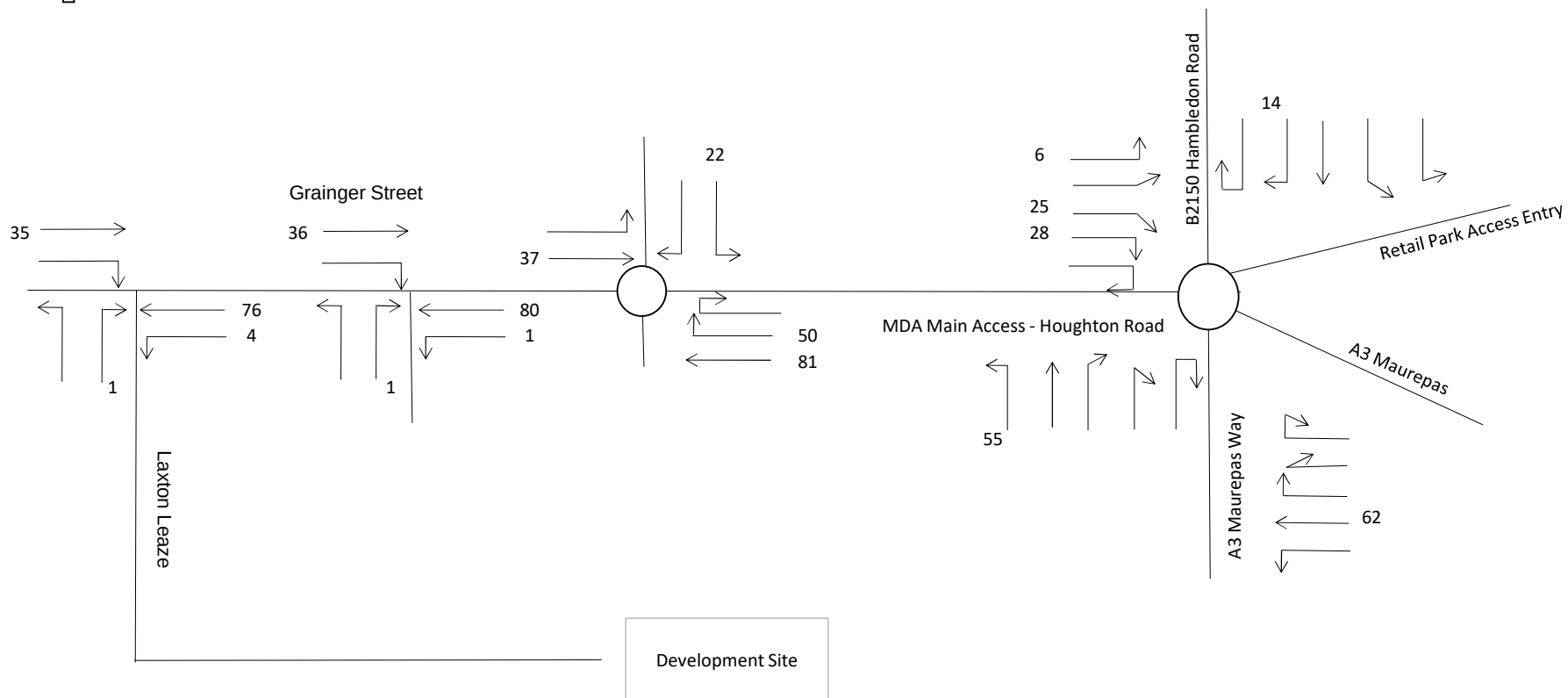


Grainger Plc
Blue Star Land, Waterloooville

Committed Development Traffic Flows
AM Peak (08:00-09:00)

Scale NTS

Diagram 1.7



Note: Committed Development has been assumed to be the remaining Berewood Development still to be built out and occupied as of May 2022

Key
232 Total Vehicles

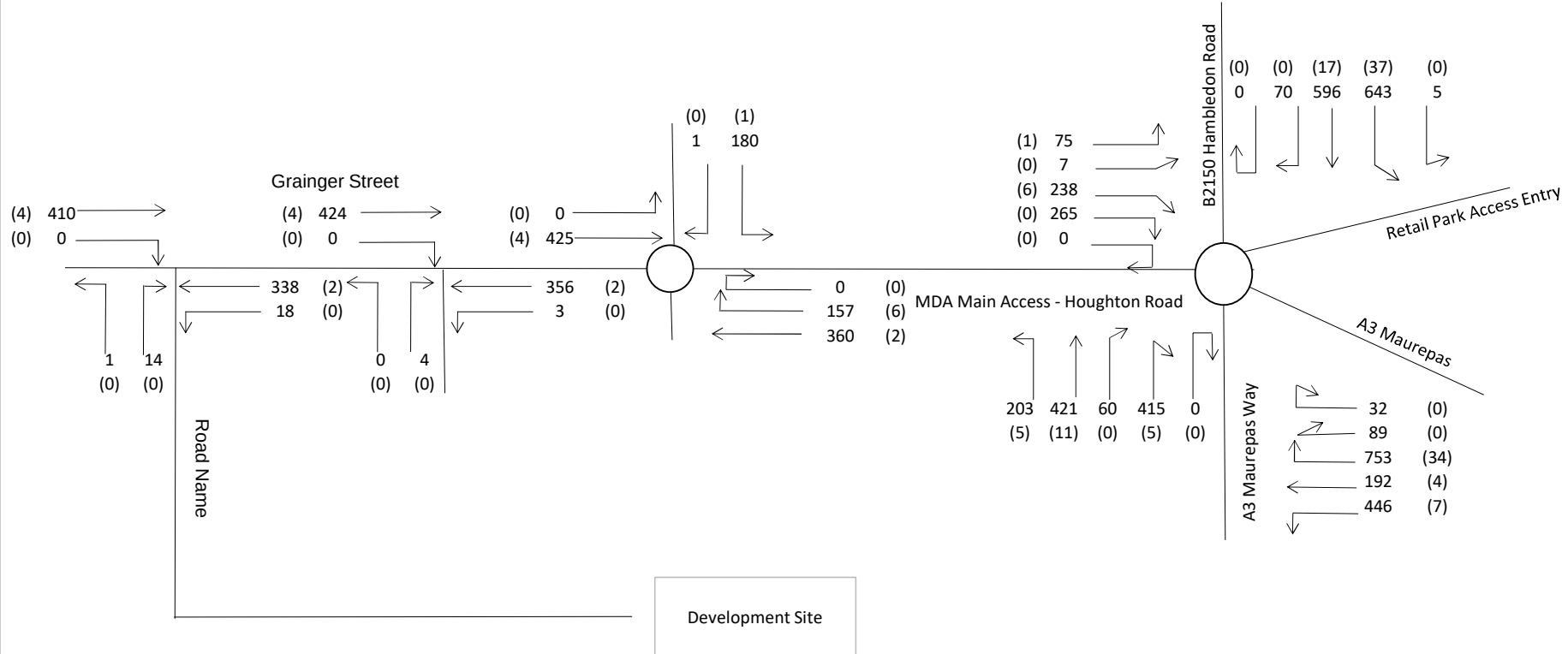


Grainger Plc
Blue Star Land, Waterloooville

Committed Development Traffic Flows
PM Peak (16:30-17:30)

Scale NTS

Diagram 1.8



Key
232 Total Vehicles
(2) HGV's

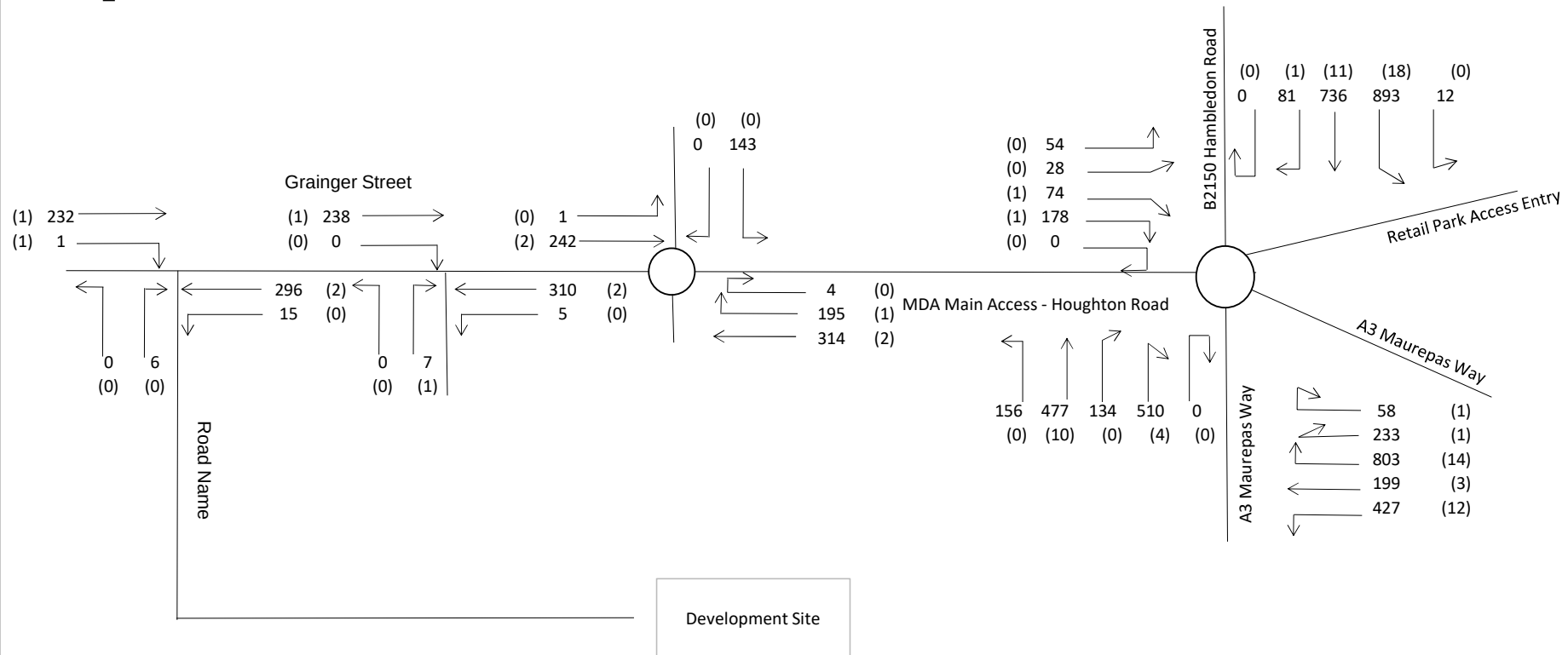


Grainger Plc
Blue Star Land, Waterloooville

2024 Base + Committed Dev Traffic Flows
AM Peak (08:00-09:00)

Scale NTS

Diagram 1.9



Key
(1) Total Vehicles
(2) HGV's

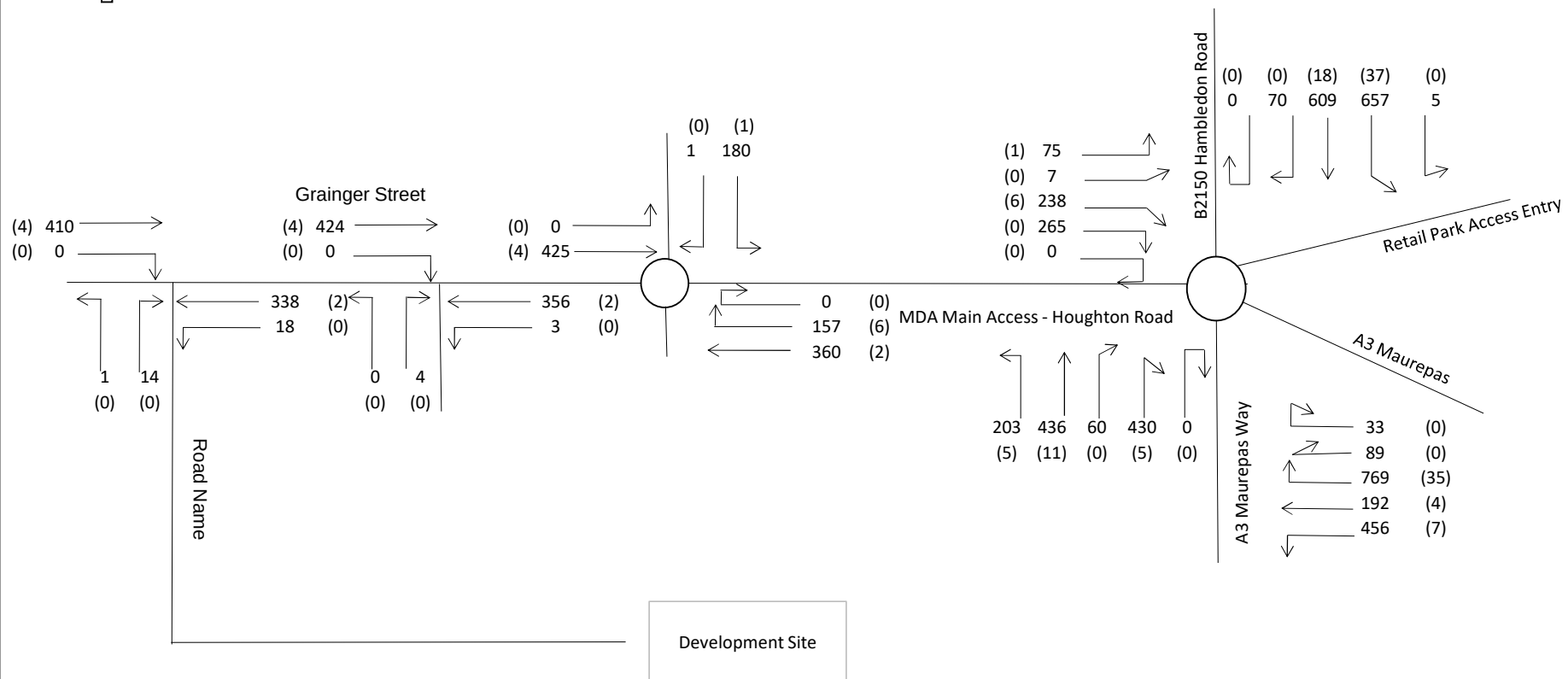


Grainger Plc
Blue Star Land, Waterloooville

2024 Base + Committed Dev Traffic Flows
PM Peak (16:30-17:30)

Scale NTS

Diagram 1.10



Key
232 Total Vehicles
(2) HGV's

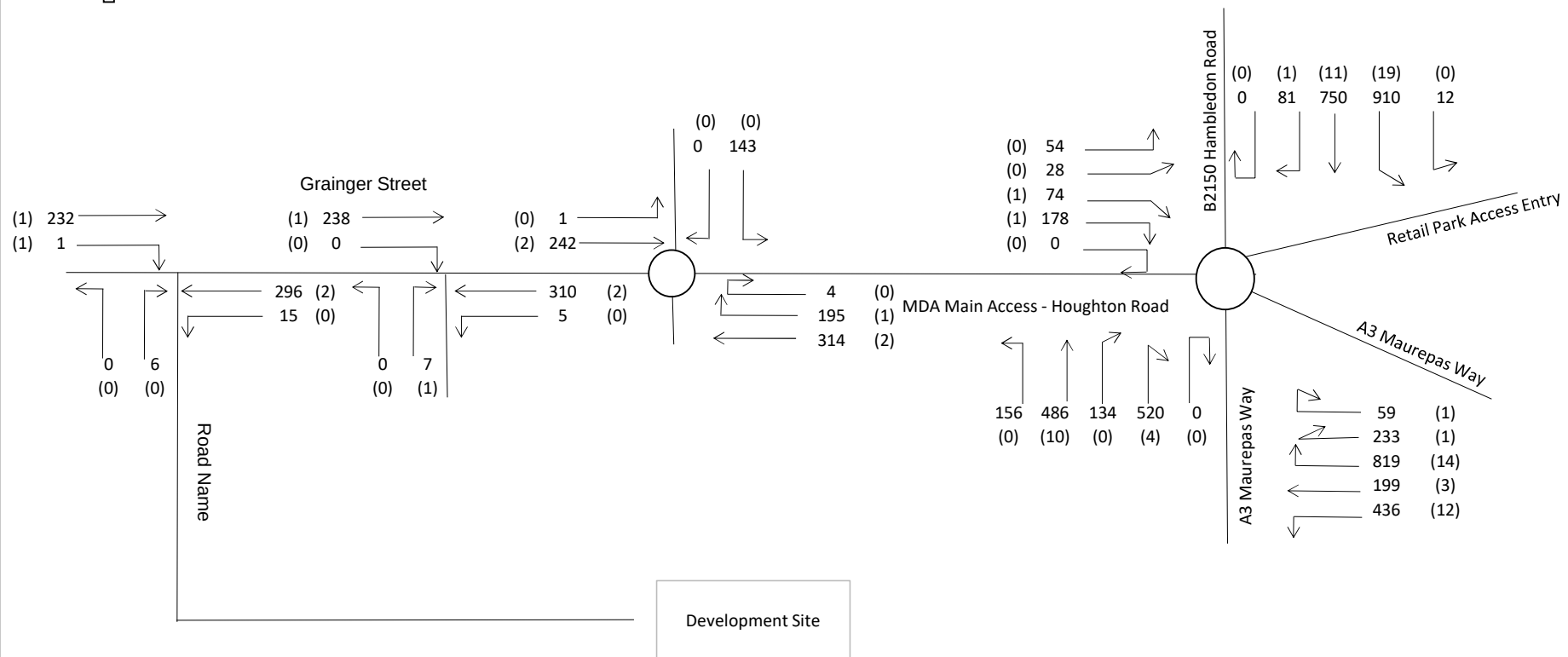


Grainger Plc
Blue Star Land, Waterloooville

2028 Base + Committed Dev Traffic Flows
AM Peak (08:00-09:00)

Scale NTS

Diagram 1.11



Key
232 Total Vehicles
(2) HGV's

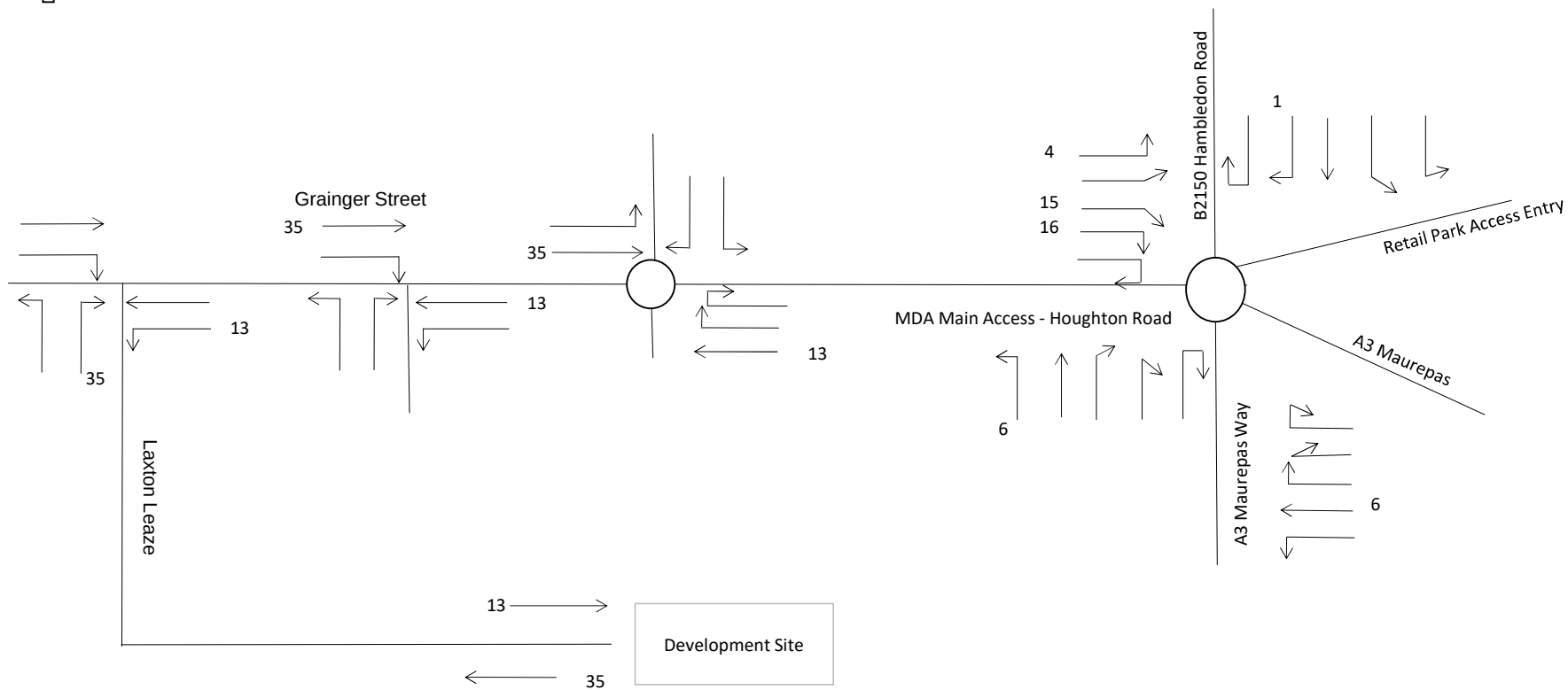


Grainger Plc
Blue Star Land, Waterloooville

2024 Base + Committed Dev Traffic Flows
PM Peak (16:30-17:30)

Scale NTS

Diagram 1.12

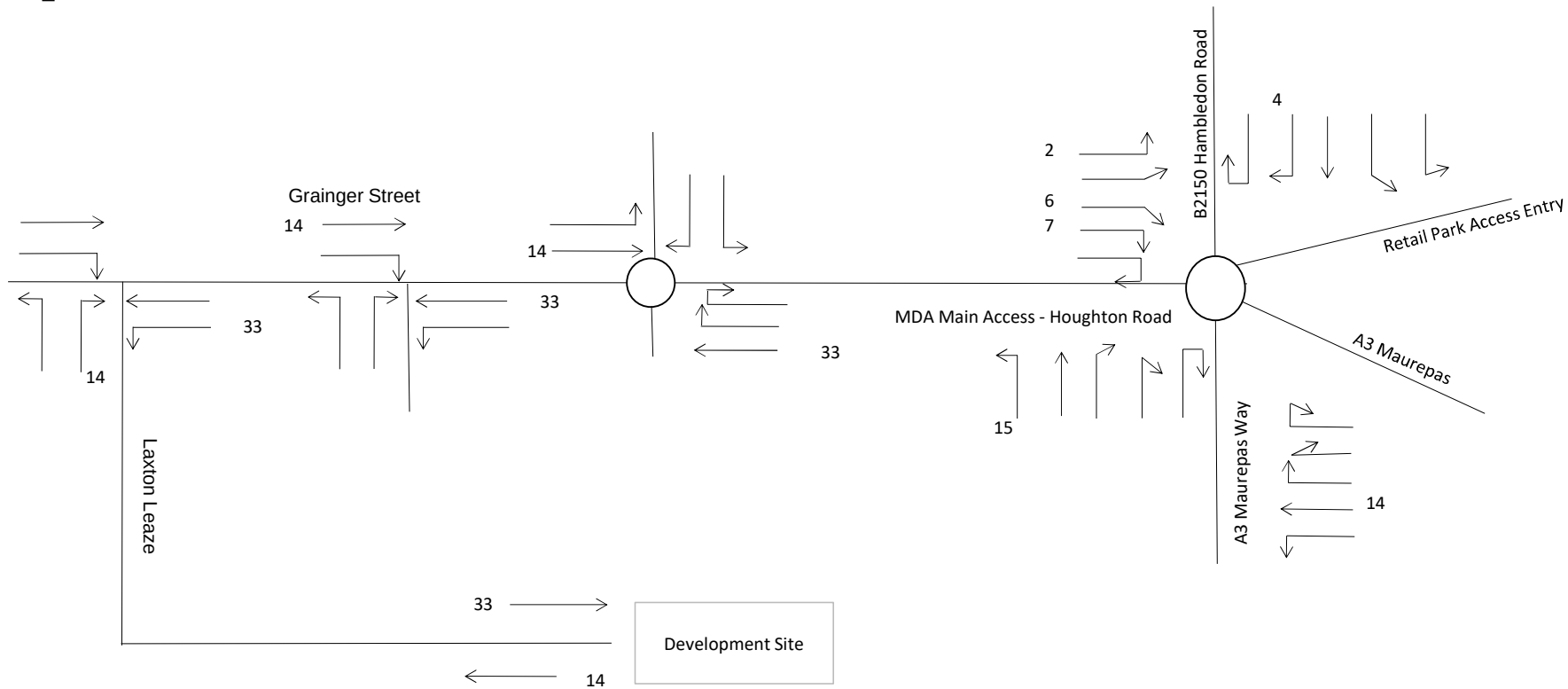


Grainger Plc
Blue Star Land, Waterloooville

Proposed Development Traffic Flows
AM Peak (08:00-09:00)

Scale NTS

Diagram 1.13



Key
232 Total Vehicles

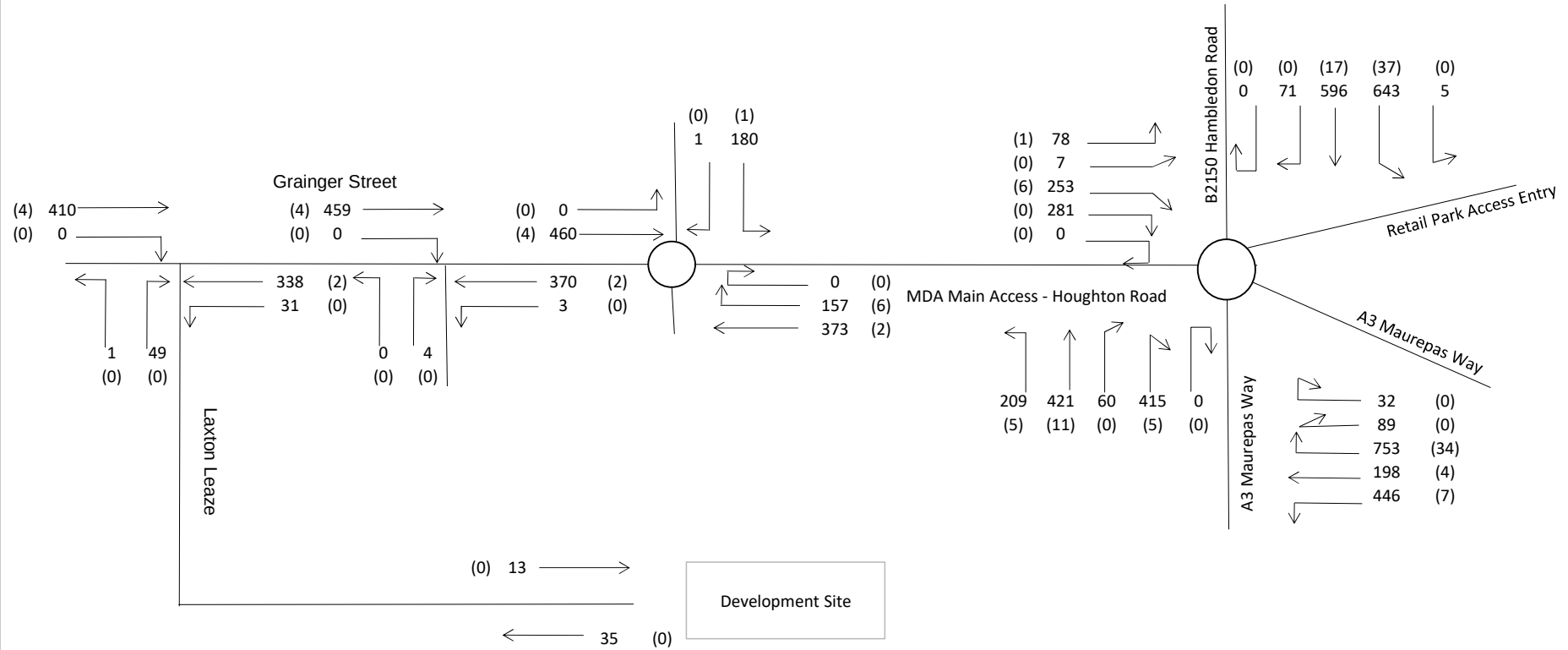


Grainger Plc
Blue Star Land, Waterloooville

Proposed Development Traffic Flows
PM Peak (16:30-17:30)

Scale NTS

Diagram 1.14



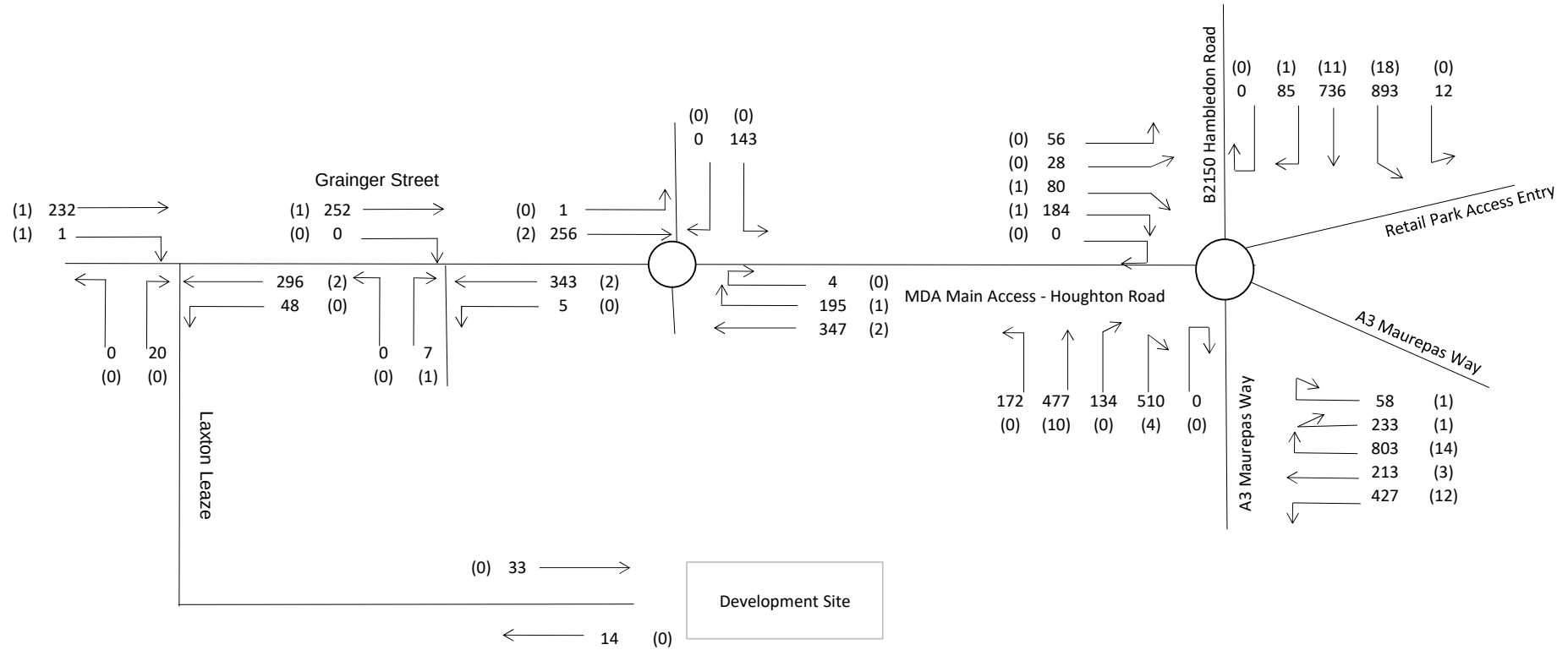
Key
232 Total Vehicles
(2) HGV's



Grainger Plc
Blue Star Land, Waterloooville

2024 Base + Committed + Proposed Dev Traffic
Flows
AM Peak (08:00-09:00)
Scale NTS

Diagram 1.15



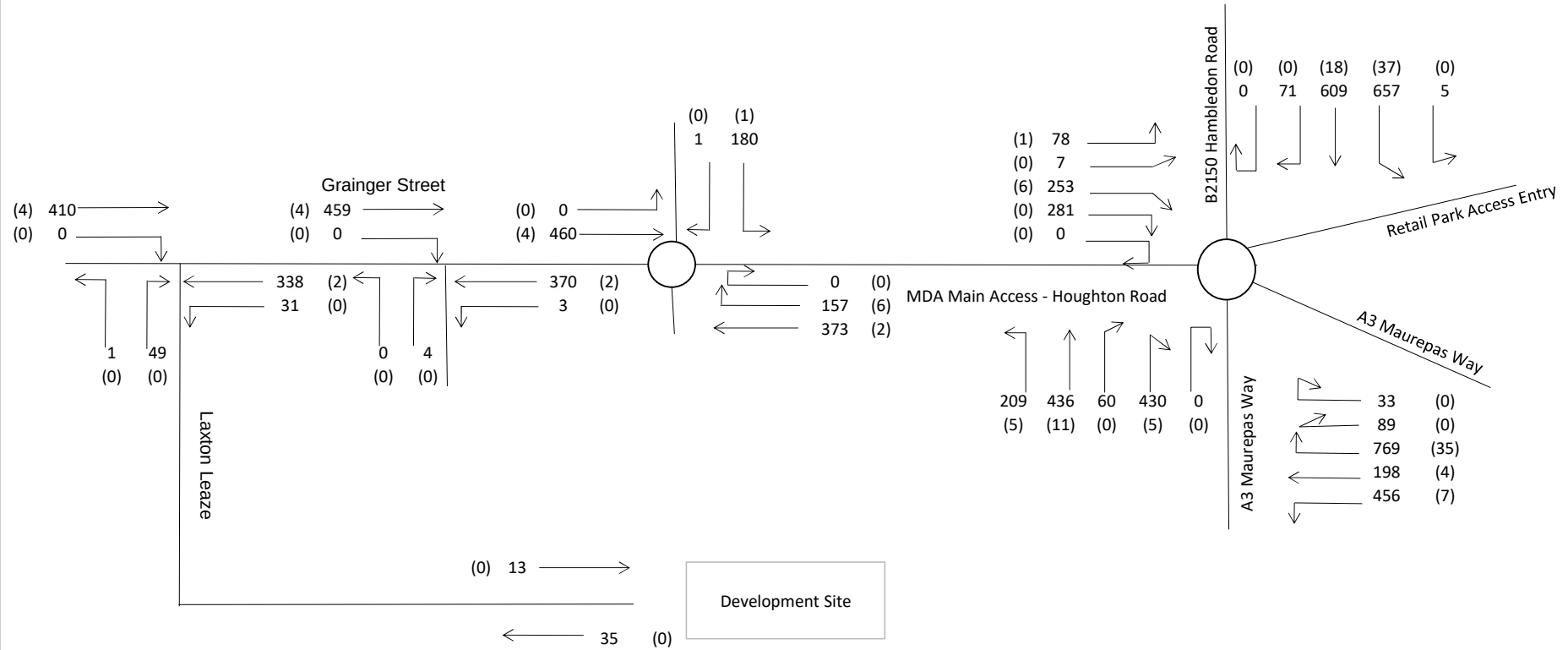
Key
232 Total Vehicles
(2) HGV's



Grainger Plc
Blue Star Land, Waterloooville

2024 Base + Committed + Proposed Dev Traffic
Flows
PM Peak (16:30-17:30)
Scale NTS

Diagram 1.16



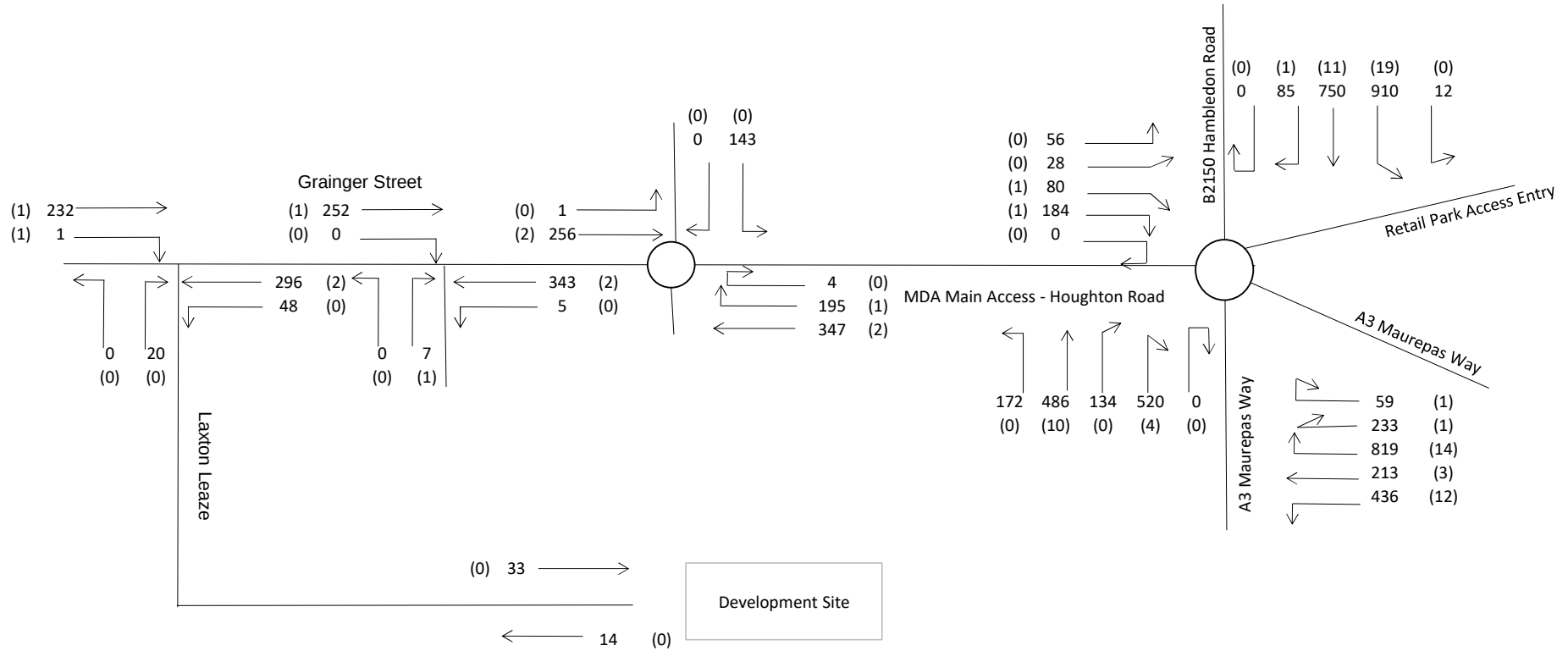
Key
232 Total Vehicles
(2) HGV's



Grainger Plc
Blue Star Land, Waterloooville

2028 Base + Committed + Proposed Dev Traffic
Flows
AM Peak (08:00-09:00)
Scale NTS

Diagram 1.17



Key
232 Total Vehicles
(2) HGV's



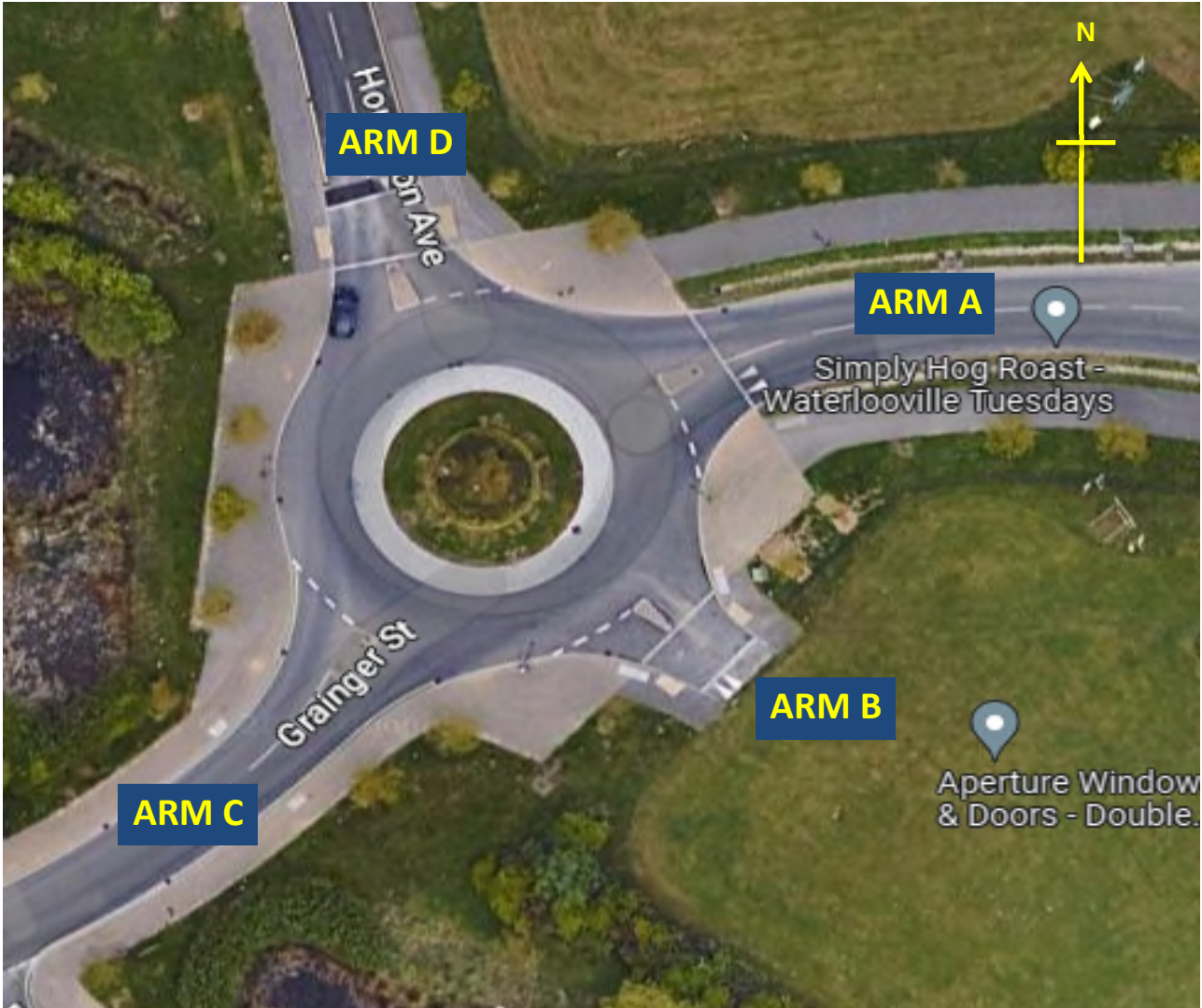
Grainger Plc
Blue Star Land, Waterloooville

2024 Base + Committed + Proposed Dev Traffic
Flows
PM Peak (16:30-17:30)
Scale NTS

Diagram 1.18

APPENDIX A: Survey Results

SITE: 1		DATE: 23/02/2023
LOCATION: HOUGHTON AVENUE (E) / UN- NAMED ROAD / GRAINGER STREET		DAY: THURSDAY



JOB TITLE: WATERLOOVILLE	JOB NUMBER: 12076
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MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	A TO A FROM HOUGHTON AVENUE (E) TO HOUGHTON AVENUE (E)								A TO B FROM HOUGHTON AVENUE (E) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	A TO A FROM HOUGHTON AVENUE (E) TO HOUGHTON AVENUE (E)								A TO B FROM HOUGHTON AVENUE (E) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	1	0	6	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	10	0	0	0	0	1	0	11	2	1	0	0	0	0	1	4

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	A TO C								A TO D							
	FROM HOUGHTON AVENUE (E) TO GRAINGER STREET								FROM HOUGHTON AVENUE (E) TO HOUGHTON AVENUE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	1	4	0	0	0	0	0	5	4	0	0	0	0	0	0	4
06:35	2	3	0	0	0	0	0	5	5	0	0	0	0	0	0	5
06:40	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	1
06:45	2	2	0	0	0	0	0	4	2	3	0	0	0	0	0	5
06:50	0	2	0	0	0	0	0	2	5	1	0	0	0	0	0	6
06:55	4	3	0	0	0	0	0	7	2	0	0	0	0	0	0	2
HH/TOT	10	15	0	0	0	0	0	25	18	5	0	0	0	0	0	23
07:00	6	4	0	0	0	0	0	10	3	1	1	0	0	0	0	5
07:05	6	4	1	0	0	0	0	11	8	1	0	1	0	0	1	11
07:10	6	6	1	0	0	0	0	13	4	0	0	0	0	0	1	5
07:15	9	1	0	0	0	0	0	10	14	2	0	0	0	0	2	18
07:20	8	2	0	0	1	0	0	11	11	2	0	1	0	0	0	14
07:25	10	1	1	0	0	0	1	13	8	0	0	1	0	0	0	9
07:30	13	2	0	1	0	0	0	16	7	1	0	0	0	0	1	9
07:35	6	1	0	0	1	0	0	8	4	0	1	0	0	0	0	5
07:40	11	1	0	0	0	0	0	12	10	2	0	0	0	1	0	13
07:45	8	5	0	0	0	0	0	13	13	3	0	0	0	0	0	16
07:50	5	4	0	0	0	0	0	9	10	0	0	0	0	0	1	11
07:55	14	1	0	2	0	0	0	17	12	3	0	0	0	0	0	15
H/TOT	102	32	3	3	2	0	1	143	104	15	2	3	0	1	6	131
08:00	11	1	0	0	0	0	0	12	6	0	0	0	0	1	0	7
08:05	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6
08:10	12	1	0	0	0	0	0	13	5	0	0	0	0	1	0	6
08:15	13	1	0	0	0	0	0	14	7	1	0	0	0	0	0	8
08:20	18	1	0	0	1	0	0	20	8	1	1	1	0	0	0	11
08:25	26	0	1	0	0	0	0	27	5	1	0	0	0	0	0	6
08:30	34	3	0	0	0	0	0	37	13	0	0	0	0	0	0	13
08:35	24	3	0	0	1	0	0	28	3	3	0	0	0	0	1	7
08:40	18	1	0	0	0	0	0	19	6	0	1	1	0	0	0	8
08:45	16	0	0	0	0	0	0	16	10	1	0	1	0	0	0	12
08:50	15	2	0	0	0	0	0	17	3	0	1	0	0	0	0	4
08:55	9	1	1	0	0	0	0	11	8	1	0	0	0	0	0	9
H/TOT	202	14	2	0	2	0	0	220	80	8	3	3	0	2	1	97
09:00	7	0	0	0	0	0	0	7	8	2	1	0	0	0	0	11
09:05	6	1	0	1	0	0	0	8	8	0	1	1	0	0	0	10
09:10	10	1	0	0	0	0	0	11	3	0	0	0	0	0	0	3
09:15	8	3	0	0	0	0	0	11	4	1	0	1	0	0	0	6
09:20	7	0	0	0	1	0	0	8	3	2	1	0	0	0	0	6
09:25	10	2	0	1	0	0	0	13	5	0	1	0	0	0	0	6
09:30	3	3	1	0	0	0	1	8	8	2	1	0	0	1	0	12
09:35	5	2	0	0	1	0	0	8	2	0	0	0	0	0	0	2
09:40	7	1	0	0	0	0	0	8	3	1	0	0	0	0	0	4
09:45	12	1	1	0	0	0	0	14	7	0	1	0	0	0	0	8
09:50	8	3	1	0	0	0	0	12	2	2	0	0	0	0	0	4
09:55	1	1	0	0	0	0	0	2	3	0	0	1	0	0	0	4
H/TOT	84	18	3	2	2	0	1	110	56	10	6	3	0	1	0	76
10:00	4	1	0	0	0	0	0	5	4	1	0	0	0	1	0	6
10:05	7	1	0	0	0	0	0	8	3	3	0	1	0	0	0	7
10:10	4	0	0	1	0	0	0	5	0	3	0	0	0	0	0	3
10:15	9	1	0	0	0	0	0	10	3	1	1	0	0	0	0	5
10:20	6	3	0	0	1	0	0	10	2	2	1	0	0	0	0	5
10:25	5	2	0	0	0	1	0	8	4	1	0	0	0	0	0	5
HH/TOT	35	8	0	1	1	1	0	46	16	11	2	1	0	1	0	31
P/TOT	433	87	8	6	7	1	2	544	274	49	13	10	0	5	7	358

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	A TO C FROM HOUGHTON AVENUE (E) TO GRAINGER STREET							TOT	A TO D FROM HOUGHTON AVENUE (E) TO HOUGHTON AVENUE (N)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:30	20	1	0	0	0	0	0	21	4	2	0	0	0	1	0	7
15:35	17	4	0	0	1	0	1	23	4	1	0	0	0	0	0	5
15:40	13	1	0	0	0	0	1	15	5	1	1	0	0	0	7	14
15:45	14	1	0	0	0	0	0	15	10	1	0	0	0	0	0	11
15:50	16	2	1	0	0	0	0	19	7	2	0	0	0	0	0	9
15:55	12	0	0	0	0	0	0	12	4	3	0	0	0	0	0	7
HH/TOT	92	9	1	0	1	0	2	105	34	10	1	0	0	1	7	53
16:00	14	0	1	0	0	0	0	15	2	0	1	0	0	0	1	4
16:05	20	6	0	0	0	1	0	27	11	0	0	0	0	0	0	11
16:10	17	2	0	0	0	0	0	19	5	2	0	0	0	0	0	7
16:15	15	3	0	0	0	0	0	18	4	0	1	0	0	0	0	5
16:20	17	1	0	0	1	0	0	19	15	3	0	0	0	0	0	18
16:25	20	4	0	0	0	0	0	24	5	0	0	0	0	0	0	5
16:30	13	2	1	0	0	1	0	17	11	0	0	0	0	0	1	12
16:35	17	0	0	0	1	0	0	18	8	1	0	0	0	0	0	9
16:40	11	1	0	0	0	0	0	12	13	1	0	0	0	0	0	14
16:45	17	2	0	0	0	0	0	19	7	2	0	0	0	0	0	9
16:50	17	4	0	0	0	0	0	21	8	1	0	0	0	0	0	9
16:55	20	4	0	0	0	0	0	24	10	4	0	0	0	0	0	14
H/TOT	198	29	2	0	2	2	0	233	99	14	2	0	0	0	2	117
17:00	19	2	0	0	0	0	0	21	4	1	0	0	0	2	0	7
17:05	19	1	0	0	0	0	0	20	14	1	0	0	0	0	0	15
17:10	19	1	1	0	0	1	0	22	13	3	0	0	0	0	0	16
17:15	21	2	0	0	1	0	0	24	6	2	0	0	0	0	0	8
17:20	15	1	0	0	0	0	0	16	12	3	0	0	0	0	0	15
17:25	18	1	0	0	0	0	0	19	14	3	1	0	0	0	0	18
17:30	15	3	0	0	0	0	0	18	11	4	0	0	0	0	0	15
17:35	25	2	1	0	1	0	0	29	4	0	0	0	0	0	0	4
17:40	22	1	0	0	0	0	0	23	10	0	0	0	0	0	0	10
17:45	20	0	0	0	0	1	0	21	13	2	0	0	0	0	0	15
17:50	16	1	0	0	0	0	0	17	10	0	0	0	0	0	0	10
17:55	23	1	0	0	0	0	0	24	8	0	0	0	0	0	0	8
H/TOT	232	16	2	0	2	2	0	254	119	19	1	0	0	2	0	141
18:00	11	0	0	0	0	0	0	11	11	0	0	0	0	0	0	11
18:05	18	1	0	0	0	0	0	19	7	1	0	0	0	0	0	8
18:10	16	1	0	0	0	0	0	17	6	0	0	0	0	0	0	6
18:15	14	3	1	0	0	1	0	19	4	0	1	0	0	0	0	5
18:20	14	0	0	0	1	0	0	15	7	0	0	0	0	0	0	7
18:25	13	0	0	0	0	0	0	13	8	1	0	0	0	0	0	9
18:30	21	1	0	0	0	2	0	24	7	0	0	0	0	0	0	7
18:35	7	0	0	0	0	0	0	7	4	1	0	0	0	0	0	5
18:40	16	0	0	0	0	0	0	16	5	2	0	0	0	0	0	7
18:45	12	2	1	0	0	0	0	15	8	0	0	0	0	0	0	8
18:50	15	1	0	0	0	0	0	16	7	0	0	0	0	0	0	7
18:55	20	1	0	0	0	0	0	21	5	1	0	0	0	0	0	6
H/TOT	177	10	2	0	1	3	0	193	79	6	1	0	0	0	0	86
19:00	8	1	0	0	0	0	0	9	3	0	0	0	0	0	0	3
19:05	14	1	1	0	0	0	0	16	10	0	0	0	0	0	0	10
19:10	16	1	0	0	0	0	0	17	10	0	0	0	0	0	0	10
19:15	6	2	0	0	0	0	0	8	7	0	0	0	0	0	0	7
19:20	13	0	0	0	0	1	0	14	4	0	0	0	0	0	0	4
19:25	16	1	0	0	0	0	0	17	7	0	1	0	0	0	0	8
HH/TOT	73	6	1	0	0	1	0	81	41	0	1	0	0	0	0	42
P/TOT	772	70	8	0	6	8	2	866	372	49	6	0	0	3	9	439

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	B TO A								B TO B							
	FROM UN-NAMED ROAD TO HOUGHTON AVENUE (E)								FROM UN-NAMED ROAD TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	B TO A								B TO B							
	FROM UN-NAMED ROAD TO HOUGHTON AVENUE (E)								FROM UN-NAMED ROAD TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	B TO C FROM UN-NAMED ROAD TO GRAINGER STREET								B TO D FROM UN-NAMED ROAD TO HOUGHTON AVENUE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	B TO C FROM UN-NAMED ROAD TO GRAINGER STREET								B TO D FROM UN-NAMED ROAD TO HOUGHTON AVENUE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	C TO A								C TO B							
	FROM GRAINGER STREET TO HOUGHTON AVENUE (E)								FROM GRAINGER STREET TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
06:35	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
06:40	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0
06:45	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
06:50	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0
06:55	9	2	1	0	0	0	0	12	0	0	0	0	0	0	0	0
HH/TOT	55	8	1	0	0	0	0	64	0	0	0	0	0	0	0	0
07:00	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:05	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
07:10	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:15	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
07:20	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
07:25	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
07:30	19	4	0	0	0	0	0	23	0	0	0	0	0	0	0	0
07:35	33	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0
07:40	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
07:45	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0
07:50	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0
07:55	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0
H/TOT	195	18	0	0	0	0	0	213	0	0	0	0	0	0	0	0
08:00	27	5	0	0	0	0	1	33	0	0	0	0	0	0	0	0
08:05	26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0
08:10	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
08:15	24	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
08:20	26	1	0	1	0	0	0	28	0	0	0	0	0	0	0	0
08:25	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
08:30	25	2	0	0	0	0	0	27	0	0	0	0	0	0	0	0
08:35	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0
08:40	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
08:45	48	1	1	0	0	0	0	50	0	0	0	0	0	0	0	0
08:50	28	2	0	2	0	0	0	32	0	0	0	0	0	0	0	0
08:55	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	309	18	1	3	0	0	1	332	0	0	0	0	0	0	0	0
09:00	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
09:05	7	3	0	1	0	0	0	11	0	0	0	0	0	0	0	0
09:10	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
09:15	9	2	2	0	0	0	0	13	0	0	0	0	0	0	0	0
09:20	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:25	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
09:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:35	14	2	1	0	0	0	0	17	0	0	0	0	0	0	0	0
09:40	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
09:45	6	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0
09:50	11	2	0	1	0	0	0	14	0	0	0	0	0	0	0	0
09:55	6	5	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	99	19	4	2	0	0	0	124	0	0	0	0	0	0	0	0
10:00	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0
10:05	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
10:10	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
10:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:20	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
10:25	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
HH/TOT	36	8	0	0	0	0	0	44	0	0	0	0	0	0	0	0
P/TOT	694	71	6	5	0	0	1	777	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	C TO A								C TO B							
	FROM GRAINGER STREET TO HOUGHTON AVENUE (E)								FROM GRAINGER STREET TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15:35	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0
15:40	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
15:45	8	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0
15:50	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
15:55	10	2	0	0	0	1	0	13	0	0	0	0	0	0	0	0
HH/TOT	63	10	0	0	0	1	1	75	0	0	0	0	0	0	0	0
16:00	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16:05	16	4	0	0	0	0	0	20	0	0	0	0	0	0	0	0
16:10	9	4	1	0	0	1	0	15	0	0	0	0	0	0	0	0
16:15	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0
16:20	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:25	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16:30	12	0	0	0	0	0	1	13	0	0	0	0	0	0	0	0
16:35	26	1	1	0	0	1	0	29	0	0	0	0	0	0	0	0
16:40	16	1	0	0	0	1	0	18	0	0	0	0	0	0	0	0
16:45	17	2	1	0	0	0	0	20	0	0	0	0	0	0	0	0
16:50	15	7	0	0	0	0	0	22	0	0	0	0	0	0	0	0
16:55	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
H/TOT	170	26	3	0	0	3	1	203	0	0	0	0	0	0	0	0
17:00	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
17:05	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
17:10	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
17:15	12	1	0	0	0	1	0	14	0	0	0	0	0	0	0	0
17:20	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
17:25	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
17:30	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:35	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
17:40	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
17:45	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:50	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:55	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	156	13	0	0	0	1	0	170	0	0	0	0	0	0	0	0
18:00	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
18:05	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
18:10	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:20	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
18:25	16	1	0	0	0	1	0	18	0	0	0	0	0	0	0	0
18:30	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
18:35	11	0	0	0	0	1	0	12	0	0	0	0	0	0	0	0
18:40	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
18:50	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
18:55	6	1	0	0	0	0	0	7	0	1	0	0	0	0	0	1
H/TOT	114	6	0	0	0	2	0	122	0	1	0	0	0	0	0	1
19:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
19:05	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
19:10	5	1	0	0	0	1	0	7	0	0	0	0	0	0	0	0
19:15	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
19:20	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
19:25	6	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0
HH/TOT	43	3	1	0	0	1	0	48	0	0	0	0	0	0	0	0
P/TOT	546	58	4	0	0	8	2	618	0	1	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	C TO C								C TO D							
	FROM GRAINGER STREET TO GRAINGER STREET								FROM GRAINGER STREET TO HOUGHTON AVENUE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	4

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	C TO C FROM GRAINGER STREET TO GRAINGER STREET								C TO D FROM GRAINGER STREET TO HOUGHTON AVENUE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	D TO A								D TO B							
	FROM HOUGHTON AVENUE (N) TO HOUGHTON AVENUE (E)								FROM HOUGHTON AVENUE (N) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
06:35	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
06:40	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
06:45	5	1	1	0	0	0	0	7	0	0	0	0	0	0	0	0
06:50	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
06:55	7	1	0	0	0	0	1	9	0	0	0	0	0	0	0	0
HH/TOT	35	8	1	0	0	0	1	45	0	0	0	0	0	0	0	0
07:00	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
07:05	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
07:10	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
07:15	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
07:20	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:25	15	0	0	0	1	0	0	16	0	0	0	0	0	0	0	0
07:30	11	4	0	0	0	0	0	15	0	0	0	0	0	0	0	0
07:35	8	2	0	0	0	1	0	11	0	0	0	0	0	0	0	0
07:40	6	2	0	0	1	0	1	10	0	0	0	0	0	0	0	0
07:45	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
07:50	15	1	0	3	0	0	0	19	0	0	0	0	0	0	0	0
07:55	17	4	0	0	0	0	0	21	0	0	0	0	0	0	0	0
H/TOT	123	22	0	3	2	1	1	152	0	0	0	0	0	0	0	0
08:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:05	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
08:10	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0
08:15	16	1	0	0	0	0	1	18	0	0	0	0	0	0	0	0
08:20	11	1	0	0	0	0	3	15	0	0	0	0	0	0	0	0
08:25	12	2	0	0	1	0	1	16	0	0	0	0	0	0	0	0
08:30	11	1	0	0	0	0	2	14	0	0	0	0	0	0	0	0
08:35	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
08:40	10	1	0	1	0	1	0	13	0	0	0	0	0	0	0	0
08:45	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:50	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
08:55	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	122	15	0	1	1	1	7	147	0	0	0	0	0	0	0	0
09:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:05	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0
09:10	8	1	0	1	0	0	0	10	0	0	0	0	0	0	0	0
09:15	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
09:20	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:25	7	0	0	1	1	0	0	9	0	0	0	0	0	0	0	0
09:30	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
09:35	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
09:40	1	2	2	0	1	0	0	6	0	0	0	0	0	0	0	0
09:45	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
09:50	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:55	6	3	1	0	0	0	0	10	0	0	0	0	0	0	0	0
H/TOT	63	16	4	3	2	0	0	88	0	0	0	0	0	0	0	0
10:00	4	2	1	0	0	0	0	7	0	0	0	0	0	0	0	0
10:05	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:10	3	1	0	1	0	0	0	5	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:20	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
10:25	3	0	1	0	1	0	0	5	0	0	0	0	0	0	0	0
HH/TOT	14	6	2	1	1	0	0	24	0	0	0	0	0	0	0	0
P/TOT	357	67	7	8	6	2	9	456	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	D TO A								D TO B							
	FROM HOUGHTON AVENUE (N) TO HOUGHTON AVENUE (E)								FROM HOUGHTON AVENUE (N) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	4	1	0	1	0	0	0	6	0	0	0	0	0	0	0	0
15:35	5	2	0	0	1	0	0	8	0	0	0	0	0	0	0	0
15:40	9	3	0	0	0	0	0	12	0	1	0	0	0	0	0	1
15:45	3	2	1	0	0	0	0	6	0	0	0	0	0	0	0	0
15:50	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:55	8	4	1	0	0	0	0	13	0	0	0	0	0	0	0	0
HH/TOT	34	12	2	1	1	0	0	50	0	1	0	0	0	0	0	1
16:00	13	1	1	0	0	0	0	15	0	0	0	0	0	0	0	0
16:05	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
16:10	13	0	0	1	0	0	2	16	0	0	0	0	0	0	0	0
16:15	16	1	0	0	0	1	0	18	0	0	0	0	0	0	0	0
16:20	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
16:25	13	2	0	0	1	0	0	16	0	0	0	0	0	0	0	0
16:30	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
16:35	16	0	0	0	0	2	0	18	0	0	0	0	0	0	0	0
16:40	13	3	0	0	1	0	1	18	0	0	0	0	0	0	0	0
16:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:50	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
16:55	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	142	12	1	1	2	3	3	164	0	0	0	0	0	0	0	0
17:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
17:05	7	1	0	0	0	1	0	9	0	0	0	0	0	0	0	0
17:10	8	1	0	0	0	1	0	10	0	0	0	0	0	0	0	0
17:15	6	0	0	0	0	1	0	7	0	0	0	0	0	0	0	0
17:20	6	1	0	0	1	0	0	8	0	0	0	0	0	0	0	0
17:25	6	4	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:35	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
17:40	7	1	0	0	1	0	0	9	0	0	0	0	0	0	0	0
17:45	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:50	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:55	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	71	12	0	0	2	3	0	88	0	0	0	0	0	0	0	0
18:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:05	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:10	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:20	3	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0
18:25	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:35	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:40	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:50	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:55	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	61	1	0	0	1	0	0	63	0	0	0	0	0	0	0	0
19:00	6	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0
19:05	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:10	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
19:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
19:20	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
19:25	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
HH/TOT	24	1	0	0	0	0	1	26	0	0	0	0	0	0	0	0
P/TOT	332	38	3	2	6	6	4	391	0	1	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	D TO C								D TO D							
	FROM HOUGHTON AVENUE (N) TO GRAINGER STREET								FROM HOUGHTON AVENUE (N) TO HOUGHTON AVENUE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	D TO C								D TO D							
	FROM HOUGHTON AVENUE (N) TO GRAINGER STREET								FROM HOUGHTON AVENUE (N) TO HOUGHTON AVENUE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
HH/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM A HOUGHTON AVENUE (E)							TOT	FROM ARM A HOUGHTON AVENUE (E)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
06:30	7	3	0	0	0	0	0	10	5	4	0	0	0	0	0	9
06:35	16	1	0	0	0	0	0	17	8	3	0	0	0	0	0	11
06:40	12	4	0	0	0	0	0	16	1	2	0	0	0	0	0	3
06:45	14	2	1	0	0	0	0	17	4	5	0	0	0	0	0	9
06:50	26	3	0	0	0	0	0	29	5	3	0	0	0	0	0	8
06:55	16	3	1	0	0	0	1	21	6	3	0	0	0	0	0	9
HH/TOT	91	16	2	0	0	0	1	110	29	20	0	0	0	0	0	49
07:00	18	3	0	0	0	0	0	21	9	6	1	0	0	0	0	16
07:05	20	1	0	0	0	0	0	21	14	5	1	1	0	0	1	22
07:10	19	4	0	0	0	0	0	23	11	6	1	0	0	0	1	19
07:15	23	1	0	0	0	0	0	24	23	3	0	0	0	0	2	28
07:20	14	4	0	0	0	0	0	18	19	4	0	1	1	0	0	25
07:25	26	1	0	0	1	0	0	28	18	1	1	1	0	0	1	22
07:30	30	8	0	0	0	0	0	38	21	3	0	1	0	0	1	26
07:35	42	2	0	0	0	1	0	45	10	1	1	0	1	0	0	13
07:40	22	3	0	0	1	0	1	27	21	3	0	0	0	1	0	25
07:45	33	4	0	0	0	0	0	37	21	8	0	0	0	0	0	29
07:50	33	3	0	3	0	0	0	39	15	4	0	0	0	0	1	20
07:55	40	6	0	0	0	0	0	46	26	4	0	2	0	0	0	32
H/TOT	320	40	0	3	2	1	1	367	208	48	5	6	2	1	7	277
08:00	34	6	0	0	0	0	1	41	17	1	0	0	0	1	0	19
08:05	35	5	0	0	0	0	0	40	12	0	0	0	0	0	0	12
08:10	38	4	0	0	0	0	0	42	17	1	0	0	0	1	0	19
08:15	40	1	0	0	0	0	1	42	20	2	0	0	0	0	0	22
08:20	37	2	0	1	0	0	3	43	26	2	1	1	1	0	0	31
08:25	33	2	0	0	1	0	1	37	31	1	1	0	0	0	0	33
08:30	36	3	0	0	0	0	2	41	47	3	0	0	0	0	0	50
08:35	34	3	0	0	0	0	0	37	27	6	0	0	1	0	1	35
08:40	33	2	0	1	0	1	0	37	24	1	1	1	0	0	0	27
08:45	55	2	1	0	0	0	0	58	26	1	0	1	0	0	0	28
08:50	38	3	0	2	0	0	0	43	18	2	1	0	0	0	0	21
08:55	18	0	0	0	0	0	0	18	17	2	1	0	0	0	0	20
H/TOT	431	33	1	4	1	1	8	479	282	22	5	3	2	2	1	317
09:00	12	2	0	0	0	0	0	14	15	2	1	0	0	0	0	18
09:05	15	4	1	1	0	0	0	21	14	1	1	2	0	0	0	18
09:10	22	1	0	1	0	0	0	24	13	1	0	0	0	0	0	14
09:15	15	4	2	0	0	0	0	21	12	4	0	1	0	0	0	17
09:20	9	1	0	0	0	0	0	10	10	2	1	0	1	0	0	14
09:25	15	0	0	1	1	0	0	17	15	2	1	1	0	0	0	19
09:30	7	1	0	1	0	0	0	9	11	5	2	0	0	1	1	20
09:35	21	4	1	0	0	0	0	26	7	2	0	0	1	0	0	10
09:40	7	4	2	0	1	0	0	14	10	2	0	0	0	0	0	12
09:45	12	2	1	0	0	0	0	15	19	1	2	0	0	0	0	22
09:50	16	4	0	1	0	0	0	21	11	5	1	0	0	0	0	17
09:55	12	8	1	0	0	0	0	21	4	1	0	1	0	0	0	6
H/TOT	163	35	8	5	2	0	0	213	141	28	9	5	2	1	1	187
10:00	14	5	1	0	0	0	0	20	8	2	0	0	0	1	0	11
10:05	8	2	0	0	0	0	0	10	10	4	0	1	0	0	0	15
10:10	10	3	0	1	0	0	0	14	4	3	0	1	0	0	0	8
10:15	3	1	0	0	0	0	0	4	12	2	1	0	0	0	0	15
10:20	7	3	0	0	0	0	0	10	8	5	1	0	1	0	0	15
10:25	8	0	1	0	1	0	0	10	9	3	0	0	0	1	0	13
HH/TOT	50	14	2	1	1	0	0	68	51	19	2	2	1	2	0	77
P/TOT	1055	138	13	13	6	2	10	1237	711	137	21	16	7	6	9	907

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM A HOUGHTON AVENUE (E)							TOT	FROM ARM A HOUGHTON AVENUE (E)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:30	15	2	0	1	0	0	0	18	24	3	0	0	0	1	0	28
15:35	22	5	0	0	1	0	0	28	21	5	0	0	1	0	1	28
15:40	16	6	0	0	0	0	0	22	18	3	1	0	0	0	8	30
15:45	11	2	1	0	0	0	1	15	24	2	0	0	0	0	0	26
15:50	16	2	0	0	0	0	0	18	24	4	1	0	0	0	0	29
15:55	18	6	1	0	0	1	0	26	16	3	0	0	0	0	0	19
HH/TOT	98	23	2	1	1	1	1	127	127	20	2	0	1	1	9	160
16:00	26	1	1	0	0	0	0	28	16	0	2	0	0	0	1	19
16:05	26	6	0	0	0	0	0	32	32	6	0	0	0	1	0	39
16:10	23	4	1	1	0	1	2	32	23	4	0	0	0	0	0	27
16:15	27	4	0	0	0	1	0	32	19	3	1	0	0	0	0	23
16:20	24	2	0	0	0	0	0	26	35	4	0	0	1	0	0	40
16:25	25	3	0	0	1	0	0	29	25	4	0	0	0	0	0	29
16:30	30	1	0	0	0	1	1	33	26	2	1	0	0	2	1	32
16:35	42	1	1	0	0	3	0	47	25	1	0	0	1	0	0	27
16:40	29	4	0	0	1	1	1	36	24	2	0	0	0	0	0	26
16:45	22	2	1	0	0	0	0	25	24	4	0	0	0	0	0	28
16:50	24	8	0	0	0	0	0	32	25	5	0	0	0	0	0	30
16:55	19	2	0	0	0	0	0	21	30	8	0	0	0	0	0	38
H/TOT	317	38	4	1	2	7	4	373	304	43	4	0	2	3	2	358
17:00	19	2	0	0	0	0	0	21	23	3	0	0	0	2	1	29
17:05	18	3	0	0	0	1	0	22	33	2	0	0	0	0	0	35
17:10	19	3	0	0	0	1	0	23	32	4	1	0	0	1	0	38
17:15	18	1	0	0	0	2	0	21	27	4	0	0	1	0	0	32
17:20	24	1	0	0	1	0	0	26	28	4	0	0	0	0	0	32
17:25	20	5	0	0	0	0	0	25	32	4	1	0	0	0	0	37
17:30	16	1	0	0	0	0	0	17	26	7	0	0	0	0	0	33
17:35	30	0	0	0	0	0	0	30	29	2	1	0	1	0	0	33
17:40	21	2	0	0	1	0	0	24	32	1	0	0	0	0	0	33
17:45	22	3	0	0	0	0	0	25	34	2	0	0	0	1	0	37
17:50	13	0	0	0	0	0	0	13	26	1	0	0	0	0	0	27
17:55	9	4	0	0	0	0	0	13	31	1	0	0	0	0	0	32
H/TOT	229	25	0	0	2	4	0	260	353	35	3	0	2	4	1	398
18:00	21	0	0	0	0	0	0	21	22	0	0	0	0	0	0	22
18:05	15	0	0	0	0	0	0	15	25	2	0	0	0	0	0	27
18:10	13	0	0	0	0	0	0	13	22	1	0	0	0	0	0	23
18:15	12	0	0	0	0	0	0	12	18	3	2	0	0	1	0	24
18:20	15	2	0	0	1	0	0	18	21	0	0	0	1	0	0	22
18:25	20	1	0	0	0	1	0	22	21	1	0	0	0	0	0	22
18:30	8	2	0	0	0	0	0	10	28	1	0	0	0	2	0	31
18:35	14	1	0	0	0	1	0	16	12	1	0	0	0	0	0	13
18:40	16	0	0	0	0	0	0	16	21	2	0	0	0	0	0	23
18:45	15	0	0	0	0	0	0	15	20	2	1	0	0	0	0	23
18:50	16	0	0	0	0	0	0	16	22	1	0	0	0	0	0	23
18:55	11	1	0	0	0	0	0	12	25	2	0	0	0	0	0	27
H/TOT	176	7	0	0	1	2	0	186	257	16	3	0	1	3	0	280
19:00	17	1	0	0	0	0	1	19	11	1	0	0	0	0	0	12
19:05	7	0	0	0	0	0	0	7	24	1	1	0	0	0	0	26
19:10	7	2	0	0	0	1	0	10	27	1	0	0	0	0	0	28
19:15	15	1	0	0	0	0	0	16	13	2	0	0	0	0	0	15
19:20	12	1	0	0	0	0	0	13	17	0	0	0	0	1	0	18
19:25	10	0	1	0	0	0	0	11	23	1	1	0	0	0	0	25
HH/TOT	68	5	1	0	0	1	1	76	115	6	2	0	0	1	0	124
P/TOT	888	98	7	2	6	15	6	1022	1156	120	14	0	6	12	12	1320

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM B UN-NAMED ROAD							TOT	FROM ARM B UN-NAMED ROAD							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM B UN-NAMED ROAD								FROM ARM B UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
19:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
P/TOT	2	3	0	0	0	0	1	6	2	3	0	0	0	0	0	5

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM C GRAINGER STREET								FROM ARM C GRAINGER STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	1	4	0	0	0	0	0	5	5	0	0	0	0	0	0	5
06:35	2	3	0	0	0	0	0	5	11	0	0	0	0	0	0	11
06:40	1	1	0	0	0	0	0	2	5	3	0	0	0	0	0	8
06:45	2	2	0	0	0	0	0	4	9	1	0	0	0	0	0	10
06:50	0	2	0	0	0	0	0	2	16	2	0	0	0	0	0	18
06:55	4	3	0	0	0	0	0	7	9	2	1	0	0	0	1	13
HH/TOT	10	15	0	0	0	0	0	25	55	8	1	0	0	0	1	65
07:00	6	4	0	0	0	0	0	10	7	2	0	0	0	0	0	9
07:05	6	4	1	0	0	0	0	11	13	0	0	0	0	0	0	13
07:10	6	6	1	0	0	0	0	13	7	2	0	0	0	0	0	9
07:15	9	1	0	0	0	0	0	10	15	1	0	0	0	0	0	16
07:20	8	2	0	0	1	0	0	11	10	1	0	0	0	0	0	11
07:25	10	1	1	0	0	0	1	13	10	1	0	0	0	0	0	11
07:30	13	3	0	1	0	0	0	17	19	4	0	0	0	0	0	23
07:35	6	1	0	0	1	0	0	8	33	0	0	0	0	0	0	33
07:40	11	1	0	0	0	0	0	12	16	1	0	0	0	0	0	17
07:45	8	5	0	0	0	0	0	13	25	2	0	0	0	0	0	27
07:50	5	4	0	0	0	0	0	9	18	2	0	0	0	0	0	20
07:55	14	2	0	2	0	0	0	18	23	2	0	0	0	0	0	25
H/TOT	102	34	3	3	2	0	1	145	196	18	0	0	0	0	0	214
08:00	11	1	0	0	0	0	0	12	27	5	0	0	0	0	1	33
08:05	6	0	0	0	0	0	0	6	26	3	0	0	0	0	0	29
08:10	12	1	0	0	0	0	0	13	28	1	0	0	0	0	0	29
08:15	13	1	0	0	0	0	0	14	24	0	0	0	0	0	0	24
08:20	18	1	0	0	1	0	0	20	26	1	0	1	0	0	0	28
08:25	26	0	1	0	0	0	0	27	21	0	0	0	0	0	0	21
08:30	34	3	0	0	0	0	0	37	25	2	0	0	0	0	0	27
08:35	24	3	0	0	1	0	0	28	20	2	0	0	0	0	0	22
08:40	18	1	0	0	0	0	0	19	23	1	0	0	0	0	0	24
08:45	17	0	0	0	0	0	0	17	48	1	1	0	0	0	0	50
08:50	15	2	0	0	0	0	0	17	28	2	0	2	0	0	0	32
08:55	9	1	1	0	0	0	0	11	13	0	0	0	0	0	0	13
H/TOT	203	14	2	0	2	0	0	221	309	18	1	3	0	0	1	332
09:00	7	0	0	0	0	0	0	7	9	1	0	0	0	0	0	10
09:05	6	1	0	1	0	0	0	8	7	3	0	1	0	0	0	11
09:10	10	1	0	0	0	0	0	11	14	0	0	0	0	0	0	14
09:15	8	3	0	0	0	0	0	11	9	2	2	0	0	0	0	13
09:20	7	0	0	0	1	0	0	8	4	2	0	0	0	0	0	6
09:25	10	2	0	1	0	0	0	13	8	0	0	0	0	0	0	8
09:30	3	3	1	0	0	0	1	8	6	1	0	0	0	0	0	7
09:35	5	2	0	0	1	0	0	8	14	2	1	0	0	0	0	17
09:40	7	1	0	0	0	0	0	8	6	2	0	0	0	0	0	8
09:45	12	1	1	0	0	0	0	14	6	0	1	0	0	0	0	7
09:50	8	3	1	0	0	0	0	12	11	2	0	1	0	0	0	14
09:55	1	1	0	0	0	0	0	2	6	5	0	0	0	0	0	11
H/TOT	84	18	3	2	2	0	1	110	100	20	4	2	0	0	0	126
10:00	4	1	0	0	0	0	0	5	10	3	0	0	0	0	0	13
10:05	7	1	0	0	0	0	0	8	7	2	0	0	0	0	0	9
10:10	4	0	0	1	0	0	0	5	7	2	0	0	0	0	0	9
10:15	9	1	0	0	0	0	0	10	2	1	0	0	0	0	0	3
10:20	6	3	0	0	1	0	0	10	5	0	0	0	0	0	0	5
10:25	5	2	0	0	0	1	0	8	5	0	0	0	0	0	0	5
HH/TOT	35	8	0	1	1	1	0	46	36	8	0	0	0	0	0	44
P/TOT	434	89	8	6	7	1	2	547	696	72	6	5	0	0	2	781

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM C GRAINGER STREET							TOT	FROM ARM C GRAINGER STREET							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:30	20	1	0	0	0	0	0	21	11	1	0	0	0	0	0	12
15:35	17	4	0	0	1	0	1	23	17	3	0	0	0	0	0	20
15:40	13	1	0	0	0	0	1	15	7	3	0	0	0	0	0	10
15:45	15	1	0	0	0	0	0	16	8	0	1	0	0	0	1	10
15:50	16	2	1	0	0	0	0	19	10	1	0	0	0	0	0	11
15:55	12	0	0	0	0	0	0	12	10	2	0	0	0	1	0	13
HH/TOT	93	9	1	0	1	0	2	106	63	10	1	0	0	1	1	76
16:00	14	0	1	0	0	0	0	15	13	0	0	0	0	0	0	13
16:05	20	6	0	0	0	1	0	27	16	4	0	0	0	0	0	20
16:10	17	2	0	0	0	0	0	19	9	4	1	0	0	1	0	15
16:15	15	3	0	0	0	0	0	18	11	3	0	0	0	0	0	14
16:20	17	1	0	0	1	0	0	19	6	1	0	0	0	0	0	7
16:25	20	4	0	0	0	0	0	24	12	1	0	0	0	0	0	13
16:30	13	2	1	0	0	1	0	17	12	0	0	0	0	0	1	13
16:35	17	1	0	0	1	0	0	19	26	2	1	0	0	1	0	30
16:40	11	1	0	0	0	0	0	12	17	1	0	0	0	1	0	19
16:45	17	2	0	0	0	0	0	19	17	2	1	0	0	0	0	20
16:50	18	4	0	0	0	0	0	22	15	7	0	0	0	0	0	22
16:55	20	4	0	0	0	0	0	24	17	2	0	0	0	0	0	19
H/TOT	199	30	2	0	2	2	0	235	171	27	3	0	0	3	1	205
17:00	19	2	0	0	0	0	0	21	11	2	0	0	0	0	0	13
17:05	19	1	0	0	0	0	0	20	11	2	0	0	0	0	0	13
17:10	19	1	1	0	0	1	0	22	11	2	0	0	0	0	0	13
17:15	21	2	0	0	1	0	0	24	12	1	0	0	0	1	0	14
17:20	15	1	0	0	0	0	0	16	17	0	0	0	0	0	0	17
17:25	18	1	0	0	0	0	0	19	14	1	0	0	0	0	0	15
17:30	16	3	0	0	0	0	0	19	13	1	0	0	0	0	0	14
17:35	25	2	1	0	1	0	0	29	21	0	0	0	0	0	0	21
17:40	22	1	0	0	0	0	0	23	14	1	0	0	0	0	0	15
17:45	20	0	0	0	0	1	0	21	13	1	0	0	0	0	0	14
17:50	16	1	0	0	0	0	0	17	10	0	0	0	0	0	0	10
17:55	23	1	0	0	0	0	0	24	9	2	0	0	0	0	0	11
H/TOT	233	16	2	0	2	2	0	255	156	13	0	0	0	1	0	170
18:00	11	0	0	0	0	0	0	11	14	0	0	0	0	0	0	14
18:05	18	1	0	0	0	0	0	19	8	0	0	0	0	0	0	8
18:10	16	1	0	0	0	0	0	17	7	0	0	0	0	0	0	7
18:15	14	3	1	0	0	1	0	19	6	0	0	0	0	0	0	6
18:20	14	0	0	0	1	0	0	15	12	2	0	0	0	0	0	14
18:25	13	0	0	0	0	0	0	13	16	1	0	0	0	1	0	18
18:30	21	1	0	0	0	2	0	24	6	2	0	0	0	0	0	8
18:35	7	0	0	0	0	0	0	7	11	0	0	0	0	1	0	12
18:40	16	0	0	0	0	0	0	16	7	0	0	0	0	0	0	7
18:45	12	2	1	0	0	0	0	15	10	0	0	0	0	0	0	10
18:50	15	1	0	0	0	0	0	16	11	0	0	0	0	0	0	11
18:55	20	1	0	0	0	0	0	21	6	2	0	0	0	0	0	8
H/TOT	177	10	2	0	1	3	0	193	114	7	0	0	0	2	0	123
19:00	8	1	0	0	0	0	0	9	11	0	0	0	0	0	0	11
19:05	14	1	1	0	0	0	0	16	6	0	0	0	0	0	0	6
19:10	16	1	0	0	0	0	0	17	5	1	0	0	0	1	0	7
19:15	6	2	0	0	0	0	0	8	9	1	0	0	0	0	0	10
19:20	13	0	0	0	0	1	0	14	6	1	0	0	0	0	0	7
19:25	17	1	0	0	0	0	0	18	6	0	1	0	0	0	0	7
HH/TOT	74	6	1	0	0	1	0	82	43	3	1	0	0	1	0	48
P/TOT	776	71	8	0	6	8	2	871	547	60	5	0	0	8	2	622

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM D HOUGHTON AVENUE (N)							TOT	FROM ARM D HOUGHTON AVENUE (N)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
06:30	4	0	0	0	0	0	0	4	2	3	0	0	0	0	0	5
06:35	5	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5
06:40	0	1	0	0	0	0	0	1	7	1	0	0	0	0	0	8
06:45	2	3	0	0	0	0	0	5	5	1	1	0	0	0	0	7
06:50	5	1	0	0	0	0	0	6	10	1	0	0	0	0	0	11
06:55	2	0	0	0	0	0	1	3	7	1	0	0	0	0	1	9
HH/TOT	18	5	0	0	0	0	1	24	35	8	1	0	0	0	1	45
07:00	3	1	1	0	0	0	0	5	11	1	0	0	0	0	0	12
07:05	8	1	0	1	0	0	1	11	7	1	0	0	0	0	0	8
07:10	4	0	0	0	0	0	1	5	12	2	0	0	0	0	0	14
07:15	14	2	0	0	0	0	2	18	8	0	0	0	0	0	0	8
07:20	11	2	0	1	0	0	0	14	4	3	0	0	0	0	0	7
07:25	8	0	0	1	0	0	0	9	15	0	0	0	1	0	0	16
07:30	7	1	0	0	0	0	1	9	11	5	0	0	0	0	0	16
07:35	4	0	1	0	0	0	0	5	8	2	0	0	0	1	0	11
07:40	10	2	0	0	0	1	0	13	6	2	0	0	1	0	1	10
07:45	14	3	0	0	0	0	0	17	9	2	0	0	0	0	0	11
07:50	10	0	0	0	0	0	1	11	15	1	0	3	0	0	0	19
07:55	12	3	0	0	0	0	0	15	17	4	0	0	0	0	0	21
H/TOT	105	15	2	3	0	1	6	132	123	23	0	3	2	1	1	153
08:00	6	0	0	0	0	1	0	7	7	1	0	0	0	0	0	8
08:05	6	0	0	0	0	0	0	6	9	2	0	0	0	0	0	11
08:10	5	0	0	0	0	1	0	6	10	3	0	0	0	0	0	13
08:15	7	1	0	0	0	0	0	8	16	1	0	0	0	0	1	18
08:20	8	1	1	1	0	0	0	11	11	1	0	0	0	0	3	15
08:25	5	1	0	0	0	0	0	6	12	2	0	0	1	0	1	16
08:30	13	0	0	0	0	0	0	13	11	1	0	0	0	0	2	14
08:35	3	3	0	0	0	0	1	7	14	1	0	0	0	0	0	15
08:40	6	0	1	1	0	0	0	8	10	1	0	1	0	1	0	13
08:45	10	1	0	1	0	0	0	12	8	1	0	0	0	0	0	9
08:50	3	0	1	0	0	0	0	4	10	1	0	0	0	0	0	11
08:55	8	1	0	0	0	0	0	9	5	0	0	0	0	0	0	5
H/TOT	80	8	3	3	0	2	1	97	123	15	0	1	1	1	7	148
09:00	8	2	1	0	0	0	0	11	3	1	0	0	0	0	0	4
09:05	8	0	1	1	0	0	0	10	8	1	1	0	0	0	0	10
09:10	3	0	0	0	0	0	0	3	8	1	0	1	0	0	0	10
09:15	4	1	0	1	0	0	0	6	6	2	0	0	0	0	0	8
09:20	3	3	1	0	0	0	0	7	5	0	0	0	0	0	0	5
09:25	5	0	1	0	0	0	0	6	7	0	0	1	1	0	0	9
09:30	9	2	1	0	0	1	0	13	2	0	0	1	0	0	0	3
09:35	2	0	0	0	0	0	0	2	7	2	0	0	0	0	0	9
09:40	3	1	0	0	0	0	0	4	1	2	2	0	1	0	0	6
09:45	7	0	1	0	0	0	0	8	6	2	0	0	0	0	0	8
09:50	2	2	0	0	0	0	0	4	4	2	0	0	0	0	0	6
09:55	3	0	0	1	0	0	0	4	6	3	1	0	0	0	0	10
H/TOT	57	11	6	3	0	1	0	78	63	16	4	3	2	0	0	88
10:00	4	1	0	0	0	1	0	6	4	2	1	0	0	0	0	7
10:05	3	3	0	1	0	0	0	7	1	0	0	0	0	0	0	1
10:10	0	3	0	0	0	0	0	3	3	1	0	1	0	0	0	5
10:15	3	1	1	0	0	0	0	5	1	0	0	0	0	0	0	1
10:20	2	2	1	0	0	0	0	5	2	3	0	0	0	0	0	5
10:25	4	1	0	0	0	0	0	5	3	0	1	0	1	0	0	5
HH/TOT	16	11	2	1	0	1	0	31	14	6	2	1	1	0	0	24
P/TOT	276	50	13	10	0	5	8	362	358	68	7	8	6	2	9	458

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM D HOUGHTON AVENUE (N)							TOT	FROM ARM D HOUGHTON AVENUE (N)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:30	4	2	0	0	0	1	0	7	4	1	0	1	0	0	0	6
15:35	4	1	0	0	0	0	0	5	5	2	0	0	1	0	0	8
15:40	5	1	1	0	0	0	7	14	9	4	0	0	0	0	0	13
15:45	10	1	1	0	0	0	0	12	4	2	1	0	0	0	0	7
15:50	7	3	0	0	0	0	0	10	5	0	0	0	0	0	0	5
15:55	4	3	0	0	0	0	0	7	8	4	1	0	0	0	0	13
HH/TOT	34	11	2	0	0	1	7	55	35	13	2	1	1	0	0	52
16:00	2	0	1	0	0	0	1	4	13	1	1	0	0	0	0	15
16:05	11	0	0	0	0	0	0	11	10	2	0	0	0	0	0	12
16:10	5	2	0	0	0	0	0	7	13	0	0	1	0	0	2	16
16:15	4	0	1	0	0	0	0	5	16	1	0	0	0	1	0	18
16:20	16	3	0	0	0	0	0	19	16	1	0	0	0	0	0	17
16:25	5	0	0	0	0	0	0	5	13	2	0	0	1	0	0	16
16:30	11	0	0	0	0	0	1	12	16	1	0	0	0	0	0	17
16:35	8	1	0	0	0	0	0	9	16	0	0	0	0	2	0	18
16:40	14	1	0	0	0	0	0	15	13	3	0	0	1	0	1	18
16:45	7	2	0	0	0	0	0	9	5	0	0	0	0	0	0	5
16:50	8	1	0	0	0	0	0	9	9	1	0	0	0	0	0	10
16:55	10	4	0	0	0	0	0	14	2	0	0	0	0	0	0	2
H/TOT	101	14	2	0	0	0	2	119	142	12	1	1	2	3	3	164
17:00	4	1	0	0	0	2	0	7	8	0	0	0	0	0	0	8
17:05	14	1	0	0	0	0	0	15	7	1	0	0	0	1	0	9
17:10	13	3	0	0	0	0	0	16	8	1	0	0	0	1	0	10
17:15	6	2	0	0	0	0	0	8	6	0	0	0	0	1	0	7
17:20	12	3	0	0	0	0	0	15	6	1	0	0	1	0	0	8
17:25	14	3	1	0	0	0	0	18	6	4	0	0	0	0	0	10
17:30	11	4	0	0	0	0	0	15	4	0	0	0	0	0	0	4
17:35	4	0	0	0	0	0	0	4	9	0	0	0	0	0	0	9
17:40	10	0	0	0	0	0	0	10	7	1	0	0	1	0	0	9
17:45	13	2	0	0	0	0	0	15	8	2	0	0	0	0	0	10
17:50	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3
17:55	8	0	0	0	0	0	0	8	0	2	0	0	0	0	0	2
H/TOT	119	19	1	0	0	2	0	141	72	12	0	0	2	3	0	89
18:00	11	0	0	0	0	0	0	11	7	0	0	0	0	0	0	7
18:05	7	1	0	0	0	0	0	8	7	0	0	0	0	0	0	7
18:10	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6
18:15	4	0	1	0	0	0	0	5	6	0	0	0	0	0	0	6
18:20	7	0	0	0	0	0	0	7	3	0	0	0	1	0	0	4
18:25	8	1	0	0	0	0	0	9	4	0	0	0	0	0	0	4
18:30	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
18:35	4	1	0	0	0	0	0	5	2	1	0	0	0	0	0	3
18:40	5	2	0	0	0	0	0	7	9	0	0	0	0	0	0	9
18:45	8	0	0	0	0	0	0	8	5	0	0	0	0	0	0	5
18:50	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5
18:55	5	1	0	0	0	0	0	6	5	0	0	0	0	0	0	5
H/TOT	79	6	1	0	0	0	0	86	61	1	0	0	1	0	0	63
19:00	3	0	0	0	0	0	0	3	6	0	0	0	0	0	1	7
19:05	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
19:10	10	0	0	0	0	0	0	10	1	1	0	0	0	0	0	2
19:15	7	0	0	0	0	0	0	7	6	0	0	0	0	0	0	6
19:20	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
19:25	7	0	1	0	0	0	0	8	5	0	0	0	0	0	0	5
HH/TOT	41	0	1	0	0	0	0	42	25	1	0	0	0	0	1	27
P/TOT	374	50	7	0	0	3	9	443	335	39	3	2	6	6	4	395

SITE: 2		DATE: 23/02/2023
LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) /		DAY: THURSDAY
		
JOB TITLE: WATERLOOVILLE	JOB NUMBER: 12076	

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

TIME	A TO B FROM GRAINGER STREET (E) TO ELLISONS CRESCENT (S)								A TO C FROM GRAINGER STREET (E) TO GRAINGER STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	1	0	0	0	0	0	1	2	3	0	0	0	0	0	5
06:35	0	1	0	0	0	0	0	1	2	2	0	0	0	0	0	4
06:40	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
06:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
06:50	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
06:55	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7
HH/TOT	0	2	0	0	0	0	0	2	11	13	0	0	0	0	0	24
07:00	1	0	0	0	0	0	0	1	5	5	0	0	0	0	0	10
07:05	0	0	0	0	0	0	0	0	6	3	1	0	0	0	0	10
07:10	0	0	0	0	0	0	0	0	6	6	1	0	0	0	0	13
07:15	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
07:20	0	0	0	0	0	0	0	0	8	2	0	0	1	0	0	11
07:25	1	0	0	0	0	0	0	1	10	1	1	0	0	0	1	13
07:30	0	1	0	0	0	0	0	1	14	2	0	1	0	0	0	17
07:35	0	0	0	0	0	0	0	0	6	1	0	0	1	0	0	8
07:40	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
07:45	1	0	0	0	0	0	0	1	7	5	0	0	0	0	0	12
07:50	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	9
07:55	0	0	0	0	0	0	0	0	14	2	0	2	0	0	0	18
H/TOT	4	1	0	0	0	0	0	5	99	33	3	3	2	0	1	141
08:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
08:05	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
08:10	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
08:15	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
08:20	0	0	0	0	0	0	0	0	17	1	0	0	1	0	0	19
08:25	0	0	0	0	0	0	0	0	26	0	1	0	0	0	0	27
08:30	0	0	0	0	0	0	0	0	34	3	0	0	0	0	0	37
08:35	0	0	0	0	0	0	0	0	24	3	0	0	1	0	0	28
08:40	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
08:45	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
08:50	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
08:55	2	0	0	0	0	0	0	2	7	1	1	0	0	0	0	9
H/TOT	2	0	0	0	0	0	0	2	200	14	2	0	2	0	0	218
09:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
09:05	0	0	0	0	0	0	0	0	6	1	0	1	0	0	0	8
09:10	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
09:15	0	0	0	0	0	0	0	0	8	4	0	0	0	0	0	12
09:20	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
09:25	0	0	0	0	0	0	0	0	10	2	0	1	0	0	0	13
09:30	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	7
09:35	0	0	0	0	0	0	0	0	5	2	0	0	1	0	0	8
09:40	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
09:45	0	0	0	0	0	0	0	0	12	0	1	0	0	0	0	13
09:50	0	0	0	0	0	0	0	0	8	4	1	0	0	0	0	13
09:55	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	84	18	3	2	2	0	0	109
10:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
10:05	0	1	0	0	0	0	0	1	7	0	0	0	0	0	0	7
10:10	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5
10:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
10:20	0	0	0	0	0	0	0	0	6	3	0	0	1	0	0	10
10:25	0	0	0	0	0	0	0	0	5	2	0	0	0	1	0	8
HH/TOT	0	1	0	0	0	0	0	1	35	7	0	1	1	1	0	45
P/TOT	6	4	0	0	0	0	0	10	429	85	8	6	7	1	1	537

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

TIME	A TO B FROM GRAINGER STREET (E) TO ELLISONS CRESCENT (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	0	0
15:40	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
15:50	0	0	0	0	0	0	1	1
15:55	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	1	0	0	0	0	0	0	1
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	2	0	0	0	0	0	0	2
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1
17:20	0	0	0	0	0	0	0	0
17:25	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
17:50	1	0	0	0	0	0	0	1
17:55	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:20	1	0	0	0	0	0	0	1
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	1	0	0	0	0	0	0	1
18:55	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0
19:05	0	0	0	0	0	0	0	0
19:10	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0
19:20	1	0	0	0	0	0	0	1
19:25	0	0	0	0	0	0	0	0
HH/TOT	1	0	0	0	0	0	0	1
P/TOT	11	0	0	0	0	0	1	12

A TO C FROM GRAINGER STREET (E) TO GRAINGER STREET (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
20	1	1	0	0	0	0	22
17	4	0	0	1	0	1	23
13	1	0	0	0	0	1	15
15	1	0	0	0	0	0	16
16	2	1	0	0	0	0	19
12	0	0	0	0	0	0	12
93	9	2	0	1	0	2	107
13	0	0	0	0	0	0	13
21	6	0	0	0	1	0	28
17	2	0	0	0	0	0	19
15	3	0	0	0	0	0	18
16	1	0	0	0	0	0	17
20	4	0	0	1	0	0	25
13	2	0	0	0	1	0	16
14	1	1	0	1	0	0	17
12	1	0	0	0	0	0	13
16	2	0	0	0	0	0	18
18	4	0	0	0	0	0	22
20	4	0	0	0	0	0	24
195	30	1	0	2	2	0	230
19	2	0	0	0	0	0	21
19	1	0	0	0	0	0	20
19	1	1	0	0	1	0	22
20	2	0	0	1	0	0	23
15	1	0	0	0	0	0	16
17	1	0	0	0	0	0	18
15	4	0	0	0	0	0	19
26	2	1	0	1	0	0	30
21	1	0	0	0	0	0	22
19	0	0	0	0	1	0	20
15	1	0	0	0	0	0	16
22	1	0	0	0	0	0	23
227	17	2	0	2	2	0	250
12	0	0	0	0	0	0	12
16	1	0	0	0	0	0	17
17	1	0	0	0	0	0	18
14	3	1	0	0	1	0	19
13	0	0	0	1	0	0	14
13	0	0	0	0	0	0	13
20	1	0	0	0	2	0	23
7	0	0	0	0	0	0	7
16	1	0	0	0	0	0	17
13	1	1	0	0	0	0	15
13	1	0	0	0	0	0	14
21	1	0	0	0	0	0	22
175	10	2	0	1	3	0	191
7	1	0	0	0	0	0	8
15	1	1	0	0	0	0	17
16	1	0	0	0	0	0	17
6	2	0	0	0	0	0	8
12	0	0	0	0	0	0	12
17	1	0	0	0	1	0	19
73	6	1	0	0	1	0	81
763	72	8	0	6	8	2	859

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

TIME	A TO D FROM GRAINGER STREET (E) TO ELLISONS CRESCENT (N)								B TO A FROM ELLISONS CRESCENT (S) TO GRAINGER STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
HH/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
HH/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	10	1	0	0	0	0	1	12

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

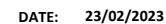
TIME	A TO D FROM GRAINGER STREET (E) TO ELLISONS CRESCENT (N)								B TO A FROM ELLISONS CRESCENT (S) TO GRAINGER STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
HH/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
19:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	9	0	1	0	0	0	3	13

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DAY: THURSDAY

TIME	B TO C							
	FROM ELLISONS CRESCENT (S) TO GRAINGER STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	0	0	0	0	0	0	0
06:35	0	0	0	0	0	0	0	0
06:40	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
06:50	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

B TO D								
FROM ELLISONS CRESCENT (S) TO ELLISONS CRESCENT (N)								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0			

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

TIME	B TO C								B TO D							
	FROM ELLISONS CRESCENT (S) TO GRAINGER STREET (W)								FROM ELLISONS CRESCENT (S) TO ELLISONS CRESCENT (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

TIME	C TO A								C TO B							
	FROM GRAINGER STREET (W) TO GRAINGER STREET (E)								FROM GRAINGER STREET (W) TO ELLISONS CRESCENT (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
06:35	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
06:40	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0
06:45	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
06:50	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
06:55	8	3	1	0	0	0	0	12	0	0	0	0	0	0	0	0
HH/TOT	54	9	1	0	0	0	0	64	0	0	0	0	0	0	0	0
07:00	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:05	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
07:10	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
07:15	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
07:20	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
07:25	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
07:30	20	4	0	0	0	0	0	24	0	0	0	0	0	0	0	0
07:35	32	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0
07:40	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
07:45	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0
07:50	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0
07:55	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0
H/TOT	192	17	0	0	0	0	0	209	0	0	0	0	0	0	0	0
08:00	26	6	0	0	0	0	1	33	0	0	0	0	0	0	0	0
08:05	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0
08:10	34	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0
08:15	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0
08:20	25	1	0	1	0	0	0	27	0	0	0	0	0	0	0	0
08:25	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
08:30	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	0
08:35	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0
08:40	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
08:45	49	1	1	1	0	0	0	52	0	0	0	0	0	0	0	0
08:50	27	2	0	1	0	0	0	30	0	0	0	0	0	0	0	0
08:55	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	308	19	1	3	0	0	1	332	0	0	0	0	0	0	0	0
09:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
09:05	7	3	0	1	0	0	0	11	0	1	0	0	0	0	0	1
09:10	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
09:15	9	2	2	0	0	0	0	13	0	0	0	0	0	0	0	0
09:20	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:25	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
09:30	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
09:35	14	2	1	0	0	0	0	17	0	1	0	0	0	0	0	1
09:40	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
09:45	6	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0
09:50	10	3	0	1	0	0	0	14	0	0	0	0	0	0	0	0
09:55	7	4	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	99	18	4	2	0	0	0	123	0	2	0	0	0	0	0	2
10:00	8	4	0	0	0	0	0	12	0	0	0	0	0	0	0	0
10:05	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
10:10	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
10:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:20	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
10:25	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
HH/TOT	34	8	0	0	0	0	0	42	0	0	0	0	0	0	0	0
P/TOT	687	71	6	5	0	0	1	770	0	2	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

TIME	C TO A								C TO B							
	FROM GRAINGER STREET (W) TO GRAINGER STREET (E)								FROM GRAINGER STREET (W) TO ELLISONS CRESCENT (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15:35	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
15:40	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
15:45	8	0	1	0	0	0	1	10	0	0	0	0	0	0	0	0
15:50	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15:55	9	2	0	0	0	1	0	12	0	0	0	0	0	0	0	0
HH/TOT	62	10	1	0	0	1	1	75	0	0	0	0	0	0	0	0
16:00	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
16:05	15	4	1	0	0	0	0	20	0	0	0	0	0	0	0	0
16:10	9	4	0	0	0	1	0	14	0	0	0	0	0	0	0	0
16:15	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16:20	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:25	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
16:30	12	0	0	0	0	1	1	14	0	0	0	0	0	0	0	0
16:35	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0
16:40	15	1	0	0	0	1	0	17	0	0	0	0	0	0	0	0
16:45	17	2	1	0	0	0	0	20	0	0	0	0	0	0	0	0
16:50	15	7	0	0	0	0	0	22	0	0	0	0	0	0	0	0
16:55	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
H/TOT	170	27	2	0	0	3	1	203	0	0	0	0	0	0	0	0
17:00	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:05	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:10	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:15	11	1	0	0	0	1	0	13	0	0	0	0	0	0	0	0
17:20	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
17:25	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
17:30	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
17:35	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0
17:40	14	1	0	0	0	0	0	15	1	0	0	0	0	0	0	1
17:45	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
17:50	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:55	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	152	13	0	0	0	1	0	166	1	0	0	0	0	0	0	1
18:00	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
18:05	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
18:10	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:20	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
18:25	16	1	0	0	0	1	0	18	0	0	0	0	0	0	0	0
18:30	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
18:35	11	0	0	0	0	1	0	12	0	0	0	0	0	0	0	0
18:40	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
18:50	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
18:55	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	112	7	0	0	0	2	0	121	0	0	0	0	0	0	0	0
19:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
19:05	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
19:10	5	1	0	0	0	1	0	7	0	0	0	0	0	0	0	0
19:15	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1
19:20	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
19:25	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0
HH/TOT	43	3	1	0	0	1	0	48	1	0	0	0	0	0	0	1
P/TOT	539	60	4	0	0	8	2	613	2	0	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)

TIME	C TO D								D TO A								TIME	D TO B								
	FROM GRAINGER STREET (W) TO ELLISONS CRESCENT (N)								FROM ELLISONS CRESCENT (N) TO GRAINGER STREET (E)									FROM ELLISONS CRESCENT (N) TO ELLISONS CRESCENT (S)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	06:30	0	0	0	0	0	0	0	0	0
06:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	06:35	0	0	0	0	0	0	0	0	0
06:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	06:40	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	06:45	0	0	0	0	0	0	0	0	0
06:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	06:50	0	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	06:55	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	HH/TOT	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:05	0	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:10	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:20	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:25	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:35	0	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:40	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:50	0	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:55	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:05	0	0	0	0	0	2	2	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:10	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:20	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:25	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:35	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:40	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:50	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	08:55	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	2	2	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:05	0	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:10	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:20	0	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:25	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:30	0	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:35	0	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:40	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:50	0	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	09:55	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10:00	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10:05	0	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10:10	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10:15	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10:20	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10:25	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	HH/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P/TOT	0	0	0	0	0	0	2	2	0

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT

[illegible]

DATE: 23/02/2023

NT (N)

DAY: THURSDAY

[illegible]

DATE: 23/02/2023

NT (N)

DAY: THURSDAY

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM A GRAINGER STREET (E)								FROM ARM A GRAINGER STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	4	0	0	0	0	0	0	4	2	4	0	0	0	0	0	6
06:35	12	0	0	0	0	0	0	12	2	3	0	0	0	0	0	5
06:40	5	3	0	0	0	0	0	8	1	1	0	0	0	0	0	2
06:45	10	1	0	0	0	0	0	11	2	2	0	0	0	0	0	4
06:50	15	2	0	0	0	0	0	17	0	2	0	0	0	0	0	2
06:55	9	3	1	0	0	0	1	14	4	3	0	0	0	0	0	7
HH/TOT	55	9	1	0	0	0	1	66	11	15	0	0	0	0	0	26
07:00	8	1	0	0	0	0	0	9	6	5	0	0	0	0	0	11
07:05	12	0	0	0	0	0	0	12	6	3	1	0	0	0	0	10
07:10	6	2	0	0	0	0	0	8	6	6	1	0	0	0	0	13
07:15	17	1	0	0	0	0	0	18	8	1	0	0	0	0	0	9
07:20	9	1	0	0	0	0	0	10	8	2	0	0	1	0	0	11
07:25	10	1	0	0	0	0	0	11	11	1	1	0	0	0	1	14
07:30	20	4	0	0	0	0	0	24	14	3	0	1	0	0	0	18
07:35	32	0	0	0	0	0	0	32	6	1	0	0	1	0	0	8
07:40	15	1	0	0	0	0	0	16	11	1	0	0	0	0	0	12
07:45	27	2	0	0	0	0	0	29	8	5	0	0	0	0	0	13
07:50	17	2	0	0	0	0	0	19	5	4	0	0	0	0	0	9
07:55	22	2	0	0	0	0	0	24	14	2	0	2	0	0	0	18
H/TOT	195	17	0	0	0	0	0	212	103	34	3	3	2	0	1	146
08:00	26	6	0	0	0	0	1	33	10	1	0	0	0	0	0	11
08:05	27	2	0	0	0	0	0	29	7	0	0	0	0	0	0	7
08:10	35	1	0	0	0	0	0	36	12	1	0	0	0	0	0	13
08:15	19	0	0	0	0	0	0	19	13	1	0	0	0	0	0	14
08:20	26	1	0	1	0	0	0	28	17	1	0	0	1	0	0	19
08:25	21	0	0	0	0	0	0	21	26	0	1	0	0	0	0	27
08:30	26	2	0	0	0	0	0	28	34	3	0	0	0	0	0	37
08:35	19	2	0	0	0	0	0	21	24	3	0	0	1	0	0	28
08:40	23	1	0	0	0	0	0	24	18	1	0	0	0	0	0	19
08:45	49	1	1	1	0	0	0	52	17	0	0	0	0	0	0	17
08:50	27	2	0	1	0	0	0	30	15	2	0	0	0	0	0	17
08:55	13	1	0	0	0	0	0	14	9	1	1	0	0	0	0	11
H/TOT	311	19	1	3	0	0	1	335	202	14	2	0	2	0	0	220
09:00	9	0	0	0	0	0	0	9	7	0	0	0	0	0	0	7
09:05	7	3	0	1	0	0	0	11	6	1	0	1	0	0	0	8
09:10	14	0	0	0	0	0	0	14	10	0	0	0	0	0	0	10
09:15	9	2	2	0	0	0	0	13	8	4	0	0	0	0	0	12
09:20	5	2	0	0	0	0	0	7	7	0	0	0	1	0	0	8
09:25	7	0	0	0	0	0	0	7	10	2	0	1	0	0	0	13
09:30	6	1	0	0	0	0	0	7	3	3	1	0	0	0	0	7
09:35	14	2	1	0	0	0	0	17	5	2	0	0	1	0	0	8
09:40	6	2	0	0	0	0	0	8	7	1	0	0	0	0	0	8
09:45	6	0	1	0	0	0	0	7	12	0	1	0	0	0	0	13
09:50	11	3	0	1	0	0	0	15	8	4	1	0	0	0	0	13
09:55	7	4	0	0	0	0	0	11	1	1	0	0	0	0	0	2
H/TOT	101	19	4	2	0	0	0	126	84	18	3	2	2	0	0	109
10:00	8	4	0	0	0	0	0	12	4	1	0	0	0	0	0	5
10:05	8	1	0	0	0	0	0	9	7	1	0	0	0	0	0	8
10:10	6	2	0	0	0	0	0	8	4	0	0	1	0	0	0	5
10:15	3	1	0	0	0	0	0	4	9	1	0	0	0	0	0	10
10:20	5	0	0	0	0	0	0	5	6	3	0	0	1	0	0	10
10:25	5	0	0	0	0	0	0	5	5	2	0	0	0	1	0	8
HH/TOT	35	8	0	0	0	0	0	43	35	8	0	1	1	1	0	46
P/TOT	697	72	6	5	0	0	2	782	435	89	8	6	7	1	1	547

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM A GRAINGER STREET (E)								FROM ARM A GRAINGER STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	11	1	0	0	0	0	0	12	20	1	1	0	0	0	0	22
15:35	17	3	0	0	0	0	0	20	17	4	0	0	1	0	1	23
15:40	7	3	0	0	0	0	0	10	13	1	0	0	0	0	1	15
15:45	8	0	1	0	0	0	1	10	15	1	0	0	0	0	0	16
15:50	11	1	0	0	0	0	1	13	16	2	1	0	0	0	1	20
15:55	9	2	0	0	0	1	2	14	12	0	0	0	0	0	0	12
HH/TOT	63	10	1	0	0	1	4	79	93	9	2	0	1	0	3	108
16:00	14	0	0	0	0	0	0	14	13	0	0	0	0	0	0	13
16:05	15	4	1	0	0	0	0	20	21	6	0	0	0	1	0	28
16:10	9	4	0	0	0	1	0	14	17	2	0	0	0	0	0	19
16:15	10	3	0	0	0	0	0	13	15	3	0	0	0	0	0	18
16:20	6	1	0	0	0	0	0	7	17	1	0	0	0	0	0	18
16:25	13	1	0	0	0	0	0	14	20	4	0	0	1	0	0	25
16:30	12	0	0	0	0	1	1	14	13	2	0	0	0	1	0	16
16:35	28	2	1	0	0	0	0	31	16	1	1	0	1	0	0	19
16:40	15	1	0	0	0	1	0	17	12	1	0	0	0	0	0	13
16:45	17	2	1	0	0	0	0	20	16	2	0	0	0	0	0	18
16:50	15	7	0	0	0	0	0	22	18	4	0	0	0	0	0	22
16:55	17	2	0	0	0	0	0	19	20	4	0	0	0	0	0	24
H/TOT	171	27	3	0	0	3	1	205	198	30	1	0	2	2	0	233
17:00	12	2	0	0	0	0	0	14	19	2	0	0	0	0	0	21
17:05	10	2	0	0	0	0	0	12	19	1	0	0	0	0	0	20
17:10	11	2	0	0	0	0	0	13	19	1	1	0	0	1	0	22
17:15	12	1	0	0	0	1	0	14	21	2	0	0	1	0	0	24
17:20	17	1	0	0	0	0	0	18	15	1	0	0	0	0	0	16
17:25	15	0	0	0	0	0	0	15	18	1	0	0	0	0	0	19
17:30	14	1	0	0	0	0	0	15	15	4	0	0	0	0	0	19
17:35	19	0	0	0	0	0	0	19	26	2	1	0	1	0	0	30
17:40	14	1	0	0	0	0	0	15	21	1	0	0	0	0	0	22
17:45	13	1	0	0	0	0	0	14	20	0	0	0	0	1	0	21
17:50	10	0	0	0	0	0	0	10	16	1	0	0	0	0	0	17
17:55	10	2	0	0	0	0	0	12	22	1	0	0	0	0	0	23
H/TOT	157	13	0	0	0	1	0	171	231	17	2	0	2	2	0	254
18:00	13	0	0	0	0	0	0	13	12	0	0	0	0	0	0	12
18:05	8	0	0	0	0	0	0	8	16	1	0	0	0	0	0	17
18:10	7	0	0	0	0	0	0	7	18	1	0	0	0	0	0	19
18:15	6	1	0	0	0	0	0	7	14	3	1	0	0	1	0	19
18:20	12	1	0	0	0	0	0	13	14	0	0	0	1	0	0	15
18:25	16	1	0	0	0	1	0	18	13	0	0	0	0	0	0	13
18:30	6	2	0	0	0	0	0	8	20	1	0	0	0	2	0	23
18:35	11	0	0	0	0	1	0	12	7	0	0	0	0	0	0	7
18:40	7	0	0	0	0	0	0	7	16	1	0	0	0	0	0	17
18:45	10	0	0	0	0	0	0	10	13	1	1	0	0	0	0	15
18:50	11	0	0	0	0	0	0	11	14	1	0	0	0	0	0	15
18:55	6	2	0	0	0	0	0	8	21	1	0	0	0	0	0	22
H/TOT	113	7	0	0	0	2	0	122	178	10	2	0	1	3	0	194
19:00	11	0	0	0	0	0	0	11	7	1	0	0	0	0	0	8
19:05	6	0	0	0	0	0	0	6	15	1	1	0	0	0	0	17
19:10	5	1	0	0	0	1	0	7	16	1	0	0	0	0	0	17
19:15	9	1	0	0	0	0	0	10	6	2	0	0	0	0	0	8
19:20	6	1	0	0	0	0	0	7	13	0	0	0	0	0	0	13
19:25	7	0	1	0	0	0	0	8	17	1	0	0	0	1	0	19
HH/TOT	44	3	1	0	0	1	0	49	74	6	1	0	0	1	0	82
P/TOT	548	60	5	0	0	8	5	626	774	72	8	0	6	8	3	871

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM B ELLISONS CRESCENT (S)								FROM ARM B ELLISONS CRESCENT (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:35	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
HH/TOT	0	2	0	0	0	0	0	2	1	0	0	0	0	0	1	2
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	2	4	3	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:05	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	0	2	2	1	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
HH/TOT	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
P/TOT	6	6	0	0	0	0	2	14	10	1	0	0	0	0	1	12

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM B ELLISONS CRESCENT (S)								FROM ARM B ELLISONS CRESCENT (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:35	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
HH/TOT	0	0	0	0	0	0	2	2	1	0	0	0	0	0	4	5
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35	2	0	0	0	0	0	0	2	1	0	1	0	0	0	0	2
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	1	0	1	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:50	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
19:20	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
P/TOT	13	0	0	0	0	0	2	15	9	0	1	0	0	0	4	14

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



DATE: 23/02/2023

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)

TIME	TO ARM C GRAINGER STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	2	3	0	0	0	0	0	5
06:35	2	2	0	0	0	0	0	4
06:40	1	1	0	0	0	0	0	2
06:45	2	2	0	0	0	0	0	4
06:50	0	2	0	0	0	0	0	2
06:55	4	3	0	0	0	0	0	7
HH/TOT	11	13	0	0	0	0	0	24
07:00	5	5	0	0	0	0	0	10
07:05	6	3	1	0	0	0	0	10
07:10	6	6	1	0	0	0	0	13
07:15	7	1	0	0	0	0	0	8
07:20	8	2	0	0	1	0	0	11
07:25	10	1	1	0	0	0	1	13
07:30	14	2	0	1	0	0	0	17
07:35	6	1	0	0	1	0	0	8
07:40	11	1	0	0	0	0	0	12
07:45	7	5	0	0	0	0	0	12
07:50	5	4	0	0	0	0	0	9
07:55	14	2	0	2	0	0	0	18
H/TOT	99	33	3	3	2	0	1	141
08:00	10	1	0	0	0	0	0	11
08:05	7	0	0	0	0	0	0	7
08:10	12	1	0	0	0	0	0	13
08:15	13	1	0	0	0	0	0	14
08:20	17	1	0	0	1	0	0	19
08:25	26	0	1	0	0	0	0	27
08:30	34	3	0	0	0	0	0	37
08:35	24	3	0	0	1	0	0	28
08:40	18	1	0	0	0	0	0	19
08:45	17	0	0	0	0	0	0	17
08:50	15	2	0	0	0	0	0	17
08:55	7	1	1	0	0	0	0	9
H/TOT	200	14	2	0	2	0	0	218
09:00	7	0	0	0	0	0	0	7
09:05	6	1	0	1	0	0	0	8
09:10	10	0	0	0	0	0	0	10
09:15	8	4	0	0	0	0	0	12
09:20	7	0	0	0	1	0	0	8
09:25	10	2	0	1	0	0	0	13
09:30	3	3	1	0	0	0	0	7
09:35	5	2	0	0	1	0	0	8
09:40	7	1	0	0	0	0	0	8
09:45	12	0	1	0	0	0	0	13
09:50	8	4	1	0	0	0	0	13
09:55	1	1	0	0	0	0	0	2
H/TOT	84	18	3	2	2	0	0	109
10:00	4	1	0	0	0	0	0	5
10:05	7	0	0	0	0	0	0	7
10:10	4	0	0	1	0	0	0	5
10:15	9	1	0	0	0	0	0	10
10:20	6	3	0	0	1	0	0	10
10:25	5	2	0	0	0	1	0	8
HH/TOT	35	7	0	1	1	1	0	45
P/TOT	429	85	8	6	7	1	1	537

TIME	FROM ARM C GRAINGER STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
4	0	0	0	0	0	0	0	4
12	0	0	0	0	0	0	0	12
5	3	0	0	0	0	0	0	8
10	1	0	0	0	0	0	0	11
15	2	0	0	0	0	0	0	17
8	3	1	0	0	0	0	0	12
54	9	1	0	0	0	0	0	64
8	1	0	0	0	0	0	0	9
12	0	0	0	0	0	0	0	12
6	2	0	0	0	0	0	0	8
17	1	0	0	0	0	0	0	18
9	1	0	0	0	0	0	0	10
10	1	0	0	0	0	0	0	11
20	4	0	0	0	0	0	0	24
32	0	0	0	1	0	0	0	32
15	1	0	0	0	0	0	0	16
27	2	0	0	0	0	0	0	29
14	2	0	0	0	0	0	0	16
22	2	0	0	0	0	0	0	24
192	17	0	0	0	0	0	0	209
26	6	0	0	0	0	0	1	33
27	2	0	0	0	0	0	0	29
34	1	0	0	0	0	0	0	35
19	0	0	0	0	0	0	0	19
25	1	0	1	0	0	0	0	27
20	0	0	0	0	0	0	0	20
26	2	0	0	0	0	0	0	28
19	2	0	0	0	0	0	0	21
23	1	0	0	0	0	0	0	24
49	1	1	1	0	0	0	0	52
27	2	0	1	0	0	0	0	30
13	1	0	0	0	0	0	0	14
308	19	1	3	0	0	0	1	332
8	0	0	0	0	0	0	0	8
7	4	0	1	0	0	0	0	12
14	0	0	0	0	0	0	0	14
9	2	2	0	0	0	0	0	13
5	1	0	0	0	0	0	0	6
7	0	0	0	0	0	0	0	7
6	1	0	0	0	0	0	0	7
14	3	1	0	0	0	0	0	18
6	2	0	0	0	0	0	0	8
6	0	1	0	0	0	0	0	7
10	3	0	1	0	0	0	0	14
7	4	0	0	0	0	0	0	11
99	20	4	2	0	0	0	0	125
8	4	0	0	0	0	0	0	12
8	1	0	0	0	0	0	0	9
6	2	0	0	0	0	0	0	8
3	1	0	0	0	0	0	0	4
5	0	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	4
34	8	0	0	0	0	0	0	42
687	73	6	5	0	0	0	1	772

TIME	TO ARM D ELLISONS CRESCENT (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	0	0	0	0	0	0	0
06:35	0	0	0	0	0	0	0	0
06:40	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
06:50	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)



LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N)

TIME	TO ARM C GRAINGER STREET (W)								TIME	TO ARM D ELLISONS CRESCENT (N)								CAR											
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT												
15:30	20	1	1	0	0	0	1	23	11	1	0	0	0	0	0	0	12	15:30	0	0	0	0	0	0	0	0	0	0	0
15:35	17	4	0	0	1	0	1	23	16	3	0	0	0	0	0	0	19	15:35	0	0	0	0	0	0	0	0	0	0	0
15:40	13	1	0	0	0	0	1	15	7	3	0	0	0	0	0	0	10	15:40	0	0	0	0	0	0	0	0	0	0	0
15:45	15	1	0	0	0	0	0	16	8	0	1	0	0	0	1	10	15:45	0	0	0	0	0	0	0	0	0	0	0	
15:50	16	2	1	0	0	0	0	19	11	1	0	0	0	0	0	12	15:50	0	0	0	0	0	0	0	0	0	0	0	
15:55	12	0	0	0	0	0	0	12	9	2	0	0	0	1	0	12	15:55	0	0	0	0	0	0	0	0	0	0	0	
HH/TOT	93	9	2	0	1	0	3	108	62	10	1	0	0	1	1	75	HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0
16:00	13	0	0	0	0	0	0	13	14	0	0	0	0	0	0	14	16:00	0	0	0	0	0	0	0	0	0	0	0	
16:05	21	6	0	0	0	1	0	28	15	4	1	0	0	0	0	20	16:05	0	0	0	0	0	0	0	0	0	0	0	
16:10	17	2	0	0	0	0	0	19	9	4	0	0	0	1	0	14	16:10	0	0	0	0	0	0	0	0	0	0	0	
16:15	15	3	0	0	0	0	0	18	10	3	0	0	0	0	0	13	16:15	0	0	0	0	0	0	0	0	0	0	0	
16:20	16	1	0	0	0	0	0	17	6	1	0	0	0	0	0	7	16:20	0	0	0	0	0	0	0	0	0	0	0	
16:25	20	4	0	0	1	0	0	25	13	1	0	0	0	0	0	14	16:25	0	0	0	0	0	0	0	0	0	0	0	
16:30	13	2	0	0	0	1	0	16	12	0	0	0	0	1	1	14	16:30	0	0	0	0	0	0	0	0	0	0	0	
16:35	14	1	1	0	1	0	0	17	27	2	0	0	0	0	0	29	16:35	0	0	0	0	0	0	0	0	0	0	0	
16:40	12	1	0	0	0	0	0	13	15	1	0	0	0	1	0	17	16:40	0	0	0	0	0	0	0	0	0	0	0	
16:45	16	2	0	0	0	0	0	18	17	2	1	0	0	0	0	20	16:45	0	0	0	0	0	0	0	0	0	0	0	
16:50	18	4	0	0	0	0	0	22	15	7	0	0	0	0	0	22	16:50	0	0	0	0	0	0	0	0	0	0	0	
16:55	20	4	0	0	0	0	0	24	17	2	0	0	0	0	0	19	16:55	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	195	30	1	0	2	2	0	230	170	27	2	0	0	3	1	203	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0
17:00	19	2	0	0	0	0	0	21	12	2	0	0	0	0	0	14	17:00	0	0	0	0	0	0	0	0	0	0	0	
17:05	19	1	0	0	0	0	0	20	10	2	0	0	0	0	0	12	17:05	0	0	0	0	0	0	0	0	0	0	0	
17:10	19	1	1	0	0	1	0	22	10	2	0	0	0	0	0	12	17:10	0	0	0	0	0	0	0	0	0	0	0	
17:15	20	2	0	0	1	0	0	23	11	1	0	0	0	1	0	13	17:15	0	0	0	0	0	0	0	0	0	0	0	
17:20	15	1	0	0	0	0	0	16	17	1	0	0	0	0	0	18	17:20	0	0	0	0	0	0	0	0	0	0	0	
17:25	17	1	0	0	0	0	0	18	13	0	0	0	0	0	0	13	17:25	0	0	0	0	0	0	0	0	0	0	0	
17:30	15	4	0	0	0	0	0	19	14	1	0	0	0	0	0	15	17:30	0	0	0	0	0	0	0	0	0	0	0	
17:35	26	2	1	0	1	0	0	30	19	0	0	0	0	0	0	19	17:35	0	0	0	0	0	0	0	0	0	0	0	
17:40	21	1	0	0	0	0	0	22	15	1	0	0	0	0	0	16	17:40	0	0	0	0	0	0	0	0	0	0	0	
17:45	19	0	0	0	0	1	0	20	12	1	0	0	0	0	0	13	17:45	0	0	0	0	0	0	0	0	0	0	0	
17:50	15	1	0	0	0	0	0	16	10	0	0	0	0	0	0	10	17:50	0	0	0	0	0	0	0	0	0	0	0	
17:55	22	1	0	0	0	0	0	23	10	2	0	0	0	0	0	12	17:55	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	227	17	2	0	2	2	0	250	153	13	0	0	0	1	0	167	H/TOT	0	0	0	0	0	0	0	0	0	0	0	
18:00	12	0	0	0	0	0	0	12	12	0	0	0	0	0	0	12	18:00	0	0	0	0	0	0	0	0	0	0	0	
18:05	16	1	0	0	0	0	0	17	8	0	0	0	0	0	0	8	18:05	0	0	0	0	0	0	0	0	0	0	0	
18:10	17	1	0	0	0	0	0	18	7	0	0	0	0	0	0	7	18:10	0	0	0	0	0	0	0	0	0	0	0	
18:15	14	3	1	0	0	1	0	19	6	1	0	0	0	0	0	7	18:15	0	0	0	0	0	0	0	0	0	0	0	
18:20	13	0	0	0	1	0	0	14	12	1	0	0	0	0	0	13	18:20	0	0	0	0	0	0	0	0	0	0	0	
18:25	13	0	0	0	0	0	0	13	16	1	0	0	0	1	0	18	18:25	0	0	0	0	0	0	0	0	0	0	0	
18:30	20	1	0	0	0	2	0	23	6	2	0	0	0	0	0	8	18:30	0	0	0	0	0	0	0	0	0	0	0	
18:35	7	0	0	0	0	0	0	7	11	0	0	0	0	1	0	12	18:35	0	0	0	0	0	0	0	0	0	0	0	
18:40	16	1	0	0	0	0	0	17	7	0	0	0	0	0	0	7	18:40	0	0	0	0	0	0	0	0	0	0	0	
18:45	13	1	1	0	0	0	0	15	10	0	0	0	0	0	0	10	18:45	0	0	0	0	0	0	0	0	0	0	0	
18:50	13	1	0	0	0	0	0	14	11	0	0	0	0	0	0	11	18:50	0	0	0	0	0	0	0	0	0	0	0	
18:55	21	1	0	0	0	0	0	22	6	2	0	0	0	0	0	8	18:55	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	175	10	2	0	1	3	0	191	112	7	0	0	0	2	0	121	H/TOT	0	0	0	0	0	0	0	0	0	0	0	
19:00	7	1	0	0	0	0	0	8	11	0	0	0	0	0	0	11	19:00	0	0	0	0	0	0	0	0	0	0	0	
19:05	15	1	1	0	0	0	0	17	6	0	0	0	0	0	0	6	19:05	0	0	0	0	0	0	0	0	0	0	0	
19:10	16	1	0	0	0	0	0	17	5	1	0	0	0	1	0	7	19:10	0	0	0	0	0	0	0	0	0	0	0	
19:15	6	2	0	0	0	0	0	8	9	1	0	0	0	0	0	10	19:15	0	0	0	0	0	0	0	0	0	0	0	
19:20	12	0	0	0	0	0	0	12	6	1	0	0	0	0	0	7	19:20	0	0	0	0	0	0	0	0	0	0	0	
19:25	17	1	0	0	0	1	0	19	7	0	1	0	0	0	0	8	19:25	0	0	0	0	0	0	0	0	0	0	0	
HH/TOT	73	6	1	0	0	1	0	81	44	3	1	0	0	1	0	49	HH/TOT	0	0	0	0	0	0	0	0	0	0	0	
P/TOT	763	72	8	0	6	8	3	860	541	60	4	0	0	8	2	615	P/TOT	0	0	0	0	0	0	0	0	0	0	0	

DATE: 23/02/2023

NT (N)

DAY: THURSDAY

[illegible]

DATE: 23/02/2023

NT (N)

DAY: THURSDAY

[illegible]

SITE: 3		DATE: 23/02/2023
LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)		DAY: THURSDAY
		
JOB TITLE: WATERLOOVILLE	JOB NUMBER: 12076	

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 3

LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)



DATE: 23/02/2023

DAY: THURSDAY

TIME	A TO B FROM GRAINGER STREET (E) TO LAXTON LEAZE								A TO C FROM GRAINGER STREET (E) TO GRAINGER STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	4
06:35	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
06:40	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
06:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
06:50	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
06:55	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
HH/TOT	2	1	0	0	0	0	0	3	9	12	0	0	0	0	0	21
07:00	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	10
07:05	0	0	0	0	0	0	0	0	6	3	1	0	0	0	0	10
07:10	0	0	0	0	0	0	0	0	6	6	1	0	0	0	0	13
07:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
07:20	0	0	0	0	0	0	0	0	8	2	0	0	1	0	0	11
07:25	1	0	0	0	0	0	0	1	9	1	1	0	0	0	1	12
07:30	0	0	0	0	0	0	0	0	14	2	0	1	0	0	0	17
07:35	0	0	0	0	0	0	0	0	6	1	0	0	1	0	0	8
07:40	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
07:45	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	12
07:50	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	10
07:55	0	0	0	0	0	0	0	0	14	2	0	2	0	0	0	18
H/TOT	1	0	0	0	0	0	0	1	99	33	3	3	2	0	1	141
08:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
08:05	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
08:10	3	0	0	0	0	0	0	3	9	1	0	0	0	0	0	10
08:15	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	13
08:20	1	0	0	0	0	0	0	1	16	1	0	0	1	0	0	18
08:25	0	0	0	0	0	0	0	0	27	0	1	0	0	0	0	28
08:30	1	0	0	0	0	0	0	1	33	3	0	0	0	0	0	36
08:35	0	0	0	0	0	0	0	0	24	3	0	0	1	0	0	28
08:40	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
08:45	1	0	0	0	0	0	0	1	16	0	0	0	0	0	0	16
08:50	4	0	0	0	0	0	0	4	11	2	0	0	0	0	0	13
08:55	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	7
H/TOT	11	0	0	0	0	0	0	11	189	14	2	0	2	0	0	207
09:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
09:05	0	0	0	0	0	0	0	0	6	1	0	1	0	0	0	8
09:10	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
09:15	1	0	0	0	0	0	0	1	7	4	0	0	0	0	0	11
09:20	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
09:25	1	0	0	0	0	0	0	1	8	2	0	1	0	0	0	11
09:30	0	0	0	0	0	0	1	1	4	2	1	0	0	0	0	7
09:35	0	0	0	0	0	0	0	0	5	3	0	0	1	0	0	9
09:40	0	1	0	0	0	0	0	1	7	0	0	0	0	0	0	7
09:45	1	0	0	0	0	0	0	1	11	1	1	0	0	0	0	13
09:50	2	1	0	0	0	0	0	3	5	2	1	0	0	0	0	8
09:55	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	6	2	0	0	0	0	1	9	79	16	3	2	2	0	0	102
10:00	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
10:05	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
10:10	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5
10:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
10:20	0	0	0	0	0	0	0	0	6	3	0	0	1	0	0	10
10:25	0	0	0	0	0	0	0	0	5	2	0	0	0	1	0	8
HH/TOT	1	0	0	0	0	0	0	1	34	7	0	1	1	1	0	44
P/TOT	21	3	0	0	0	0	1	25	410	82	8	6	7	1	1	515

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 3

LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)



DATE: 23/02/2023

DAY: THURSDAY

TIME	A TO B								A TO C							
	FROM GRAINGER STREET (E) TO LAXTON LEAZE								FROM GRAINGER STREET (E) TO GRAINGER STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	2	0	0	0	0	0	0	2	18	1	1	0	0	0	0	20
15:35	0	0	0	0	0	0	1	1	17	4	0	0	1	0	0	22
15:40	0	0	0	0	0	0	0	0	13	1	0	0	0	0	1	15
15:45	2	0	0	0	0	0	0	2	13	1	0	0	0	0	0	14
15:50	1	1	0	0	0	0	0	2	15	1	1	0	0	0	0	17
15:55	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11
HH/TOT	6	1	0	0	0	0	1	8	87	8	2	0	1	0	1	99
16:00	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
16:05	2	0	0	0	0	0	0	2	18	6	0	0	0	1	0	25
16:10	1	0	0	0	0	0	0	1	17	2	0	0	0	0	0	19
16:15	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	18
16:20	1	0	0	0	0	0	0	1	16	1	0	0	0	0	0	17
16:25	0	0	0	0	0	0	0	0	19	4	0	0	1	0	0	24
16:30	1	0	0	0	0	0	0	1	12	2	0	0	0	1	0	15
16:35	1	0	0	0	0	0	0	1	14	1	1	0	1	0	0	17
16:40	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
16:45	1	0	0	0	0	0	0	1	15	2	0	0	0	0	0	17
16:50	0	1	0	0	0	0	0	1	18	2	0	0	0	0	0	20
16:55	1	1	0	0	0	0	0	2	19	4	0	0	0	0	0	23
H/TOT	8	2	0	0	0	0	0	10	188	28	1	0	2	2	0	221
17:00	2	0	0	0	0	0	0	2	17	2	0	0	0	0	0	19
17:05	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
17:10	0	0	0	0	0	0	0	0	19	1	1	0	0	1	0	22
17:15	1	0	0	0	0	0	0	1	19	2	0	0	1	0	0	22
17:20	1	0	0	0	0	0	0	1	14	1	0	0	0	0	0	15
17:25	1	0	0	0	0	0	0	1	16	1	0	0	0	0	0	17
17:30	3	0	0	0	0	0	0	3	12	4	0	0	0	0	0	16
17:35	2	0	0	0	0	0	0	2	24	2	1	0	1	0	0	28
17:40	2	0	0	0	0	0	0	2	19	0	0	0	0	0	0	19
17:45	2	0	0	0	0	1	0	3	18	0	0	0	0	0	0	18
17:50	3	0	0	0	0	0	0	3	11	1	0	0	0	0	0	12
17:55	1	0	0	0	0	0	0	1	21	1	0	0	0	0	0	22
H/TOT	18	0	0	0	0	1	0	19	209	16	2	0	2	1	0	230
18:00	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11
18:05	0	1	0	0	0	0	0	1	15	0	0	0	0	0	0	15
18:10	1	0	0	0	0	0	0	1	17	1	0	0	0	0	0	18
18:15	2	0	0	0	0	0	0	2	12	3	1	0	0	1	0	17
18:20	1	0	0	0	0	0	0	1	12	0	0	0	1	0	0	13
18:25	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
18:30	0	0	0	0	0	0	0	0	21	1	0	0	0	2	0	24
18:35	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
18:40	2	0	0	0	0	0	0	2	14	1	0	0	0	0	0	15
18:45	0	0	0	0	0	0	0	0	13	1	1	0	0	0	0	15
18:50	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
18:55	2	0	0	0	0	0	0	2	19	1	0	0	0	0	0	20
H/TOT	10	1	0	0	0	0	0	11	165	9	2	0	1	3	0	180
19:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
19:05	0	0	0	0	0	0	0	0	15	1	1	0	0	0	0	17
19:10	2	0	0	0	0	0	0	2	14	1	0	0	0	0	0	15
19:15	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
19:20	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
19:25	1	1	0	0	0	0	0	2	16	0	0	0	0	1	0	17
HH/TOT	3	1	0	0	0	0	0	4	70	5	1	0	0	1	0	77
P/TOT	45	5	0	0	0	1	1	52	719	66	8	0	6	7	1	807

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 3

LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)



DATE: 23/02/2023

DAY: THURSDAY

TIME	B TO A								B TO C							
	FROM LAXTON LEAZE TO GRAINGER STREET (E)								FROM LAXTON LEAZE TO GRAINGER STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
06:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:50	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:20	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:25	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:35	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:40	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:50	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:55	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:20	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:40	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
H/TOT	11	0	0	0	0	0	1	12	0	0	0	0	0	1	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:35	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:50	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:55	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	6	2	0	0	0	0	0	8	2	1	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	35	6	0	0	0	0	1	42	2	1	0	0	0	1	0	4

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 3

LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)



DATE: 23/02/2023

DAY: THURSDAY

TIME	B TO A								B TO C							
	FROM LAXTON LEAZE TO GRAINGER STREET (E)								FROM LAXTON LEAZE TO GRAINGER STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:05	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:10	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:20	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:35	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:55	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:05	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
HH/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	30	3	0	0	0	0	0	33	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 3

LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)



DATE: 23/02/2023

DAY: THURSDAY

TIME	C TO A								C TO B							
	FROM GRAINGER STREET (W) TO GRAINGER STREET (E)								FROM GRAINGER STREET (W) TO LAXTON LEAZE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
06:35	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
06:40	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
06:45	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
06:50	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0
06:55	8	3	1	0	0	0	0	12	0	0	0	0	0	0	0	0
HH/TOT	50	8	1	0	0	0	0	59	0	0	0	0	0	0	0	0
07:00	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:05	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
07:10	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
07:15	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
07:20	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
07:25	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:30	19	4	0	0	0	0	0	23	0	0	0	0	0	0	0	0
07:35	32	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0
07:40	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0
07:45	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
07:50	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
07:55	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0
H/TOT	179	14	0	0	0	0	0	193	0	0	0	0	0	0	0	0
08:00	24	6	0	0	0	0	0	30	0	0	0	0	0	0	0	0
08:05	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0
08:10	34	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0
08:15	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
08:20	21	1	0	1	0	0	0	23	0	0	0	0	0	0	0	0
08:25	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0
08:30	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0
08:35	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
08:40	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
08:45	49	1	1	1	0	0	0	52	0	0	0	0	0	0	0	0
08:50	25	2	0	1	0	0	0	28	0	0	0	0	0	0	0	0
08:55	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
H/TOT	297	19	1	3	0	0	0	320	0	0	0	0	0	0	0	0
09:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
09:05	6	4	0	1	0	0	0	11	0	0	0	0	0	0	0	0
09:10	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
09:15	9	2	2	0	0	0	0	13	0	0	0	0	0	0	0	0
09:20	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:25	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:35	13	3	1	0	0	0	0	17	0	0	0	0	0	0	0	0
09:40	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
09:45	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0
09:50	9	2	0	1	0	0	0	12	0	0	0	0	0	0	0	0
09:55	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
H/TOT	93	18	4	2	0	0	0	117	0	0	0	0	0	0	0	0
10:00	8	4	0	0	0	0	0	12	0	0	0	0	0	0	0	0
10:05	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
10:10	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
10:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:20	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
10:25	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
HH/TOT	34	8	0	0	0	0	0	42	0	0	0	0	0	0	0	0
P/TOT	653	67	6	5	0	0	0	731	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 3

LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)



DATE: 23/02/2023

DAY: THURSDAY

TIME	C TO A								C TO B							
	FROM GRAINGER STREET (W) TO GRAINGER STREET (E)								FROM GRAINGER STREET (W) TO LAXTON LEAZE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15:35	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
15:40	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0
15:45	7	0	1	0	0	0	1	9	0	0	0	0	0	0	0	0
15:50	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15:55	9	2	0	0	0	1	0	12	0	0	0	0	0	0	0	0
HH/TOT	60	10	1	0	0	1	1	73	0	0	0	0	0	0	0	0
16:00	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16:05	13	4	1	0	0	0	0	18	0	0	0	0	0	0	0	0
16:10	7	3	0	0	0	1	0	11	1	0	0	0	0	0	0	1
16:15	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0
16:20	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:25	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
16:30	12	0	0	0	0	1	1	14	0	0	1	0	0	0	0	1
16:35	25	2	0	0	0	0	0	27	0	0	0	0	0	0	0	0
16:40	15	1	0	0	0	1	0	17	0	0	0	0	0	0	0	0
16:45	17	2	1	0	0	0	0	20	0	0	0	0	0	0	0	0
16:50	14	6	0	0	0	0	0	20	0	0	0	0	0	0	0	0
16:55	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
H/TOT	160	25	2	0	0	3	1	191	1	0	1	0	0	0	0	2
17:00	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:05	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:10	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
17:15	10	1	0	0	0	1	0	12	0	0	0	0	0	0	0	0
17:20	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
17:25	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
17:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:35	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
17:40	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
17:45	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
17:50	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
17:55	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	146	12	0	0	0	1	0	159	0	0	0	0	0	0	0	0
18:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
18:05	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:10	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:20	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
18:25	15	2	0	0	0	1	0	18	0	0	0	0	0	0	0	0
18:30	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
18:35	9	0	0	0	0	1	0	10	0	0	0	0	0	0	0	0
18:40	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
18:50	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
18:55	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	103	7	0	0	0	2	0	112	0	0	0	0	0	0	0	0
19:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
19:05	6	0	0	0	0	0	0	6	0	1	0	0	0	0	0	1
19:10	4	1	0	0	0	1	0	6	0	0	0	0	0	0	0	0
19:15	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
19:20	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
19:25	6	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0
HH/TOT	42	3	1	0	0	1	0	47	0	1	0	0	0	0	0	1
P/TOT	511	57	4	0	0	8	2	582	1	1	1	0	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 3

LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM A GRAINGER STREET (E)								FROM ARM A GRAINGER STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	4	0	0	0	0	0	0	4	2	3	0	0	0	0	0	5
06:35	12	0	0	0	0	0	0	12	2	2	0	0	0	0	0	4
06:40	5	3	0	0	0	0	0	8	1	1	0	0	0	0	0	2
06:45	10	1	0	0	0	0	0	11	2	2	0	0	0	0	0	4
06:50	15	2	0	0	0	0	0	17	1	2	0	0	0	0	0	3
06:55	8	3	1	0	0	0	0	12	3	3	0	0	0	0	0	6
HH/TOT	54	9	1	0	0	0	0	64	11	13	0	0	0	0	0	24
07:00	8	1	0	0	0	0	0	9	5	5	0	0	0	0	0	10
07:05	12	0	0	0	0	0	0	12	6	3	1	0	0	0	0	10
07:10	7	2	0	0	0	0	0	9	6	6	1	0	0	0	0	13
07:15	15	1	0	0	0	0	0	16	7	1	0	0	0	0	0	8
07:20	11	1	0	0	0	0	0	12	8	2	0	0	1	0	0	11
07:25	10	1	0	0	0	0	0	11	10	1	1	0	0	0	1	13
07:30	20	4	0	0	0	0	0	24	14	2	0	1	0	0	0	17
07:35	33	0	0	0	0	0	0	33	6	1	0	0	1	0	0	8
07:40	14	2	0	0	0	0	0	16	11	1	0	0	0	0	0	12
07:45	27	1	0	0	0	0	0	28	7	5	0	0	0	0	0	12
07:50	14	2	0	0	0	0	0	16	6	4	0	0	0	0	0	10
07:55	22	2	0	0	0	0	0	24	14	2	0	2	0	0	0	18
H/TOT	193	17	0	0	0	0	0	210	100	33	3	3	2	0	1	142
08:00	26	6	0	0	0	0	1	33	10	1	0	0	0	0	0	11
08:05	27	2	0	0	0	0	0	29	7	0	0	0	0	0	0	7
08:10	34	1	0	0	0	0	0	35	12	1	0	0	0	0	0	13
08:15	19	0	0	0	0	0	0	19	13	1	0	0	0	0	0	14
08:20	25	1	0	1	0	0	0	27	17	1	0	0	1	0	0	19
08:25	20	0	0	0	0	0	0	20	27	0	1	0	0	0	0	28
08:30	27	2	0	0	0	0	0	29	34	3	0	0	0	0	0	37
08:35	18	2	0	0	0	0	0	20	24	3	0	0	1	0	0	28
08:40	23	1	0	0	0	0	0	24	19	1	0	0	0	0	0	20
08:45	50	1	1	1	0	0	0	53	17	0	0	0	0	0	0	17
08:50	25	2	0	1	0	0	0	28	15	2	0	0	0	0	0	17
08:55	14	1	0	0	0	0	0	15	5	1	1	0	0	0	0	7
H/TOT	308	19	1	3	0	0	1	332	200	14	2	0	2	0	0	218
09:00	8	0	0	0	0	0	0	8	9	0	0	0	0	0	0	9
09:05	7	4	0	1	0	0	0	12	6	1	0	1	0	0	0	8
09:10	14	0	0	0	0	0	0	14	10	0	0	0	0	0	0	10
09:15	9	2	2	0	0	0	0	13	8	4	0	0	0	0	0	12
09:20	5	1	0	0	0	0	0	6	7	0	0	0	1	0	0	8
09:25	7	0	0	0	0	0	0	7	9	2	0	1	0	0	0	12
09:30	6	1	0	0	0	0	0	7	4	2	1	0	0	0	1	8
09:35	14	3	1	0	0	0	0	18	5	3	0	0	1	0	0	9
09:40	6	2	0	0	0	0	0	8	7	1	0	0	0	0	0	8
09:45	6	0	1	0	0	0	0	7	12	1	1	0	0	0	0	14
09:50	10	3	0	1	0	0	0	14	7	3	1	0	0	0	0	11
09:55	7	4	0	0	0	0	0	11	1	1	0	0	0	0	0	2
H/TOT	99	20	4	2	0	0	0	125	85	18	3	2	2	0	1	111
10:00	8	4	0	0	0	0	0	12	4	1	0	0	0	0	0	5
10:05	8	1	0	0	0	0	0	9	7	0	0	0	0	0	0	7
10:10	6	2	0	0	0	0	0	8	4	0	0	1	0	0	0	5
10:15	3	1	0	0	0	0	0	4	9	1	0	0	0	0	0	10
10:20	5	0	0	0	0	0	0	5	6	3	0	0	1	0	0	10
10:25	4	0	0	0	0	0	0	4	5	2	0	0	0	1	0	8
HH/TOT	34	8	0	0	0	0	0	42	35	7	0	1	1	1	0	45
P/TOT	688	73	6	5	0	0	1	773	431	85	8	6	7	1	2	540

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 3

LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM A GRAINGER STREET (E)								FROM ARM A GRAINGER STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	11	1	0	0	0	0	0	12	20	1	1	0	0	0	0	22
15:35	16	3	0	0	0	0	0	19	17	4	0	0	1	0	1	23
15:40	7	3	0	0	0	0	0	10	13	1	0	0	0	0	1	15
15:45	8	0	1	0	0	0	1	10	15	1	0	0	0	0	0	16
15:50	11	1	0	0	0	0	0	12	16	2	1	0	0	0	0	19
15:55	9	2	0	0	0	1	0	12	12	0	0	0	0	0	0	12
HH/TOT	62	10	1	0	0	1	1	75	93	9	2	0	1	0	2	107
16:00	14	0	0	0	0	0	0	14	13	0	0	0	0	0	0	13
16:05	15	4	1	0	0	0	0	20	20	6	0	0	0	1	0	27
16:10	9	4	0	0	0	1	0	14	18	2	0	0	0	0	0	20
16:15	10	3	0	0	0	0	0	13	15	3	0	0	0	0	0	18
16:20	6	1	0	0	0	0	0	7	17	1	0	0	0	0	0	18
16:25	13	1	0	0	0	0	0	14	19	4	0	0	1	0	0	24
16:30	12	0	0	0	0	1	1	14	13	2	0	0	0	1	0	16
16:35	27	2	0	0	0	0	0	29	15	1	1	0	1	0	0	18
16:40	15	1	0	0	0	1	0	17	12	1	0	0	0	0	0	13
16:45	17	2	1	0	0	0	0	20	16	2	0	0	0	0	0	18
16:50	15	7	0	0	0	0	0	22	18	3	0	0	0	0	0	21
16:55	17	2	0	0	0	0	0	19	20	5	0	0	0	0	0	25
H/TOT	170	27	2	0	0	3	1	203	196	30	1	0	2	2	0	231
17:00	12	2	0	0	0	0	0	14	19	2	0	0	0	0	0	21
17:05	10	2	0	0	0	0	0	12	19	1	0	0	0	0	0	20
17:10	11	2	0	0	0	0	0	13	19	1	1	0	0	1	0	22
17:15	10	1	0	0	0	1	0	12	20	2	0	0	1	0	0	23
17:20	17	1	0	0	0	0	0	18	15	1	0	0	0	0	0	16
17:25	13	0	0	0	0	0	0	13	17	1	0	0	0	0	0	18
17:30	14	1	0	0	0	0	0	15	15	4	0	0	0	0	0	19
17:35	19	0	0	0	0	0	0	19	26	2	1	0	1	0	0	30
17:40	15	1	0	0	0	0	0	16	21	0	0	0	0	0	0	21
17:45	12	1	0	0	0	0	0	13	20	0	0	0	0	1	0	21
17:50	10	0	0	0	0	0	0	10	14	1	0	0	0	0	0	15
17:55	11	2	0	0	0	0	0	13	22	1	0	0	0	0	0	23
H/TOT	154	13	0	0	0	1	0	168	227	16	2	0	2	2	0	249
18:00	11	0	0	0	0	0	0	11	12	0	0	0	0	0	0	12
18:05	8	0	0	0	0	0	0	8	15	1	0	0	0	0	0	16
18:10	7	0	0	0	0	0	0	7	18	1	0	0	0	0	0	19
18:15	6	1	0	0	0	0	0	7	14	3	1	0	0	1	0	19
18:20	12	1	0	0	0	0	0	13	13	0	0	0	1	0	0	14
18:25	15	2	0	0	0	1	0	18	12	0	0	0	0	0	0	12
18:30	7	1	0	0	0	0	0	8	21	1	0	0	0	2	0	24
18:35	11	0	0	0	0	1	0	12	7	0	0	0	0	0	0	7
18:40	7	0	0	0	0	0	0	7	16	1	0	0	0	0	0	17
18:45	10	0	0	0	0	0	0	10	13	1	1	0	0	0	0	15
18:50	11	0	0	0	0	0	0	11	13	1	0	0	0	0	0	14
18:55	6	2	0	0	0	0	0	8	21	1	0	0	0	0	0	22
H/TOT	111	7	0	0	0	2	0	120	175	10	2	0	1	3	0	191
19:00	11	0	0	0	0	0	0	11	7	1	0	0	0	0	0	8
19:05	6	0	0	0	0	0	0	6	15	1	1	0	0	0	0	17
19:10	5	1	0	0	0	1	0	7	16	1	0	0	0	0	0	17
19:15	9	1	0	0	0	0	0	10	6	2	0	0	0	0	0	8
19:20	6	1	0	0	0	0	0	7	12	0	0	0	0	0	0	12
19:25	7	0	1	0	0	0	0	8	17	1	0	0	0	1	0	19
HH/TOT	44	3	1	0	0	1	0	49	73	6	1	0	0	1	0	81
P/TOT	541	60	4	0	0	8	2	615	764	71	8	0	6	8	2	859

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 3

LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM B LAXTON LEAZE							TOT	FROM ARM B LAXTON LEAZE							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
06:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
06:35	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
06:40	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:50	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	2	1	0	0	0	0	0	3	4	1	0	0	0	0	0	5
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:20	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:25	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:35	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:40	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:50	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
07:55	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	1	0	0	0	0	0	0	1	14	3	0	0	0	0	0	17
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:20	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
08:25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:40	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:50	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
H/TOT	11	0	0	0	0	0	0	11	11	0	0	0	0	1	1	13
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:10	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
09:35	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:40	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:50	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
09:55	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
H/TOT	6	2	0	0	0	0	1	9	8	3	0	0	0	0	0	11
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	21	3	0	0	0	0	1	25	37	7	0	0	0	1	1	46

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 3

LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM B LAXTON LEAZE							TOT	FROM ARM B LAXTON LEAZE							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:40	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
15:50	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:55	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
HH/TOT	6	1	0	0	0	0	1	8	2	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:05	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:10	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:20	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
16:35	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:50	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2
16:55	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	9	2	1	0	0	0	0	12	10	2	0	0	0	0	0	12
17:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:20	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
17:35	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:40	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0
17:50	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:55	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
H/TOT	18	0	0	0	0	1	0	19	8	1	0	0	0	0	0	9
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:05	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:10	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:20	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:40	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:55	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	10	1	0	0	0	0	0	11	8	0	0	0	0	0	0	8
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:05	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:10	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:25	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
HH/TOT	3	2	0	0	0	0	0	5	2	0	0	0	0	0	0	2
P/TOT	46	6	1	0	0	1	1	55	30	3	0	0	0	0	0	33

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 3

LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM C GRAINGER STREET (W)								FROM ARM C GRAINGER STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	1	3	0	0	0	0	0	4	2	0	0	0	0	0	0	2
06:35	1	1	0	0	0	0	0	2	12	0	0	0	0	0	0	12
06:40	1	1	0	0	0	0	0	2	5	2	0	0	0	0	0	7
06:45	2	2	0	0	0	0	0	4	9	1	0	0	0	0	0	10
06:50	1	2	0	0	0	0	0	3	14	2	0	0	0	0	0	16
06:55	3	3	0	0	0	0	0	6	8	3	1	0	0	0	0	12
HH/TOT	9	12	0	0	0	0	0	21	50	8	1	0	0	0	0	59
07:00	5	5	0	0	0	0	0	10	8	1	0	0	0	0	0	9
07:05	6	3	1	0	0	0	0	10	12	0	0	0	0	0	0	12
07:10	6	6	1	0	0	0	0	13	6	2	0	0	0	0	0	8
07:15	7	1	0	0	0	0	0	8	15	0	0	0	0	0	0	15
07:20	8	2	0	0	1	0	0	11	9	1	0	0	0	0	0	10
07:25	9	1	1	0	0	0	1	12	8	1	0	0	0	0	0	9
07:30	14	2	0	1	0	0	0	17	19	4	0	0	0	0	0	23
07:35	6	1	0	0	1	0	0	8	32	0	0	0	0	0	0	32
07:40	11	1	0	0	0	0	0	12	13	2	0	0	0	0	0	15
07:45	7	5	0	0	0	0	0	12	25	1	0	0	0	0	0	26
07:50	6	4	0	0	0	0	0	10	13	0	0	0	0	0	0	13
07:55	14	2	0	2	0	0	0	18	19	2	0	0	0	0	0	21
H/TOT	99	33	3	3	2	0	1	141	179	14	0	0	0	0	0	193
08:00	10	1	0	0	0	0	0	11	24	6	0	0	0	0	0	30
08:05	7	0	0	0	0	0	0	7	27	2	0	0	0	0	0	29
08:10	9	1	0	0	0	0	0	10	34	1	0	0	0	0	0	35
08:15	12	1	0	0	0	0	0	13	18	0	0	0	0	0	0	18
08:20	16	1	0	0	1	0	0	18	21	1	0	1	0	0	0	23
08:25	27	0	1	0	0	0	0	28	19	0	0	0	0	0	0	19
08:30	33	3	0	0	0	0	0	36	27	2	0	0	0	0	0	29
08:35	24	3	0	0	1	0	0	28	17	2	0	0	0	0	0	19
08:40	19	1	0	0	0	0	0	20	22	1	0	0	0	0	0	23
08:45	16	0	0	0	0	0	0	16	49	1	1	1	0	0	0	52
08:50	11	2	0	0	0	0	0	13	25	2	0	1	0	0	0	28
08:55	5	1	1	0	0	1	0	8	14	1	0	0	0	0	0	15
H/TOT	189	14	2	0	2	1	0	208	297	19	1	3	0	0	0	320
09:00	9	0	0	0	0	0	0	9	8	0	0	0	0	0	0	8
09:05	6	1	0	1	0	0	0	8	6	4	0	1	0	0	0	11
09:10	10	0	0	0	0	0	0	10	14	0	0	0	0	0	0	14
09:15	7	4	0	0	0	0	0	11	9	2	2	0	0	0	0	13
09:20	7	0	0	0	1	0	0	8	5	1	0	0	0	0	0	6
09:25	8	2	0	1	0	0	0	11	6	0	0	0	0	0	0	6
09:30	4	2	1	0	0	0	0	7	5	1	0	0	0	0	0	6
09:35	6	3	0	0	1	0	0	10	13	3	1	0	0	0	0	17
09:40	7	0	0	0	0	0	0	7	6	2	0	0	0	0	0	8
09:45	11	1	1	0	0	0	0	13	5	0	1	0	0	0	0	6
09:50	5	2	1	0	0	0	0	8	9	2	0	1	0	0	0	12
09:55	1	2	0	0	0	0	0	3	7	3	0	0	0	0	0	10
H/TOT	81	17	3	2	2	0	0	105	93	18	4	2	0	0	0	117
10:00	3	1	0	0	0	0	0	4	8	4	0	0	0	0	0	12
10:05	7	0	0	0	0	0	0	7	8	1	0	0	0	0	0	9
10:10	4	0	0	1	0	0	0	5	6	2	0	0	0	0	0	8
10:15	9	1	0	0	0	0	0	10	3	1	0	0	0	0	0	4
10:20	6	3	0	0	1	0	0	10	5	0	0	0	0	0	0	5
10:25	5	2	0	0	0	1	0	8	4	0	0	0	0	0	0	4
HH/TOT	34	7	0	1	1	1	0	44	34	8	0	0	0	0	0	42
P/TOT	412	83	8	6	7	2	1	519	653	67	6	5	0	0	0	731

MANUAL CLASSIFIED COUNTS

JOB REF: 12076

JOB NAME: WATERLOOVILLE

SITE: 3

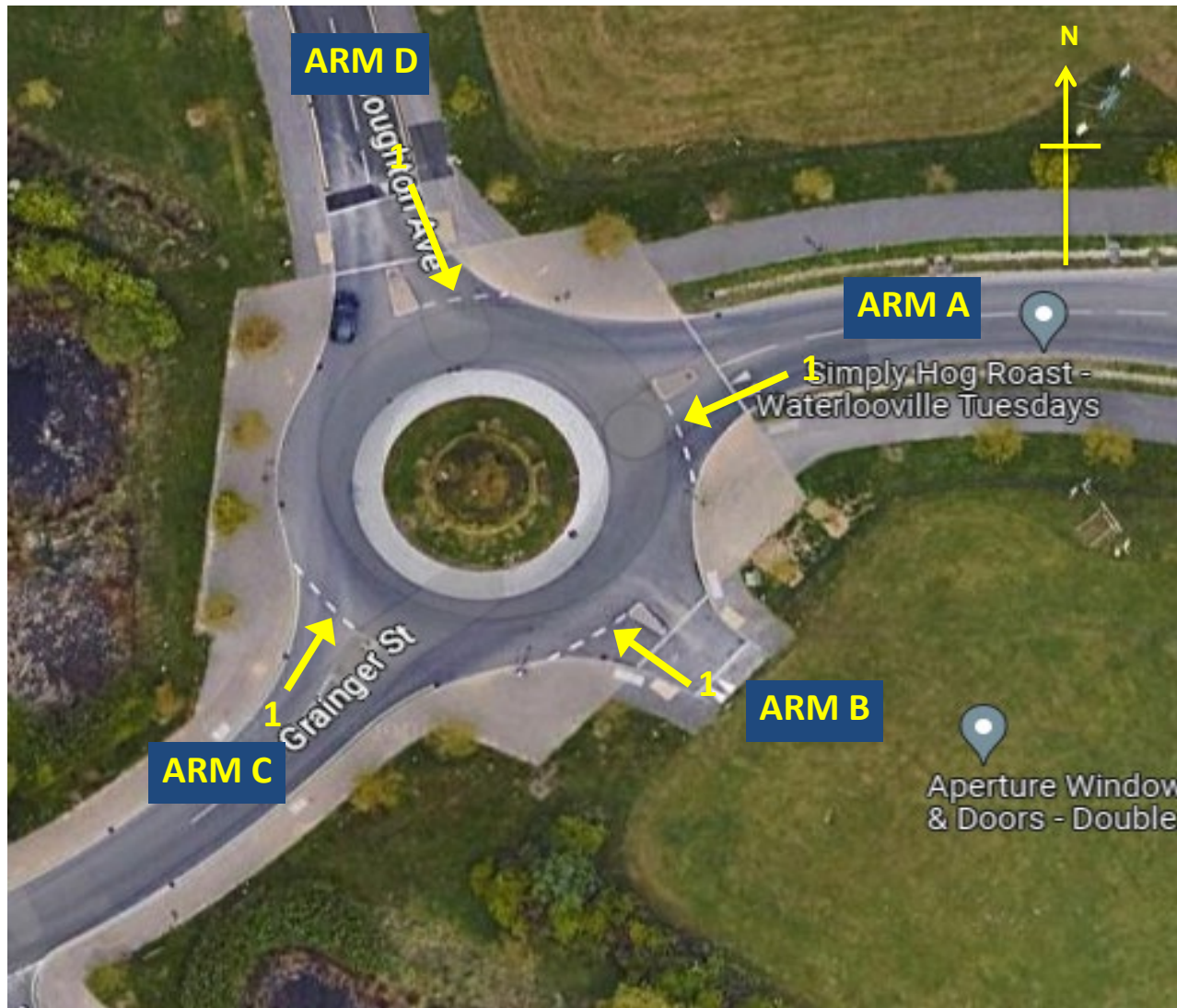
LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)



DATE: 23/02/2023

DAY: THURSDAY

TIME	TO ARM C GRAINGER STREET (W)								FROM ARM C GRAINGER STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	18	1	1	0	0	0	0	20	11	1	0	0	0	0	0	12
15:35	17	4	0	0	1	0	0	22	16	3	0	0	0	0	0	19
15:40	13	1	0	0	0	0	1	15	6	3	0	0	0	0	0	9
15:45	13	1	0	0	0	0	0	14	7	0	1	0	0	0	1	9
15:50	15	1	1	0	0	0	0	17	11	1	0	0	0	0	0	12
15:55	11	0	0	0	0	0	0	11	9	2	0	0	0	1	0	12
HH/TOT	87	8	2	0	1	0	1	99	60	10	1	0	0	1	1	73
16:00	13	0	0	0	0	0	0	13	13	0	0	0	0	0	0	13
16:05	18	6	0	0	0	1	0	25	13	4	1	0	0	0	0	18
16:10	17	2	0	0	0	0	0	19	8	3	0	0	0	1	0	12
16:15	15	3	0	0	0	0	0	18	9	3	0	0	0	0	0	12
16:20	16	1	0	0	0	0	0	17	5	1	0	0	0	0	0	6
16:25	19	4	0	0	1	0	0	24	13	1	0	0	0	0	0	14
16:30	12	2	0	0	0	1	0	15	12	0	1	0	0	1	1	15
16:35	14	1	1	0	1	0	0	17	25	2	0	0	0	0	0	27
16:40	12	1	0	0	0	0	0	13	15	1	0	0	0	1	0	17
16:45	15	2	0	0	0	0	0	17	17	2	1	0	0	0	0	20
16:50	18	2	0	0	0	0	0	20	14	6	0	0	0	0	0	20
16:55	19	4	0	0	0	0	0	23	17	2	0	0	0	0	0	19
H/TOT	188	28	1	0	2	2	0	221	161	25	3	0	0	3	1	193
17:00	17	2	0	0	0	0	0	19	12	2	0	0	0	0	0	14
17:05	19	1	0	0	0	0	0	20	10	2	0	0	0	0	0	12
17:10	19	1	1	0	0	1	0	22	11	2	0	0	0	0	0	13
17:15	19	2	0	0	1	0	0	22	10	1	0	0	0	1	0	12
17:20	14	1	0	0	0	0	0	15	16	1	0	0	0	0	0	17
17:25	16	1	0	0	0	0	0	17	13	0	0	0	0	0	0	13
17:30	12	4	0	0	0	0	0	16	11	1	0	0	0	0	0	12
17:35	24	2	1	0	1	0	0	28	17	0	0	0	0	0	0	17
17:40	19	0	0	0	0	0	0	19	15	1	0	0	0	0	0	16
17:45	18	0	0	0	0	0	0	18	12	1	0	0	0	0	0	13
17:50	11	1	0	0	0	0	0	12	9	0	0	0	0	0	0	9
17:55	21	1	0	0	0	0	0	22	10	1	0	0	0	0	0	11
H/TOT	209	16	2	0	2	1	0	230	146	12	0	0	0	1	0	159
18:00	11	0	0	0	0	0	0	11	10	0	0	0	0	0	0	10
18:05	15	0	0	0	0	0	0	15	6	0	0	0	0	0	0	6
18:10	17	1	0	0	0	0	0	18	6	0	0	0	0	0	0	6
18:15	12	3	1	0	0	1	0	17	6	1	0	0	0	0	0	7
18:20	12	0	0	0	1	0	0	13	11	1	0	0	0	0	0	12
18:25	12	0	0	0	0	0	0	12	15	2	0	0	0	1	0	18
18:30	21	1	0	0	0	2	0	24	7	1	0	0	0	0	0	8
18:35	6	0	0	0	0	0	0	6	9	0	0	0	0	1	0	10
18:40	14	1	0	0	0	0	0	15	7	0	0	0	0	0	0	7
18:45	13	1	1	0	0	0	0	15	10	0	0	0	0	0	0	10
18:50	13	1	0	0	0	0	0	14	10	0	0	0	0	0	0	10
18:55	19	1	0	0	0	0	0	20	6	2	0	0	0	0	0	8
H/TOT	165	9	2	0	1	3	0	180	103	7	0	0	0	2	0	112
19:00	7	1	0	0	0	0	0	8	11	0	0	0	0	0	0	11
19:05	15	1	1	0	0	0	0	17	6	1	0	0	0	0	0	7
19:10	14	1	0	0	0	0	0	15	4	1	0	0	0	1	0	6
19:15	6	2	0	0	0	0	0	8	9	1	0	0	0	0	0	10
19:20	12	0	0	0	0	0	0	12	6	1	0	0	0	0	0	7
19:25	16	0	0	0	0	1	0	17	6	0	1	0	0	0	0	7
HH/TOT	70	5	1	0	0	1	0	77	42	4	1	0	0	1	0	48
P/TOT	719	66	8	0	6	7	1	807	512	58	5	0	0	8	2	585

SITE: 1		DATE: 23/02/2023		SITE: 2		DATE: 23/02/2023		SITE: 3		DATE: 23/02/2023	
LOCATION: HOUGHTON AVENUE (E) / UN- NAMED ROAD / GRAINGER STREET / HOUGHTON AVENUE		DAY: THURSDAY		LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) /		DAY: THURSDAY		LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)		DAY: THURSDAY	
											
JOB TITLE: WATERLOOVILLE		JOB NUMBER: 12076		JOB TITLE: WATERLOOVILLE		JOB NUMBER: 12076		JOB TITLE: WATERLOOVILLE		JOB NUMBER: 12076	

QUEUE LENGTHS

JOB REF: 12076



JOB NAME: WATERLOOVILLE

SITE: 1

DATE: 23/02/2023

LOCATION: HOUGHTON AVENUE (E) / UN-NAMED ROAD / GRAINGER STREET / HOUGHTON AVENUE (N)

DAY: THURSDAY

NOTE: Queue Lengths recorded as the largest number of vehicles queuing in each 5-minute interval, by lane.

TIME	ARM A HOUGHTON AVENUE (E)	ARM B UN-NAMED ROAD	ARM C GRAINGER STREET	ARM D HOUGHTON AVENUE (N)	TIME	ARM A HOUGHTON AVENUE (E)	ARM B UN-NAMED ROAD	ARM C GRAINGER STREET	ARM D HOUGHTON AVENUE (N)
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1	LANE 1
06:30	0	0	0	0	15:30	0	0	0	0
06:35	0	0	0	0	15:35	0	0	2	0
06:40	0	0	0	0	15:40	0	0	0	0
06:45	0	0	0	0	15:45	0	0	1	0
06:50	0	0	0	0	15:50	0	0	1	0
06:55	0	0	0	0	15:55	1	0	0	1
07:00	0	0	0	0	16:00	0	0	0	0
07:05	0	0	0	0	16:05	0	0	3	2
07:10	0	0	0	0	16:10	0	0	1	1
07:15	0	0	0	0	16:15	0	0	0	2
07:20	0	0	0	0	16:20	0	0	1	1
07:25	0	0	0	0	16:25	0	0	0	2
07:30	0	0	0	1	16:30	0	0	1	0
07:35	0	0	1	1	16:35	2	0	0	2
07:40	0	0	2	2	16:40	0	0	3	1
07:45	0	0	1	2	16:45	0	0	0	0
07:50	0	0	1	1	16:50	0	0	0	0
07:55	0	0	0	0	16:55	0	0	2	1
08:00	0	0	0	1	17:00	0	0	0	1
08:05	0	0	1	1	17:05	0	0	1	2
08:10	0	0	5	1	17:10	0	0	0	0
08:15	0	0	0	0	17:15	0	0	2	2
08:20	0	0	0	1	17:20	0	0	1	0
08:25	0	0	1	1	17:25	0	0	1	1
08:30	0	0	1	1	17:30	0	0	1	0
08:35	0	0	0	0	17:35	0	0	1	0
08:40	0	0	1	1	17:40	0	0	1	2
08:45	0	0	4	1	17:45	0	0	2	1
08:50	0	0	0	1	17:50	1	0	0	0
08:55	0	0	0	0	17:55	0	0	1	0
09:00	0	0	1	0	18:00	0	0	0	0
09:05	0	0	0	0	18:05	0	0	0	0
09:10	0	0	0	0	18:10	0	0	0	0
09:15	0	0	0	0	18:15	0	0	0	0
09:20	0	0	0	0	18:20	0	0	3	0
09:25	0	0	0	0	18:25	0	0	0	0
09:30	0	0	1	0	18:30	0	0	0	0
09:35	0	0	0	0	18:35	0	0	0	0
09:40	0	0	0	1	18:40	0	0	0	0
09:45	0	0	0	0	18:45	0	0	1	0
09:50	0	0	0	1	18:50	0	0	0	0
09:55	0	0	0	2	18:55	2	0	0	0
10:00	0	0	0	2	19:00	0	0	0	0
10:05	0	0	0	0	19:05	0	0	0	0
10:10	0	0	0	0	19:10	2	0	0	0
10:15	0	0	0	0	19:15	0	0	0	0
10:20	0	0	0	0	19:20	0	0	0	0
10:25	0	0	0	0	19:25	0	0	0	0

QUEUE LENGTHS

JOB REF: 12076



JOB NAME: WATERLOOVILLE

SITE: 2

DATE: 23/02/2023

LOCATION: GRAINGER STREET (E) / ELLISONS CRESCENT (S) / GRAINGER STREET (W) / ELLISONS CRESCENT (N) DAY: THURSDAY

NOTE: Queue Lengths recorded as the largest number of vehicles queuing in each 5-minute interval, by lane.

TIME	ARM A	ARM B	ARM C	ARM D	TIME	ARM A	ARM B	ARM C	ARM D
	GRAINGER STREET (E)	ELLISONS CRESCENT (S)	GRAINGER STREET (W)	ELLISONS CRESCENT (N)		GRAINGER STREET (E)	ELLISONS CRESCENT (S)	GRAINGER STREET (W)	ELLISONS CRESCENT (N)
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1	LANE 1
06:30	0	0	0	0	15:30	0	0	0	0
06:35	0	0	0	0	15:35	0	1	0	0
06:40	0	0	0	0	15:40	0	0	0	0
06:45	0	0	0	0	15:45	0	0	0	0
06:50	0	0	0	0	15:50	0	0	0	0
06:55	0	0	0	0	15:55	0	0	0	0
07:00	0	0	0	0	16:00	0	0	0	0
07:05	0	0	0	0	16:05	0	0	0	0
07:10	0	0	0	0	16:10	0	0	0	0
07:15	0	0	0	0	16:15	0	0	0	0
07:20	0	0	0	0	16:20	0	0	0	0
07:25	0	0	0	0	16:25	0	0	0	0
07:30	0	0	0	0	16:30	0	0	0	0
07:35	0	0	0	0	16:35	0	2	0	0
07:40	0	0	0	0	16:40	0	0	0	0
07:45	0	0	0	0	16:45	0	0	0	0
07:50	0	2	0	0	16:50	0	0	0	0
07:55	0	0	0	0	16:55	0	0	0	0
08:00	0	0	0	0	17:00	0	0	0	0
08:05	0	0	0	0	17:05	0	0	0	0
08:10	0	1	0	0	17:10	0	0	0	0
08:15	0	0	0	0	17:15	0	1	0	0
08:20	0	0	0	0	17:20	0	0	0	0
08:25	0	1	0	0	17:25	0	0	0	0
08:30	0	0	0	0	17:30	0	0	0	0
08:35	0	0	0	0	17:35	0	0	0	0
08:40	0	0	0	0	17:40	0	0	0	0
08:45	0	0	0	0	17:45	0	1	0	0
08:50	0	0	2	0	17:50	0	0	0	0
08:55	0	0	0	0	17:55	0	0	0	0
09:00	0	0	0	0	18:00	0	1	0	0
09:05	0	0	0	0	18:05	0	0	0	0
09:10	0	0	0	0	18:10	0	0	0	0
09:15	0	0	0	0	18:15	0	0	0	0
09:20	0	0	0	0	18:20	0	0	0	0
09:25	0	0	0	0	18:25	0	0	0	0
09:30	0	0	0	0	18:30	0	0	0	0
09:35	0	0	0	0	18:35	0	0	0	0
09:40	0	0	0	0	18:40	0	0	0	0
09:45	0	0	0	0	18:45	0	0	0	0
09:50	0	0	0	0	18:50	0	0	0	0
09:55	0	0	0	0	18:55	0	0	0	0
10:00	0	0	0	0	19:00	0	0	0	0
10:05	0	0	0	0	19:05	0	0	0	0
10:10	0	0	0	0	19:10	0	0	0	0
10:15	0	0	0	0	19:15	0	1	0	0
10:20	0	0	0	0	19:20	0	0	0	0
10:25	0	0	0	0	19:25	0	0	0	0

QUEUE LENGTHS

JOB REF: 12076



JOB NAME: WATERLOOVILLE

SITE: 3

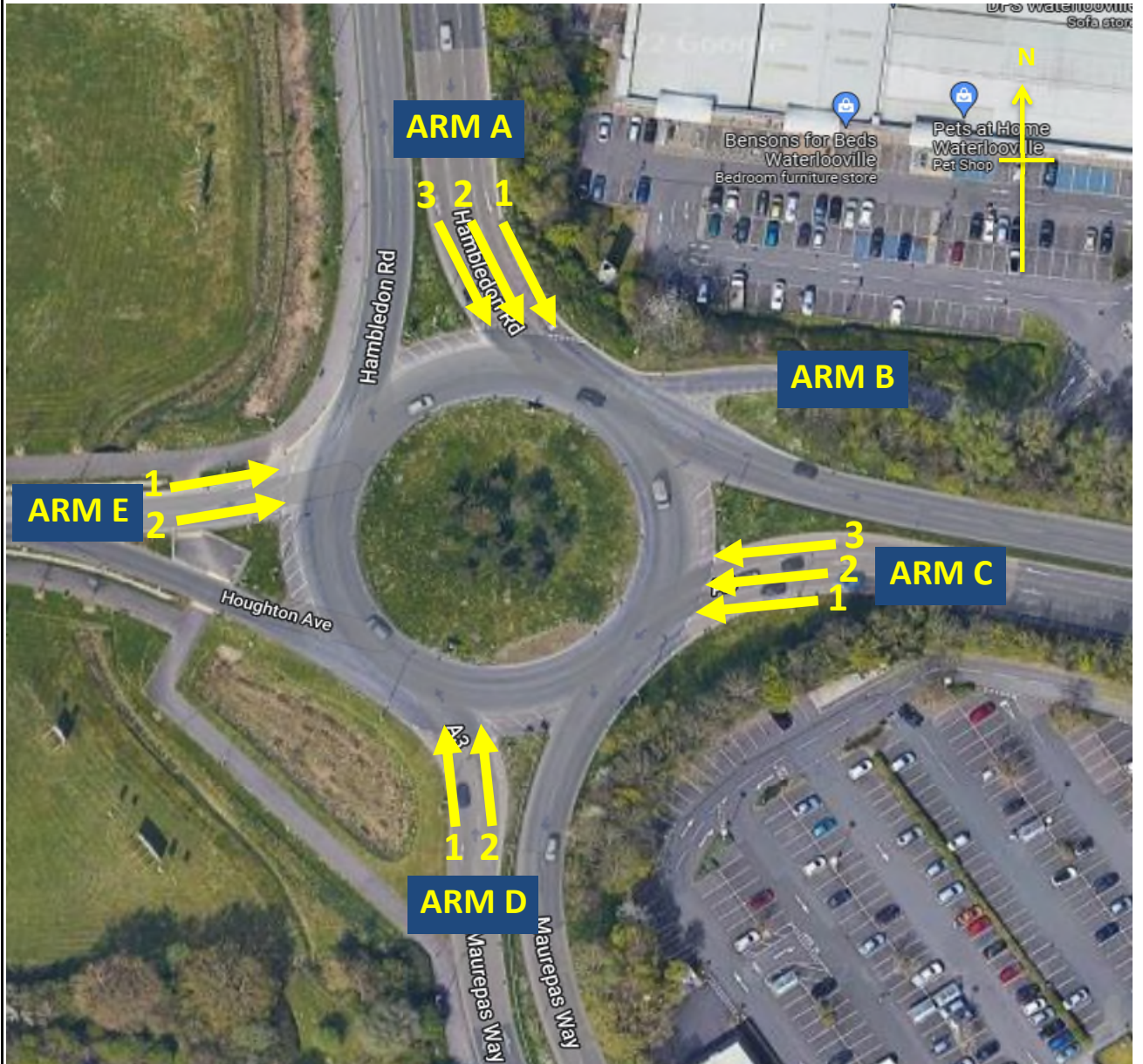
DATE: 23/02/2023

LOCATION: GRAINGER STREET (E) / LAXTON LEAZE / GRAINGER STREET (W)

DAY: THURSDAY

NOTE: Queue Lengths recorded as the largest number of vehicles queuing in each 5-minute interval, by lane.
The queues on Arm A were caused by vehicles parked to the west of the junction obstructing vehicles.

TIME	ARM A GRAINGER STREET (E)	ARM B LAXTON LEAZE	ARM C GRAINGER STREET (W)	TIME	ARM A GRAINGER STREET (E)	ARM B LAXTON LEAZE	ARM C GRAINGER STREET (W)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
06:30	0	0	0	15:30	0	0	0
06:35	0	0	0	15:35	0	0	0
06:40	0	0	0	15:40	0	1	0
06:45	0	0	0	15:45	0	1	0
06:50	0	0	0	15:50	0	0	0
06:55	0	0	0	15:55	0	0	0
07:00	0	0	0	16:00	0	1	0
07:05	0	0	0	16:05	1	1	0
07:10	0	1	0	16:10	0	1	0
07:15	0	1	0	16:15	0	0	0
07:20	0	1	0	16:20	0	0	0
07:25	0	1	0	16:25	1	0	0
07:30	0	1	0	16:30	0	0	0
07:35	0	0	0	16:35	0	0	0
07:40	0	1	0	16:40	0	0	0
07:45	2	1	0	16:45	0	0	0
07:50	0	1	0	16:50	0	2	0
07:55	2	1	0	16:55	0	0	0
08:00	2	1	0	17:00	0	0	0
08:05	0	0	0	17:05	0	0	0
08:10	2	0	0	17:10	0	0	0
08:15	0	0	0	17:15	0	0	0
08:20	1	1	0	17:20	0	1	0
08:25	0	2	0	17:25	0	0	0
08:30	2	0	0	17:30	1	0	0
08:35	2	1	0	17:35	0	2	0
08:40	1	1	0	17:40	0	0	0
08:45	4	1	0	17:45	1	0	0
08:50	0	0	0	17:50	0	0	0
08:55	0	0	0	17:55	1	2	0
09:00	0	0	0	18:00	0	0	0
09:05	0	0	0	18:05	1	1	0
09:10	0	0	0	18:10	0	1	0
09:15	0	0	0	18:15	0	0	0
09:20	2	0	0	18:20	1	0	0
09:25	0	0	0	18:25	1	0	0
09:30	0	0	0	18:30	0	0	0
09:35	0	0	0	18:35	0	1	0
09:40	0	0	0	18:40	0	0	0
09:45	0	1	0	18:45	0	0	0
09:50	1	0	0	18:50	0	0	0
09:55	0	0	0	18:55	0	2	0
10:00	0	0	0	19:00	0	0	0
10:05	0	0	0	19:05	0	0	0
10:10	0	0	0	19:10	0	1	0
10:15	0	0	0	19:15	0	0	0
10:20	0	0	0	19:20	0	0	0
10:25	0	0	0	19:25	0	0	0

SITE: 1		DATE: 7TH JUNE 2022
LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) /		DAY: TUESDAY
		
JOB TITLE: WATERLOOVILLE		JOB NUMBER: 11388

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	A TO A FROM HAMBLEDON ROAD TO HAMBLEDON ROAD								A TO B FROM HAMBLEDON ROAD TO STORE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
10:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
10:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
HH/TOT	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
P/TOT	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	27

TIME	A TO A FROM HAMBLEDON ROAD TO HAMBLEDON ROAD								A TO B FROM HAMBLEDON ROAD TO STORE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
15:45	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
HH/TOT	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	10
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	17
19:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
HH/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
P/TOT	0	0	0	0	0	0	0	0	41	9	0	0	0	0	0	50

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	A TO C FROM HAMBLEDON ROAD TO MAUREPAS WAY (E)								A TO D FROM HAMBLEDON ROAD TO MAUREPAS WAY (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	68	20	4	1	2	1	0	96	28	5	3	0	0	2	0	38
06:45	59	24	6	1	0	1	0	91	37	6	0	0	0	0	1	44
HH/TOT	127	44	10	2	2	2	0	187	65	11	3	0	0	2	1	82
07:00	82	30	9	0	2	0	0	123	74	22	2	0	0	1	0	99
07:15	96	24	7	1	2	0	1	131	76	16	4	0	0	2	0	98
07:30	155	36	8	1	2	1	0	203	99	17	4	0	0	2	0	122
07:45	146	26	8	0	2	0	0	182	133	25	6	0	0	3	0	167
H/TOT	479	116	32	2	8	1	1	639	382	80	16	0	0	8	0	486
08:00	124	32	10	0	2	0	0	168	114	16	5	0	0	1	0	136
08:15	104	41	10	2	3	2	0	162	133	28	6	0	1	1	0	169
08:30	112	29	8	2	1	0	0	152	114	18	4	0	0	8	0	144
08:45	117	29	4	0	2	0	0	152	115	21	2	0	0	1	0	139
H/TOT	457	131	32	4	8	2	0	634	476	83	17	0	1	11	0	588
09:00	111	36	10	0	2	0	0	159	140	22	3	1	0	0	0	166
09:15	118	31	9	0	3	0	0	161	96	22	7	0	0	0	0	125
09:30	123	30	13	0	2	1	0	169	111	17	3	0	0	1	0	132
09:45	107	16	10	2	1	0	0	136	115	12	2	0	0	0	0	129
H/TOT	459	113	42	2	8	1	0	625	462	73	15	1	0	1	0	552
10:00	113	25	16	2	2	2	0	160	104	16	1	0	0	3	0	124
10:15	106	19	5	1	3	0	0	134	102	20	2	0	0	1	0	125
HH/TOT	219	44	21	3	5	2	0	294	206	36	3	0	0	4	0	249
P/TOT	1741	448	137	13	31	8	1	2379	1591	283	54	1	1	26	1	1957

TIME	A TO C FROM HAMBLEDON ROAD TO MAUREPAS WAY (E)								A TO D FROM HAMBLEDON ROAD TO MAUREPAS WAY (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	140	31	6	1	3	1	0	182	144	19	3	0	0	0	0	166
15:45	128	25	7	0	2	0	0	162	121	21	3	0	0	0	0	145
HH/TOT	268	56	13	1	5	1	0	344	265	40	6	0	0	0	0	311
16:00	154	36	6	1	1	3	0	201	156	19	3	0	0	1	0	179
16:15	134	27	4	1	3	2	0	171	108	32	4	0	0	1	0	145
16:30	186	28	5	1	2	0	0	222	149	30	2	0	0	2	0	183
16:45	141	34	2	2	1	4	0	184	145	27	3	0	0	5	0	180
H/TOT	615	125	17	5	7	9	0	778	558	108	12	0	0	9	0	687
17:00	217	27	4	0	1	2	0	251	145	37	2	0	0	2	0	186
17:15	200	18	4	0	2	1	0	225	148	23	4	0	1	2	0	178
17:30	166	26	2	1	3	1	0	199	175	30	3	0	0	0	0	208
17:45	137	14	2	0	2	1	0	156	127	12	1	0	0	2	0	142
H/TOT	720	85	12	1	8	5	0	831	595	102	10	0	1	6	0	714
18:00	165	12	1	0	1	3	0	182	109	15	2	0	0	1	0	127
18:15	111	7	2	0	1	1	0	122	118	24	1	0	0	0	0	143
18:30	131	12	2	0	2	2	0	149	129	9	0	0	0	0	0	138
18:45	98	16	2	0	2	1	1	120	123	7	2	0	0	1	0	133
H/TOT	505	47	7	0	6	7	1	573	479	55	5	0	0	2	0	541
19:00	91	8	0	0	0	0	0	99	112	11	1	0	0	0	0	124
19:15	87	6	1	0	2	0	0	96	91	11	1	0	0	1	0	104
HH/TOT	178	14	1	0	2	0	0	195	203	22	2	0	0	1	0	228
P/TOT	2286	327	50	7	28	22	1	2721	2100	327	35	0	1	18	0	2481

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	A TO E FROM HAMBLEDON ROAD TO HOUGHTON AVENUE								B TO A FROM STORE ACCESS TO HAMBLEDON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
06:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
HH/TOT	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	5	2	0	0	2	0	0	9	0	0	0	0	0	0	0	0
07:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	13	4	0	0	2	0	0	19	0	0	0	0	0	0	0	0
08:00	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
08:15	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
08:30	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
08:45	4	5	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	38	10	0	0	0	0	0	48	0	0	0	0	0	0	0	0
09:00	8	3	0	0	1	0	0	12	0	0	0	0	0	0	0	0
09:15	10	3	0	0	1	0	0	14	0	0	0	0	0	0	0	0
09:30	6	3	1	0	0	0	0	10	0	0	0	0	0	0	0	0
09:45	9	2	1	0	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	33	11	2	0	2	0	0	48	0	0	0	0	0	0	0	0
10:00	6	3	1	0	0	0	0	10	0	0	0	0	0	0	0	0
10:15	13	4	0	0	1	0	0	18	0	0	0	0	0	0	0	0
HH/TOT	19	7	1	0	1	0	0	28	0	0	0	0	0	0	0	0
P/TOT	108	34	3	0	5	0	0	150	0	0	0	0	0	0	0	0

TIME	A TO E FROM HAMBLEDON ROAD TO HOUGHTON AVENUE								B TO A FROM STORE ACCESS TO HAMBLEDON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0
15:45	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0
HH/TOT	30	5	0	0	0	0	0	35	0	0	0	0	0	0	0	0
16:00	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
16:15	7	1	0	0	1	0	0	9	0	0	0	0	0	0	0	0
16:30	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0
16:45	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	46	7	0	0	1	0	0	54	0	0	0	0	0	0	0	0
17:00	10	2	1	0	0	0	0	13	0	0	0	0	0	0	0	0
17:15	17	1	0	0	1	0	0	19	0	0	0	0	0	0	0	0
17:30	9	3	1	0	0	0	0	13	0	0	0	0	0	0	0	0
17:45	25	1	1	0	0	0	0	27	0	0	0	0	0	0	0	0
H/TOT	61	7	3	0	1	0	0	72	0	0	0	0	0	0	0	0
18:00	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
18:15	13	1	0	0	1	0	0	15	0	0	0	0	0	0	0	0
18:30	12	2	1	0	0	0	0	15	0	0	0	0	0	0	0	0
18:45	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	46	7	1	0	1	0	0	55	0	0	0	0	0	0	0	0
19:00	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
19:15	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
HH/TOT	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
P/TOT	209	26	4	0	3	0	0	242	0	0	0	0	0	0	0	0

AUTO SURVEYS LTD
TRAFFIC DATA COLLECTION

DATE: 07/06/2022

DAY: TUESDAY

DAY: TUESDAY

DAY: TUESDAY

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	C TO A FROM MAUREPAS WAY (E) TO HAMBLEDON ROAD								C TO B FROM MAUREPAS WAY (E) TO STORE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	38	14	3	0	1	1	0	57	4	1	0	0	0	0	0	5
06:45	74	17	7	0	2	1	0	101	14	2	0	0	0	1	0	17
HH/TOT	112	31	10	0	3	2	0	158	18	3	0	0	0	1	0	22
07:00	84	20	3	0	2	1	0	110	6	1	1	0	0	0	0	8
07:15	107	26	10	3	2	2	0	150	13	4	0	0	0	1	0	18
07:30	100	40	8	0	2	1	0	151	16	3	1	0	0	1	0	21
07:45	122	45	6	1	3	0	0	177	25	6	0	0	0	0	0	31
H/TOT	413	131	27	4	9	4	0	588	60	14	2	0	0	2	0	78
08:00	129	34	11	0	1	1	1	177	13	0	0	0	0	0	0	13
08:15	151	32	7	1	1	1	0	193	16	5	0	0	0	0	0	21
08:30	124	21	7	0	2	0	0	154	25	2	0	0	0	0	0	27
08:45	177	31	8	0	2	2	0	220	24	4	0	0	0	0	0	28
H/TOT	581	118	33	1	6	4	1	744	78	11	0	0	0	0	0	89
09:00	138	22	10	1	4	0	0	175	30	3	1	0	0	0	0	34
09:15	104	25	7	1	2	0	0	139	32	1	0	0	0	0	0	33
09:30	100	32	10	2	1	0	0	145	36	6	0	0	0	0	0	42
09:45	95	23	9	1	3	1	0	132	29	3	0	0	0	1	0	33
H/TOT	437	102	36	5	10	1	0	591	127	13	1	0	0	1	0	142
10:00	93	27	6	4	3	2	0	135	37	1	0	0	0	0	0	38
10:15	105	21	3	1	0	0	1	131	34	3	0	0	0	0	1	38
HH/TOT	198	48	9	5	3	2	1	266	71	4	0	0	0	0	1	76
P/TOT	1741	430	115	15	31	13	2	2347	354	45	3	0	0	4	1	407

TIME	C TO A FROM MAUREPAS WAY (E) TO HAMBLEDON ROAD								C TO B FROM MAUREPAS WAY (E) TO STORE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	129	36	6	1	3	0	0	175	20	3	0	0	0	0	0	23
15:45	133	25	8	1	1	0	0	168	51	7	0	0	0	0	0	58
HH/TOT	262	61	14	2	4	0	0	343	71	10	0	0	0	0	0	81
16:00	134	35	6	1	1	0	0	177	32	4	0	0	0	0	0	36
16:15	183	32	7	0	3	0	0	225	26	1	0	0	0	0	0	27
16:30	166	30	5	2	1	2	0	206	27	2	0	0	0	0	0	29
16:45	144	39	2	0	1	1	0	187	121	15	1	0	0	0	0	137
H/TOT	627	136	20	3	6	3	0	795	206	22	1	0	0	0	0	229
17:00	173	29	3	1	5	1	0	212	39	6	0	0	0	0	0	45
17:15	157	27	1	0	1	2	0	188	21	1	0	0	0	0	0	22
17:30	163	18	0	0	1	2	1	185	27	3	0	0	0	0	0	30
17:45	141	15	2	0	2	0	0	160	112	12	0	0	0	0	0	124
H/TOT	634	89	6	1	9	5	1	745	199	22	0	0	0	0	0	221
18:00	122	14	0	0	3	1	0	140	19	2	0	0	0	1	0	22
18:15	130	14	2	0	1	0	0	147	15	5	0	0	0	0	0	20
18:30	98	12	3	1	2	0	0	116	22	2	0	0	0	0	0	24
18:45	100	12	0	0	1	3	0	116	80	11	1	0	0	1	0	93
H/TOT	450	52	5	1	7	4	0	519	136	20	1	0	0	2	0	159
19:00	85	10	0	0	2	1	0	98	13	2	1	0	0	0	0	16
19:15	97	7	2	2	1	0	0	109	29	4	1	0	0	0	0	34
HH/TOT	182	17	2	2	3	1	0	207	42	6	2	0	0	0	0	50
P/TOT	2155	355	47	9	29	13	1	2609	654	80	4	0	0	2	0	740

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	C TO C									C TO D								
	FROM MAUREPAS WAY (E) TO MAUREPAS WAY (E)									FROM MAUREPAS WAY (E) TO MAUREPAS WAY (S)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
06:30	4	1	0	0	0	0	0	5		30	3	0	0	0	1	0	34	
06:45	8	1	1	0	0	0	0	10		27	4	3	1	0	0	0	35	
HH/TOT	12	2	1	0	0	0	0	15		57	7	3	1	0	1	0	69	
07:00	6	2	0	0	0	0	0	8		42	7	2	0	0	2	0	53	
07:15	7	2	0	0	0	0	0	9		44	5	3	0	0	0	0	52	
07:30	5	0	0	0	0	0	0	5		62	18	3	0	0	3	0	86	
07:45	2	1	0	0	0	0	0	3		84	13	5	0	0	0	0	102	
H/TOT	20	5	0	0	0	0	0	25		232	43	13	0	0	5	0	293	
08:00	6	1	0	0	0	0	0	7		88	17	1	0	0	0	0	106	
08:15	13	0	0	0	0	0	0	13		91	14	2	1	0	1	0	109	
08:30	7	0	0	0	0	0	0	7		105	10	1	0	0	1	0	117	
08:45	2	3	0	0	0	0	0	5		91	15	2	0	0	0	0	108	
H/TOT	28	4	0	0	0	0	0	32		375	56	6	1	0	2	0	440	
09:00	21	2	0	0	0	0	0	23		90	11	6	0	1	0	0	108	
09:15	12	0	0	0	0	0	0	12		70	10	3	0	1	0	0	84	
09:30	21	3	1	0	0	0	0	25		68	10	5	0	0	0	0	83	
09:45	10	1	1	0	0	0	0	12		64	10	4	0	0	0	0	78	
H/TOT	64	6	2	0	0	0	0	72		292	41	18	0	2	0	0	353	
10:00	19	2	0	0	0	0	0	21		71	8	3	1	0	0	0	83	
10:15	12	3	0	0	0	0	0	15		78	7	1	0	0	0	0	86	
HH/TOT	31	5	0	0	0	0	0	36		149	15	4	1	0	0	0	169	
P/TOT	155	22	3	0	0	0	0	180		1105	162	44	3	2	8	0	1324	

TIME	C TO C									C TO D								
	FROM MAUREPAS WAY (E) TO MAUREPAS WAY (E)									FROM MAUREPAS WAY (E) TO MAUREPAS WAY (S)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
15:30	19	4	0	0	0	0	0	23		103	9	4	0	0	0	0	116	
15:45	25	3	0	0	0	0	0	28		92	14	4	0	0	2	0	112	
HH/TOT	44	7	0	0	0	0	0	51		195	23	8	0	0	2	0	228	
16:00	22	1	0	0	0	0	0	23		92	18	4	0	0	0	0	114	
16:15	23	0	1	0	0	0	0	24		65	19	1	0	0	3	0	88	
16:30	17	4	0	0	0	0	0	21		70	23	3	0	0	3	0	99	
16:45	11	2	0	0	0	0	0	13		77	17	5	0	0	1	0	100	
H/TOT	73	7	1	0	0	0	0	81		304	77	13	0	0	7	0	401	
17:00	11	2	1	0	0	0	0	14		96	9	2	1	0	0	0	108	
17:15	7	2	0	0	0	0	0	9		100	11	1	0	0	3	0	115	
17:30	12	0	0	0	0	0	0	12		109	14	3	0	0	0	0	126	
17:45	14	3	1	0	0	0	0	18		82	6	1	0	0	0	0	89	
H/TOT	44	7	2	0	0	0	0	53		387	40	7	1	0	3	0	438	
18:00	22	0	0	0	0	0	0	22		71	9	0	0	0	0	0	80	
18:15	16	0	0	0	0	0	0	16		86	7	3	0	1	0	0	97	
18:30	18	2	0	0	0	0	0	20		67	12	1	1	0	2	0	83	
18:45	10	3	1	0	0	0	0	14		63	5	0	0	0	0	0	68	
H/TOT	66	5	1	0	0	0	0	72		287	33	4	1	1	2	0	328	
19:00	8	0	0	0	0	0	0	8		65	7	1	0	0	0	1	74	
19:15	13	0	0	0	0	0	2	15		68	9	0	0	0	0	1	78	
HH/TOT	21	0	0	0	0	0	2	23		133	16	1	0	0	0	2	152	
P/TOT	248	26	4	0	0	2	0	280		1306	189	33	2	1	14	2	1547	

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	C TO E								TOT
	FROM MAUREPAS WAY (E) TO HOUGHTON AVENUE								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
06:30	1	3	0	0	0	0	0	4	
06:45	9	4	0	1	0	0	0	14	
HH/TOT	10	7	0	1	0	0	0	18	
07:00	17	13	2	0	0	1	0	33	
07:15	26	8	0	0	0	1	0	35	
07:30	26	10	0	2	1	0	0	39	
07:45	29	5	0	0	1	1	0	36	
H/TOT	98	36	2	2	2	3	0	143	
08:00	23	3	0	0	0	0	0	26	
08:15	18	1	0	0	0	0	0	19	
08:30	19	11	1	0	1	0	0	32	
08:45	16	2	2	1	0	0	0	21	
H/TOT	76	17	3	1	1	0	0	98	
09:00	17	1	2	0	0	0	0	20	
09:15	15	5	2	0	0	0	0	22	
09:30	12	2	0	0	1	0	0	15	
09:45	0	3	3	1	0	0	0	7	
H/TOT	44	11	7	1	1	0	0	64	
10:00	11	0	3	0	0	0	0	14	
10:15	9	2	0	1	1	1	0	14	
HH/TOT	20	2	3	1	1	1	0	28	
P/TOT	248	73	15	6	5	4	0	351	

TIME	D TO A								TOT
	FROM MAUREPAS WAY (S) TO HAMBLEDON ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
25	10	1	1	0	0	1	0	38	
42	13	3	0	1	1	1	0	60	
67	23	4	1	1	2	0	0	98	
39	14	2	0	0	0	0	0	55	
57	19	4	0	0	0	0	0	80	
59	29	4	2	0	1	1	1	96	
63	24	5	0	0	3	1	1	96	
218	86	15	2	0	4	2	2	327	
61	22	6	0	0	1	1	0	90	
98	19	2	0	1	3	0	0	123	
79	26	1	0	0	0	0	0	106	
83	17	2	0	0	0	0	0	102	
321	84	11	0	1	4	0	0	421	
80	16	4	0	0	1	1	0	101	
81	16	3	0	0	0	0	0	100	
40	10	7	0	0	0	0	0	57	
60	4	4	1	0	1	0	0	70	
261	46	18	1	0	2	2	0	328	
44	21	3	0	0	2	0	0	70	
56	7	5	0	0	1	0	0	69	
100	28	8	0	0	3	0	0	139	
967	267	56	4	2	15	2	2	1313	

TIME	C TO E								TOT
	FROM MAUREPAS WAY (E) TO HOUGHTON AVENUE								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:30	23	1	1	0	1	0	0	26	
15:45	22	3	0	0	0	0	0	25	
HH/TOT	45	4	1	0	1	0	0	51	
16:00	25	9	2	0	0	0	0	36	
16:15	19	3	1	0	0	0	0	23	
16:30	19	2	2	0	2	0	0	25	
16:45	29	8	1	0	0	0	0	38	
H/TOT	92	22	6	0	2	0	0	122	
17:00	27	7	0	0	0	0	1	35	
17:15	31	9	0	0	0	0	0	40	
17:30	32	11	0	0	1	0	0	44	
17:45	43	4	1	0	0	0	0	48	
H/TOT	133	31	1	0	1	0	1	167	
18:00	27	3	0	0	0	0	0	30	
18:15	41	0	0	0	0	0	0	41	
18:30	36	2	0	0	0	0	0	38	
18:45	26	0	0	0	0	0	0	26	
H/TOT	130	5	0	0	0	0	0	135	
19:00	25	4	0	0	0	0	0	29	
19:15	26	5	0	0	0	0	0	31	
HH/TOT	51	9	0	0	0	0	0	60	
P/TOT	451	71	8	0	4	0	1	535	

TIME	D TO A								TOT
	FROM MAUREPAS WAY (S) TO HAMBLEDON ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
97	15	0	0	0	0	0	0	112	
104	19	5	0	0	0	0	1	129	
201	34	5	0	0	0	0	1	241	
73	11	2	0	0	0	2	0	88	
91	16	2	0	0	4	0	0	113	
99	16	2	0	0	2	0	0	119	
105	21	3	0	0	2	0	0	131	
368	64	9	0	0	10	0	0	451	
91	19	4	0	0	2	0	0	116	
90	12	0	1	0	2	0	0	105	
101	17	0	0	0	2	1	0	121	
99	10	1	0	0	1	0	0	111	
381	58	5	1	0	7	1	1	453	
65	15	0	0	0	7	0	0	87	
77	9	2	0	0	0	0	0	88	
66	3	1	0	0	2	0	0	72	
64	5	2	0	0	1	0	0	72	
272	32	5	0	0	10	0	0	319	
82	7	1	0	0	0	0	0	90	
59	2	0	0	0	1	0	0	62	
141	9	1	0	0	1	0	0	152	
1363	197	25	1	0	28	2	2	1616	

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	D TO B FROM MAUREPAS WAY (S) TO STORE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	1	0	0	0	0	0	0	1
06:45	5	0	0	0	0	0	0	5
HH/TOT	6	0	0	0	0	0	0	6
07:00	5	0	0	0	0	1	0	6
07:15	9	1	1	0	0	0	0	11
07:30	11	1	1	0	0	0	0	13
07:45	8	4	0	0	0	0	0	12
H/TOT	33	6	2	0	0	1	0	42
08:00	9	7	0	0	0	0	0	16
08:15	7	1	0	0	0	0	0	8
08:30	16	2	0	0	0	1	0	19
08:45	17	0	0	0	0	0	0	17
H/TOT	49	10	0	0	0	1	0	60
09:00	14	5	0	0	0	0	0	19
09:15	24	2	0	0	0	0	0	26
09:30	11	0	0	0	0	0	0	11
09:45	18	1	0	0	0	0	0	19
H/TOT	67	8	0	0	0	0	0	75
10:00	15	1	0	0	0	0	0	16
10:15	17	2	0	0	0	0	0	19
HH/TOT	32	3	0	0	0	0	0	35
P/TOT	187	27	2	0	0	2	0	218

TIME	D TO C FROM MAUREPAS WAY (S) TO MAUREPAS WAY (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
25	11	1	0	0	0	0	0	37
47	9	2	0	0	0	2	0	60
72	20	3	0	0	0	2	0	97
38	13	3	0	0	0	2	0	56
55	22	3	1	0	0	1	0	82
61	20	4	0	0	0	2	0	87
73	17	3	0	0	0	2	0	95
227	72	13	1	0	0	7	0	320
63	19	2	0	0	0	0	1	85
81	19	1	0	0	0	1	0	102
95	16	0	1	0	0	0	0	112
101	15	1	0	0	0	0	0	117
340	69	4	1	0	0	1	1	416
100	18	3	0	0	0	0	0	121
79	13	2	0	0	0	0	0	94
82	11	5	0	0	0	2	0	100
75	14	2	0	0	0	1	0	92
336	56	12	0	0	0	3	0	407
81	7	1	0	0	0	1	0	90
83	9	3	0	0	0	0	1	96
164	16	4	0	0	0	1	1	186
1139	233	36	2	0	0	14	2	1426

TIME	D TO B FROM MAUREPAS WAY (S) TO STORE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	17	1	0	0	0	0	0	18
15:45	36	3	0	0	0	0	0	39
HH/TOT	53	4	0	0	0	0	0	57
16:00	26	1	0	0	0	0	0	27
16:15	12	4	0	0	0	0	0	16
16:30	17	2	0	0	0	0	0	19
16:45	71	10	0	0	0	0	0	81
H/TOT	126	17	0	0	0	0	0	143
17:00	15	0	0	0	0	0	0	15
17:15	18	1	0	0	0	0	0	19
17:30	20	2	0	0	0	0	0	22
17:45	67	4	1	0	0	0	0	72
H/TOT	120	7	1	0	0	0	0	128
18:00	13	1	0	0	0	0	0	14
18:15	15	0	0	0	0	0	0	15
18:30	14	0	0	0	0	0	0	14
18:45	51	2	0	0	0	0	0	53
H/TOT	93	3	0	0	0	0	0	96
19:00	10	0	0	0	0	0	0	10
19:15	26	1	0	0	0	0	0	27
HH/TOT	36	1	0	0	0	0	0	37
P/TOT	428	32	1	0	0	0	0	461

TIME	D TO C FROM MAUREPAS WAY (S) TO MAUREPAS WAY (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
99	10	3	1	0	0	0	0	113
99	15	2	0	0	0	0	0	116
198	25	5	1	0	0	0	0	229
97	17	2	0	0	0	0	0	116
89	12	0	1	0	0	0	1	103
113	14	1	0	0	0	1	0	129
91	14	2	0	0	0	1	1	109
390	57	5	1	0	0	2	2	457
113	10	0	0	0	0	2	0	125
125	15	1	0	0	0	1	0	142
101	11	1	0	0	0	2	0	115
116	8	3	0	0	0	1	0	128
455	44	5	0	0	0	6	0	510
91	8	1	0	0	0	1	0	101
78	5	0	0	0	0	2	0	85
80	15	1	0	0	0	0	0	96
81	10	1	1	0	0	0	0	93
330	38	3	1	0	0	3	0	375
60	9	2	0	0	0	0	0	71
73	7	1	1	0	0	1	0	83
133	16	3	1	0	0	1	0	154
1506	180	21	4	0	0	12	2	1725

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	D TO D FROM MAUREPAS WAY (S) TO MAUREPAS WAY (S)								D TO E FROM MAUREPAS WAY (S) TO HOUGHTON AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
06:45	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	7
HH/TOT	0	0	0	0	0	0	0	0	6	5	1	0	0	0	0	12
07:00	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
07:15	0	0	0	0	0	0	0	0	19	5	1	0	0	0	0	25
07:30	0	0	0	0	0	0	0	0	6	2	0	0	0	2	0	10
07:45	0	0	0	0	0	0	0	0	12	5	0	0	0	1	0	18
H/TOT	0	0	0	0	0	0	0	0	48	14	1	0	0	3	0	66
08:00	0	0	0	0	0	0	0	0	6	3	0	1	0	0	0	10
08:15	0	0	0	0	0	0	0	0	27	5	1	1	0	0	0	34
08:30	0	0	0	0	0	0	0	0	50	2	1	1	0	0	0	54
08:45	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	104	10	2	3	0	0	0	119
09:00	0	0	0	0	0	0	0	0	17	3	2	0	0	0	1	23
09:15	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	17
09:30	0	0	0	0	0	0	0	0	9	1	1	0	0	0	0	11
09:45	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	50	9	3	0	0	0	1	63
10:00	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
10:15	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10
HH/TOT	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	20
P/TOT	0	0	0	0	0	0	0	0	224	42	7	3	0	3	1	280

TIME	D TO D FROM MAUREPAS WAY (S) TO MAUREPAS WAY (S)								D TO E FROM MAUREPAS WAY (S) TO HOUGHTON AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0	21	2	0	0	0	1	1	25
15:45	0	0	0	0	0	0	0	0	23	3	0	0	0	0	0	26
HH/TOT	0	0	0	0	0	0	0	0	44	5	0	0	0	1	1	51
16:00	0	0	0	0	0	0	0	0	25	3	0	0	0	0	0	28
16:15	0	0	0	0	0	0	0	0	21	9	0	0	0	0	0	30
16:30	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25
16:45	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23
H/TOT	0	0	0	0	0	0	0	0	91	15	0	0	0	0	0	106
17:00	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20
17:15	0	0	0	0	0	0	0	0	29	3	0	0	0	1	0	33
17:30	0	0	0	0	0	0	0	0	23	2	0	0	0	1	1	27
17:45	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25
H/TOT	0	0	0	0	0	0	0	0	95	7	0	0	0	2	1	105
18:00	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
18:15	0	0	0	0	0	0	0	0	23	1	0	0	0	0	1	25
18:30	0	0	0	0	0	0	0	0	14	1	1	0	0	0	0	16
18:45	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
H/TOT	0	0	0	0	0	0	0	0	72	3	1	0	0	0	1	77
19:00	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22
19:15	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20
HH/TOT	0	0	0	0	0	0	0	0	41	1	0	0	0	0	0	42
P/TOT	0	0	0	0	0	0	0	0	343	31	1	0	0	3	3	381

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	E TO A FROM HOUGHTON AVENUE TO HAMBLEDON ROAD								E TO B FROM HOUGHTON AVENUE TO STORE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1
06:45	4	2	0	0	0	0	0	6	2	0	0	0	0	0	0	2
HH/TOT	6	4	0	0	0	0	0	10	3	0	0	0	0	0	0	3
07:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:15	6	2	1	0	0	0	0	9	1	0	0	0	0	0	0	1
07:30	11	1	0	0	1	0	0	13	1	0	0	0	0	0	0	1
07:45	11	2	0	0	0	0	0	13	2	1	0	0	0	0	0	3
H/TOT	32	6	1	0	1	0	0	40	4	1	0	0	0	0	0	5
08:00	9	2	0	0	0	0	0	11	1	0	0	0	0	0	0	1
08:15	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0
08:30	6	4	1	0	1	0	0	12	1	1	0	0	0	0	0	2
08:45	20	3	0	0	0	0	0	23	4	0	0	0	0	0	0	4
H/TOT	46	12	1	0	1	0	0	60	6	1	0	0	0	0	0	7
09:00	5	1	1	0	0	0	0	7	2	3	0	0	0	0	0	5
09:15	6	4	0	0	1	0	0	11	2	0	0	0	0	0	0	2
09:30	5	0	0	0	1	0	0	6	0	0	0	0	0	0	0	0
09:45	6	3	1	0	0	0	0	10	4	1	0	0	0	0	0	5
H/TOT	22	8	2	0	2	0	0	34	8	4	0	0	0	0	0	12
10:00	4	5	1	0	0	0	0	10	2	0	0	0	0	0	0	2
10:15	2	2	1	0	0	0	0	5	0	0	0	0	0	0	0	0
HH/TOT	6	7	2	0	0	0	0	15	2	0	0	0	0	0	0	2
P/TOT	112	37	6	0	4	0	0	159	23	6	0	0	0	0	0	29

TIME	E TO A FROM HOUGHTON AVENUE TO HAMBLEDON ROAD								E TO B FROM HOUGHTON AVENUE TO STORE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	9	2	0	0	1	0	0	12	0	0	0	0	0	0	0	0
15:45	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
HH/TOT	13	4	0	0	1	0	0	18	0	0	0	0	0	0	0	0
16:00	6	1	0	0	0	0	0	7	5	0	0	0	0	0	0	5
16:15	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0	5
16:30	11	1	0	0	2	0	0	14	4	0	0	0	0	0	0	4
16:45	16	1	0	0	0	0	0	17	16	2	0	0	0	0	0	18
H/TOT	42	4	0	0	2	0	0	48	30	2	0	0	0	0	0	32
17:00	11	2	0	0	0	0	0	13	5	0	0	0	0	0	0	5
17:15	4	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1
17:30	13	3	0	0	1	0	0	17	0	0	0	0	0	0	0	0
17:45	7	0	0	0	0	0	0	7	7	1	0	0	0	0	0	8
H/TOT	35	5	0	0	1	0	0	41	12	2	0	0	0	0	0	14
18:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	4	1	0	0	0	1	0	6
18:30	10	1	0	0	0	0	0	11	1	0	0	0	0	0	0	1
18:45	7	2	0	0	0	0	0	9	8	1	0	0	0	1	0	10
H/TOT	28	3	0	0	0	0	0	31	13	2	0	0	0	2	0	17
19:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
19:15	2	1	0	0	0	0	0	3	4	0	0	0	0	0	0	4
HH/TOT	7	1	0	0	0	0	0	8	4	0	0	0	0	0	0	4
P/TOT	125	17	0	0	4	0	0	146	59	6	0	0	0	2	0	67

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	E TO C FROM HOUGHTON AVENUE TO MAUREPAS WAY (E)								E TO D FROM HOUGHTON AVENUE TO MAUREPAS WAY (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	12	11	0	0	0	0	0	23	9	4	0	0	0	0	0	13
06:45	24	2	1	0	0	1	0	28	9	2	1	0	0	0	1	13
HH/TOT	36	13	1	0	0	1	0	51	18	6	1	0	0	0	1	26
07:00	10	10	0	0	0	0	0	20	12	2	0	0	0	1	0	15
07:15	33	1	1	0	0	0	0	35	22	5	1	0	1	0	0	29
07:30	37	6	0	0	1	0	0	44	25	3	0	0	0	0	0	28
07:45	37	11	0	0	0	0	0	48	33	1	0	0	0	0	0	34
H/TOT	117	28	1	0	1	0	0	147	92	11	1	0	1	1	0	106
08:00	50	6	1	0	0	0	0	57	43	4	0	0	0	0	0	47
08:15	34	1	2	0	0	0	0	37	49	5	0	0	1	1	0	56
08:30	29	9	1	2	0	0	0	41	46	0	0	0	0	0	0	46
08:45	43	4	0	0	0	0	0	47	49	4	0	0	0	0	0	53
H/TOT	156	20	4	2	0	0	0	182	187	13	0	0	1	1	0	202
09:00	2	0	2	1	0	0	0	5	32	0	1	0	0	0	0	33
09:15	6	3	0	0	0	1	0	10	30	2	0	0	1	0	0	33
09:30	9	1	1	0	0	0	0	11	23	2	0	0	0	0	0	25
09:45	7	3	1	0	0	0	0	11	19	5	0	0	0	0	0	24
H/TOT	24	7	4	1	0	1	0	37	104	9	1	0	1	0	0	115
10:00	3	2	2	0	0	0	0	7	18	5	0	0	0	0	0	23
10:15	5	0	1	0	0	0	0	6	19	2	1	0	0	0	0	22
HH/TOT	8	2	3	0	0	0	0	13	37	7	1	0	0	0	0	45
P/TOT	341	70	13	3	1	2	0	430	438	46	4	0	3	2	1	494

TIME	E TO C FROM HOUGHTON AVENUE TO MAUREPAS WAY (E)								E TO D FROM HOUGHTON AVENUE TO MAUREPAS WAY (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	8	9	0	1	0	0	0	18	20	7	1	0	0	0	0	28
15:45	2	0	2	1	0	0	0	5	28	5	0	0	0	1	0	34
HH/TOT	10	9	2	2	0	0	0	23	48	12	1	0	0	1	0	62
16:00	3	9	1	0	0	0	0	13	43	6	1	0	0	2	0	52
16:15	22	3	0	0	0	0	0	25	37	5	0	0	1	0	0	43
16:30	22	1	0	0	0	1	0	24	32	7	0	0	0	0	0	39
16:45	6	5	0	0	0	0	0	11	32	6	0	0	0	4	0	42
H/TOT	53	18	1	0	0	1	0	73	144	24	1	0	1	6	0	176
17:00	6	0	1	0	0	0	0	7	27	3	1	0	0	0	0	31
17:15	6	1	0	0	0	0	0	7	31	5	0	0	1	1	0	38
17:30	7	2	1	0	0	0	0	10	26	5	0	0	0	0	0	31
17:45	4	4	2	0	0	0	0	10	42	1	0	0	0	1	0	44
H/TOT	23	7	4	0	0	0	0	34	126	14	1	0	1	2	0	144
18:00	13	0	0	0	0	1	0	14	35	2	0	0	0	0	0	37
18:15	16	0	0	0	0	0	0	16	20	1	0	0	1	2	0	24
18:30	9	0	0	0	0	0	0	9	19	2	1	0	0	0	0	22
18:45	8	2	1	0	0	0	0	11	19	3	0	0	0	0	0	22
H/TOT	46	2	1	0	0	1	0	50	93	8	1	0	1	2	0	105
19:00	8	2	0	0	0	0	0	10	20	1	0	0	0	0	0	21
19:15	9	0	0	0	0	0	0	9	32	3	0	0	0	0	0	35
HH/TOT	17	2	0	0	0	0	0	19	52	4	0	0	0	0	0	56
P/TOT	149	38	8	2	0	2	0	199	463	62	4	0	3	11	0	543

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	ETO E							
	FROM HOUGHTON AVENUE TO HOUGHTON AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	ETO E							
	FROM HOUGHTON AVENUE TO HOUGHTON AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	TO ARM A HAMBLEDON ROAD								FROM ARM A HAMBLEDON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	65	26	4	1	1	2	0	99	98	27	7	1	2	3	0	138
06:45	120	32	10	0	3	2	0	167	99	30	6	1	0	1	1	138
HH/TOT	185	58	14	1	4	4	0	266	197	57	13	2	2	4	1	276
07:00	127	35	5	0	2	1	0	170	156	52	11	0	2	1	0	222
07:15	170	47	15	3	2	2	0	239	177	43	11	1	4	2	1	239
07:30	170	70	12	2	3	2	1	260	259	54	12	1	2	3	0	331
07:45	196	71	11	1	3	3	1	286	285	52	14	0	2	3	0	356
H/TOT	663	223	43	6	10	8	2	955	877	201	48	2	10	9	1	1148
08:00	199	58	17	0	1	2	1	278	252	49	15	0	2	1	0	319
08:15	260	54	9	1	2	4	0	330	253	70	16	2	4	3	0	348
08:30	209	51	9	0	3	0	0	272	234	51	12	2	1	8	0	308
08:45	280	51	10	0	2	2	0	345	236	55	6	0	2	1	0	300
H/TOT	948	214	45	1	8	8	1	1225	975	225	49	4	9	13	0	1275
09:00	223	39	15	1	4	1	0	283	260	61	13	1	3	0	0	338
09:15	191	45	10	1	3	0	0	250	230	56	16	0	4	0	0	306
09:30	145	42	17	2	2	0	0	208	242	50	17	0	2	2	0	313
09:45	161	30	14	2	3	2	0	212	233	31	13	2	1	0	0	280
H/TOT	720	156	56	6	12	3	0	953	965	198	59	3	10	2	0	1237
10:00	141	53	10	4	3	4	0	215	227	44	18	2	2	5	0	298
10:15	163	30	9	1	0	1	1	205	223	43	7	1	4	1	0	279
16:15	304	83	19	5	3	5	1	420	450	87	25	3	6	6	0	577
P/TOT	2820	734	177	19	37	28	4	3819	3464	768	194	14	37	34	2	4513

TIME	TO ARM A HAMBLEDON ROAD								FROM ARM A HAMBLEDON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	235	53	6	1	4	0	0	299	299	54	9	1	3	1	0	367
15:45	241	46	13	1	1	0	1	303	269	52	10	0	2	0	0	333
HH/TOT	476	99	19	2	5	0	1	602	568	106	19	1	5	1	0	700
16:00	213	47	8	1	1	2	0	272	319	57	9	1	1	4	0	391
16:15	283	49	9	0	3	4	0	348	250	60	8	1	4	3	0	326
16:30	276	47	7	2	3	4	0	339	353	60	7	1	2	2	0	425
16:45	265	61	5	0	1	3	0	335	307	63	5	2	1	9	0	387
H/TOT	1037	204	29	3	8	13	0	1294	1229	240	29	5	8	18	0	1529
17:00	275	50	7	1	5	3	0	341	373	66	7	0	1	4	0	451
17:15	251	39	1	1	1	4	0	297	368	42	8	0	4	3	0	425
17:30	277	38	0	0	2	4	2	323	351	59	6	1	3	1	0	421
17:45	247	25	3	0	2	1	0	278	294	28	4	0	2	3	0	331
H/TOT	1050	152	11	2	10	12	2	1239	1386	195	25	1	10	11	0	1628
18:00	196	29	0	0	3	8	0	236	286	28	3	0	1	4	0	322
18:15	209	23	4	0	1	0	0	237	246	33	3	0	2	1	0	285
18:30	174	16	4	1	2	2	0	199	274	23	3	0	2	2	0	304
18:45	171	19	2	0	1	4	0	197	238	28	4	0	2	2	1	275
H/TOT	750	87	10	1	7	14	0	869	1044	112	13	0	7	9	1	1186
19:00	172	17	1	0	2	1	0	193	219	19	1	0	0	0	0	239
19:15	158	10	2	2	1	1	0	174	190	17	2	0	2	1	0	212
HH/TOT	330	27	3	2	3	2	0	367	409	36	3	0	2	1	0	451
P/TOT	3643	569	72	10	33	41	3	4371	4636	689	89	7	32	40	1	5494

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	TO ARM B STORE ACCESS								FROM ARM B STORE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
06:45	21	2	0	0	0	1	0	24	0	0	0	0	0	0	0	0
HH/TOT	27	3	0	0	0	1	0	31	0	0	0	0	0	0	0	0
07:00	11	1	1	0	0	1	0	14	0	0	0	0	0	0	0	0
07:15	23	6	1	0	0	1	0	31	0	0	0	0	0	0	0	0
07:30	30	4	2	0	0	1	0	37	0	0	0	0	0	0	0	0
07:45	36	11	0	0	0	0	0	47	0	0	0	0	0	0	0	0
H/TOT	100	22	4	0	0	3	0	129	0	0	0	0	0	0	0	0
08:00	26	7	0	0	0	0	0	33	0	0	0	0	0	0	0	0
08:15	23	6	0	0	0	0	0	29	0	0	0	0	0	0	0	0
08:30	43	6	0	0	0	1	0	50	0	0	0	0	0	0	0	0
08:45	45	4	0	0	0	0	0	49	0	0	0	0	0	0	0	0
H/TOT	137	23	0	0	0	1	0	161	0	0	0	0	0	0	0	0
09:00	47	11	1	0	0	0	0	59	0	0	0	0	0	0	0	0
09:15	64	3	0	0	0	0	0	67	0	0	0	0	0	0	0	0
09:30	49	6	0	0	0	0	0	55	0	0	0	0	0	0	0	0
09:45	53	6	0	0	0	1	0	60	0	0	0	0	0	0	0	0
H/TOT	213	26	1	0	0	1	0	241	0	0	0	0	0	0	0	0
10:00	58	2	0	0	0	0	0	60	0	0	0	0	0	0	0	0
10:15	53	5	0	0	0	0	1	59	0	0	0	0	0	0	0	0
16:15	111	7	0	0	0	0	1	119	0	0	0	0	0	0	0	0
P/TOT	588	81	5	0	0	6	1	681	0	0	0	0	0	0	0	0

TIME	TO ARM B STORE ACCESS								FROM ARM B STORE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	39	6	0	0	0	0	0	45	0	0	0	0	0	0	0	0
15:45	90	13	0	0	0	0	0	103	0	0	0	0	0	0	0	0
HH/TOT	129	19	0	0	0	0	0	148	0	0	0	0	0	0	0	0
16:00	64	5	0	0	0	0	0	69	0	0	0	0	0	0	0	0
16:15	44	5	0	0	0	0	0	49	0	0	0	0	0	0	0	0
16:30	50	4	0	0	0	0	0	54	0	0	0	0	0	0	0	0
16:45	214	27	1	0	0	0	0	242	0	0	0	0	0	0	0	0
H/TOT	372	41	1	0	0	0	0	414	0	0	0	0	0	0	0	0
17:00	60	6	0	0	0	0	0	66	0	0	0	0	0	0	0	0
17:15	42	3	0	0	0	0	0	45	0	0	0	0	0	0	0	0
17:30	48	5	0	0	0	0	0	53	0	0	0	0	0	0	0	0
17:45	191	18	1	0	0	0	0	210	0	0	0	0	0	0	0	0
H/TOT	341	32	1	0	0	0	0	374	0	0	0	0	0	0	0	0
18:00	32	3	0	0	0	1	0	36	0	0	0	0	0	0	0	0
18:15	38	7	0	0	0	1	0	46	0	0	0	0	0	0	0	0
18:30	39	2	0	0	0	0	0	41	0	0	0	0	0	0	0	0
18:45	147	16	1	0	0	2	0	166	0	0	0	0	0	0	0	0
H/TOT	256	28	1	0	0	4	0	289	0	0	0	0	0	0	0	0
19:00	24	2	1	0	0	0	0	27	0	0	0	0	0	0	0	0
19:15	60	5	1	0	0	0	0	66	0	0	0	0	0	0	0	0
HH/TOT	84	7	2	0	0	0	0	93	0	0	0	0	0	0	0	0
P/TOT	1182	127	5	0	0	4	0	1318	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	TO ARM C MAUREPAS WAY (E)							TOT	FROM ARM C MAUREPAS WAY (E)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
06:30	109	43	5	1	2	1	0	161	77	22	3	0	1	2	0	105
06:45	138	36	10	1	0	4	0	189	132	28	11	2	2	2	0	177
HH/TOT	247	79	15	2	2	5	0	350	209	50	14	2	3	4	0	282
07:00	136	55	12	0	2	2	0	207	155	43	8	0	2	4	0	212
07:15	191	49	11	2	2	1	1	257	197	45	13	3	2	4	0	264
07:30	258	62	12	1	3	3	0	339	209	71	12	2	3	5	0	302
07:45	258	55	11	0	2	2	0	328	262	70	11	1	4	1	0	349
H/TOT	843	221	46	3	9	8	1	1131	823	229	44	6	11	14	0	1127
08:00	243	58	13	0	2	0	1	317	259	55	12	0	1	1	1	329
08:15	232	61	13	2	3	3	0	314	289	52	9	2	1	2	0	355
08:30	243	54	9	5	1	0	0	312	280	44	9	0	3	1	0	337
08:45	263	51	5	0	2	0	0	321	310	55	12	1	2	2	0	382
H/TOT	981	224	40	7	8	3	1	1264	1138	206	42	3	7	6	1	1403
09:00	234	56	15	1	2	0	0	308	296	39	19	1	5	0	0	360
09:15	215	47	11	0	3	1	0	277	233	41	12	1	3	0	0	290
09:30	235	45	20	0	2	3	0	305	237	53	16	2	2	0	0	310
09:45	199	34	14	2	1	1	0	251	198	40	17	2	3	2	0	262
H/TOT	883	182	60	3	8	5	0	1141	964	173	64	6	13	2	0	1222
10:00	216	36	19	2	2	3	0	278	231	38	12	5	3	2	0	291
10:15	206	31	9	1	3	0	1	251	238	36	4	2	1	1	2	284
16:15	422	67	28	3	5	3	1	529	469	74	16	7	4	3	2	575
P/TOT	3376	773	189	18	32	24	3	4415	3603	732	180	24	38	29	3	4609

TIME	TO ARM C MAUREPAS WAY (E)							TOT	FROM ARM C MAUREPAS WAY (E)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:30	266	54	9	3	3	1	0	336	294	53	11	1	4	0	0	363
15:45	254	43	11	1	2	0	0	311	323	52	12	1	1	2	0	391
HH/TOT	520	97	20	4	5	1	0	647	617	105	23	2	5	2	0	754
16:00	276	63	9	1	1	3	0	353	305	67	12	1	1	0	0	386
16:15	268	42	5	2	3	2	1	323	316	55	10	0	3	3	0	387
16:30	338	47	6	1	2	2	0	396	299	61	10	2	3	5	0	380
16:45	249	55	4	2	1	5	1	317	382	81	9	0	1	2	0	475
H/TOT	1131	207	24	6	7	12	2	1389	1302	264	41	3	8	10	0	1628
17:00	347	39	6	0	1	4	0	397	346	53	6	2	5	1	1	414
17:15	338	36	5	0	2	2	0	383	316	50	2	0	1	5	0	374
17:30	286	39	4	1	3	3	0	336	343	46	3	0	2	2	1	397
17:45	271	29	8	0	2	2	0	312	392	40	5	0	2	0	0	439
H/TOT	1242	143	23	1	8	11	0	1428	1397	189	16	2	10	8	2	1624
18:00	291	20	2	0	1	5	0	319	261	28	0	0	3	2	0	294
18:15	221	12	2	0	1	3	0	239	288	26	5	0	2	0	0	321
18:30	238	29	3	0	2	2	0	274	241	30	4	2	2	2	0	281
18:45	197	31	5	1	2	1	1	238	279	31	2	0	1	4	0	317
H/TOT	947	92	12	1	6	11	1	1070	1069	115	11	2	8	8	0	1213
19:00	167	19	2	0	0	0	0	188	196	23	2	0	2	1	1	225
19:15	182	13	2	1	2	3	0	203	233	25	3	2	1	2	1	267
HH/TOT	349	32	4	1	2	3	0	391	429	48	5	2	3	3	2	492
P/TOT	4189	571	83	13	28	38	3	4925	4814	721	96	11	34	31	4	5711

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	TO ARM D MAUREPAS WAY (S)								FROM ARM D MAUREPAS WAY (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
06:30	67	12	3	0	0	3	0	85	54	23	2	1	0	1	0	81
06:45	73	12	4	1	0	0	2	92	97	25	6	0	1	3	0	132
HH/TOT	140	24	7	1	0	3	2	177	151	48	8	1	1	4	0	213
07:00	128	31	4	0	0	4	0	167	93	29	5	0	0	3	0	130
07:15	142	26	8	0	1	2	0	179	140	47	9	1	0	1	0	198
07:30	186	38	7	0	0	5	0	236	137	52	9	2	0	5	1	206
07:45	250	39	11	0	0	3	0	303	156	50	8	0	0	6	1	221
H/TOT	706	134	30	0	1	14	0	885	526	178	31	3	0	15	2	755
08:00	245	37	6	0	0	1	0	289	139	51	8	1	0	1	1	201
08:15	273	47	8	1	2	3	0	334	213	44	4	1	1	4	0	267
08:30	265	28	5	0	0	9	0	307	240	46	2	2	0	1	0	291
08:45	255	40	4	0	0	1	0	300	222	32	3	0	0	0	0	257
H/TOT	1038	152	23	1	2	14	0	1230	814	173	17	4	1	6	1	1016
09:00	262	33	10	1	1	0	0	307	211	42	9	0	0	1	1	264
09:15	196	34	10	0	2	0	0	242	198	34	5	0	0	0	0	237
09:30	202	29	8	0	0	1	0	240	142	22	13	0	0	2	0	179
09:45	198	27	6	0	0	0	0	231	163	21	6	1	0	2	0	193
H/TOT	858	123	34	1	3	1	0	1020	714	119	33	1	0	5	1	873
10:00	193	29	4	1	0	3	0	230	149	30	4	0	0	3	0	186
10:15	199	29	4	0	0	1	0	233	163	21	8	0	0	1	1	194
16:15	392	58	8	1	0	4	0	463	312	51	12	0	0	4	1	380
P/TOT	3134	491	102	4	6	36	2	3775	2517	569	101	9	2	34	5	3237

TIME	TO ARM D MAUREPAS WAY (S)								FROM ARM D MAUREPAS WAY (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:30	267	35	8	0	0	0	0	310	234	28	3	1	0	1	1	268
15:45	241	40	7	0	0	3	0	291	262	40	7	0	0	0	1	310
HH/TOT	508	75	15	0	0	3	0	601	496	68	10	1	0	1	2	578
16:00	291	43	8	0	0	3	0	345	221	32	4	0	0	2	0	259
16:15	210	56	5	0	1	4	0	276	213	41	2	1	0	4	1	262
16:30	251	60	5	0	0	5	0	321	252	34	3	0	0	3	0	292
16:45	254	50	8	0	0	10	0	322	289	46	5	0	0	3	1	344
H/TOT	1006	209	26	0	1	22	0	1264	975	153	14	1	0	12	2	1157
17:00	268	49	5	1	0	2	0	325	237	31	4	0	0	4	0	276
17:15	279	39	5	0	2	6	0	331	262	31	1	1	0	4	0	299
17:30	310	49	6	0	0	0	0	365	245	32	1	0	0	5	2	285
17:45	251	19	2	0	0	3	0	275	307	22	5	0	0	2	0	336
H/TOT	1108	156	18	1	2	11	0	1296	1051	116	11	1	0	15	2	1196
18:00	215	26	2	0	0	1	0	244	186	24	1	0	0	8	0	219
18:15	224	32	4	0	2	2	0	264	193	15	2	0	0	2	1	213
18:30	215	23	2	1	0	2	0	243	174	19	3	0	0	2	0	198
18:45	205	15	2	0	0	1	0	223	214	18	3	1	0	1	0	237
H/TOT	859	96	10	1	2	6	0	974	767	76	9	1	0	13	1	867
19:00	197	19	2	0	0	0	1	219	173	17	3	0	0	0	0	193
19:15	191	23	1	0	0	1	1	217	178	10	1	1	0	2	0	192
HH/TOT	388	42	3	0	0	1	2	436	351	27	4	1	0	2	0	385
P/TOT	3869	578	72	2	5	43	2	4571	3640	440	48	5	0	43	7	4183

MANUAL CLASSIFIED COUNTS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: HAMBLEDON ROAD / STORE ACCESS / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE



DATE: 07/06/2022

DAY: TUESDAY

TIME	TO ARM E HOUGHTON AVENUE							TOT	FROM ARM E HOUGHTON AVENUE							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
06:30	6	7	0	0	0	0	0	13	24	17	0	0	0	0	0	41
06:45	15	7	1	1	0	0	0	24	39	6	2	0	0	1	1	49
HH/TOT	21	14	1	1	0	0	0	37	63	23	2	0	0	1	1	90
07:00	28	15	2	0	0	1	0	46	26	13	0	0	0	1	0	40
07:15	50	15	1	0	2	1	0	69	62	8	3	0	1	0	0	74
07:30	35	13	0	2	1	2	0	53	74	10	0	0	2	0	0	86
07:45	46	11	0	0	1	2	0	60	83	15	0	0	0	0	0	98
H/TOT	159	54	3	2	4	6	0	228	245	46	3	0	3	1	0	298
08:00	40	7	0	1	0	0	0	48	103	12	1	0	0	0	0	116
08:15	61	7	1	1	0	0	0	70	94	9	2	0	1	1	0	107
08:30	76	16	2	1	1	0	0	96	82	14	2	2	1	0	0	101
08:45	41	7	2	1	0	0	0	51	116	11	0	0	0	0	0	127
H/TOT	218	37	5	4	1	0	0	265	395	46	5	2	2	1	0	451
09:00	42	7	4	0	1	0	1	55	41	4	4	1	0	0	0	50
09:15	39	11	2	0	1	0	0	53	44	9	0	0	2	1	0	56
09:30	27	6	2	0	1	0	0	36	37	3	1	0	1	0	0	42
09:45	19	7	4	1	0	0	0	31	36	12	2	0	0	0	0	50
H/TOT	127	31	12	1	3	0	1	175	158	28	7	1	3	1	0	198
10:00	26	4	4	0	0	0	0	34	27	12	3	0	0	0	0	42
10:15	29	9	0	1	2	1	0	42	26	4	3	0	0	0	0	33
16:15	55	13	4	1	2	1	0	76	53	16	6	0	0	0	0	75
P/TOT	580	149	25	9	10	7	1	781	914	159	23	3	8	4	1	1112

TIME	TO ARM E HOUGHTON AVENUE							TOT	FROM ARM E HOUGHTON AVENUE							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:30	57	5	1	0	1	1	1	66	37	18	1	1	1	0	0	58
15:45	62	9	0	0	0	0	0	71	34	7	2	1	0	1	0	45
HH/TOT	119	14	1	0	1	1	1	137	71	25	3	2	1	1	0	103
16:00	58	14	2	0	0	0	0	74	57	16	2	0	0	2	0	77
16:15	47	13	1	0	1	0	0	62	73	9	0	0	1	0	0	83
16:30	58	6	2	0	2	0	0	68	69	9	0	0	2	1	0	81
16:45	66	11	1	0	0	0	0	78	70	14	0	0	0	4	0	88
H/TOT	229	44	6	0	3	0	0	282	269	48	2	0	3	7	0	329
17:00	55	11	1	0	0	0	1	68	49	5	2	0	0	0	0	56
17:15	77	13	0	0	1	1	0	92	41	7	0	0	1	1	0	50
17:30	64	16	1	0	1	1	1	84	46	10	1	0	1	0	0	58
17:45	93	5	2	0	0	0	0	100	60	6	2	0	0	1	0	69
H/TOT	289	45	4	0	2	2	2	344	196	28	5	0	2	2	0	233
18:00	56	4	0	0	0	0	0	60	57	2	0	0	0	1	0	60
18:15	77	2	0	0	1	0	1	81	42	2	0	0	1	3	0	48
18:30	62	5	2	0	0	0	0	69	39	3	1	0	0	0	0	43
18:45	53	4	0	0	0	0	0	57	42	8	1	0	0	1	0	52
H/TOT	248	15	2	0	1	0	1	267	180	15	2	0	1	5	0	203
19:00	61	5	0	0	0	0	0	66	33	3	0	0	0	0	0	36
19:15	57	5	0	0	0	0	0	62	47	4	0	0	0	0	0	51
HH/TOT	118	10	0	0	0	0	0	128	80	7	0	0	0	0	0	87
P/TOT	1003	128	13	0	7	3	4	1158	796	123	12	2	7	15	0	955

QUEUE LENGTHS

JOB REF: 11388

JOB NAME: WATERLOOVILLE

SITE: 1



DATE: 07/06/2022

LOCATION: HAMBLEDON ROAD / MAUREPAS WAY (E) / MAUREPAS WAY (S) / HOUGHTON AVENUE

DAY: TUESDAY

NOTE: Queue Lengths recorded as the maximum number of vehicles queuing in each 5-minute interval, by lane.

TIME	ARM A			ARM C			ARM D		ARM E	
	HAMBLEDON ROAD			MAUREPAS WAY (E)			MAUREPAS WAY (S)		HOUGHTON AVENUE	
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 2
06:30	0	2	3	0	1	0	2	1	0	1
06:35	1	2	1	0	0	0	0	4	1	1
06:40	0	2	1	1	2	0	1	0	0	1
06:45	1	0	1	0	2	0	2	2	1	1
06:50	1	5	3	0	0	0	2	4	1	1
06:55	1	3	2	0	0	1	2	3	1	2
07:00	0	2	1	2	2	3	1	1	0	2
07:05	0	5	1	1	3	2	2	3	1	1
07:10	1	6	3	1	2	1	4	6	1	1
07:15	1	8	4	1	2	1	6	4	1	10
07:20	1	8	7	0	3	1	5	4	2	3
07:25	1	5	7	1	5	3	4	4	2	3
07:30	2	10	7	2	5	2	6	4	3	5
07:35	4	10	6	4	5	2	4	5	2	6
07:40	2	8	4	2	7	3	5	8	2	3
07:45	3	12	13	2	9	7	9	6	2	3
07:50	2	11	8	2	11	4	5	5	2	3
07:55	3	10	10	2	7	6	5	3	6	3
08:00	4	8	7	3	6	3	4	7	2	6
08:05	3	12	10	3	6	3	6	6	3	8
08:10	4	7	4	2	7	2	12	10	3	9
08:15	2	11	7	4	11	4	12	10	5	10
08:20	5	10	12	8	6	7	8	8	3	8
08:25	2	10	11	6	8	5	5	5	2	5
08:30	3	6	10	3	9	5	5	10	3	5
08:35	4	14	10	3	12	5	12	11	4	6
08:40	5	16	6	4	6	4	5	5	6	10
08:45	3	8	10	3	10	4	7	4	8	15
08:50	3	12	10	4	11	5	8	15	6	14
08:55	3	8	8	3	6	4	6	15	3	2
09:00	5	10	11	5	7	5	12	6	2	3
09:05	2	7	9	3	4	4	8	8	2	2
09:10	3	12	10	3	7	7	9	12	2	1
09:15	5	9	5	3	9	8	6	9	1	2
09:20	2	8	6	2	4	5	4	5	1	2
09:25	5	5	4	2	6	5	5	4	2	2
09:30	2	7	10	2	4	11	7	7	1	1
09:35	5	10	4	2	3	4	11	6	1	2
09:40	2	8	9	3	6	4	11	7	1	3
09:45	2	12	10	2	5	4	6	6	4	2
09:50	2	9	4	4	4	3	4	6	2	2
09:55	4	9	4	7	5	4	6	7	3	2
10:00	4	6	7	6	4	4	3	4	1	3
10:05	4	7	6	3	2	3	8	7	2	2
10:10	5	4	3	2	3	3	6	4	2	1
10:15	4	7	6	4	2	3	5	7	1	1
10:20	2	7	4	2	4	6	6	6	1	2
10:25	3	6	4	4	4	2	5	6	1	2
15:30	5	9	14	5	7	8	8	10	1	5
15:35	3	8	6	3	9	10	16+	18+	2	3
15:40	5	10	11	4	8	5	15+	16+	1	3
15:45	5	9	10	3	7	4	11	12	1	6
15:50	9	11	9	8	10	8	10	15	1	2
15:55	5	8	7	5	6	3	6	6	2	4
16:00	4	8	6	3	4	5	6	5	1	6
16:05	7	18	20	3	4	5	12	13	2	3
16:10	12	16	18	3	8	6	12	8	2	6
16:15	3	8	6	2	13	12	7	6	3	14
16:20	4	9	10	2	5	3	16+	18+	4	16
16:25	3	8	11	2	6	7	16+	17+	2	4
16:30	5	10	10	2	11	5	12	18+	3	6
16:35	8	14	15	4	10	9	8	10	4	8
16:40	7	15	16	7	8	7	15	6	4	2
16:45	3	9	10	4	9	10	7	10	2	4
16:50	5	8	6	6	12	4	13	12	2	3
16:55	4	12	6	2	7	6	10	10	1	4
17:00	5	9	8	6	6	5	8	16	2	3
17:05	11	14	16	6	14	9	11	16+	1	3
17:10	6	16	18	3	10	5	10	17+	3	2
17:15	6	10	15	5	13	10	16+	16+	6	4
17:20	5	15	15	4	6	5	15+	17+	3	3
17:25	4	12	12	5	6	5	16+	18+	1	2
17:30	7	11	12	3	7	5	6	16+	2	2
17:35	4	10	13	3	8	5	10	16+	1	2
17:40	6	8	12	6	15	9	4	12	3	2
17:45	4	11	16	6	5	4	12	12	2	3
17:50	3	7	9	2	8	5	7	15	3	5
17:55	3	7	6	3	7	6	6	8	1	3
18:00	3	6	7	1	5	7	7	5	1	4
18:05	2	7	7	2	4	2	7	6	1	2
18:10	2	4	4	1	7	4	5	3	1	2
18:15	2	7	5	3	9	8	4	7	2	3
18:20	4	4	5	5	8	6	4	3	1	2
18:25	2	2	5	5	7	3	3	7	1	3
18:30	3	10	8	2	6	2	4	4	1	1
18:35	2	3	3	5	6	5	3	4	1	2
18:40	2	4	6	4	2	3	2	5	2	3
18:45	4	4	9	1	3	2	4	5	2	3
18:50	3	4	6	4	4	3	4	5	1	3
18:55	1	8	4	3	4	4	4	5	1	2
19:00	1	8	3	2	2	4	7	3	2	2
19:05	1	3	1	3	9	3	3	5	1	2
19:10	3	7	3	1	2	2	4	5	2	2
19:15	2	4	4	2	5	2	3	3	1	2
19:20	3	6	5	1	3	4	5	6	1	4
19:25	2	5	4	2	3	3	4	2	1	2

APPENDIX B: TRICS Outputs

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	50-120 DWELLS	
Actual Trip Rate Calculation Parameter Range	50-117 DWELLS	
Date Range	Minimum: 01/01/14	Maximum: 29/09/22
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	2
	Tuesday	6
	Wednesday	3
	Thursday	5
	Friday	5
Main Location Types selected	Edge of Town Centre	2
	Suburban Area (PPS6 Out of Centre)	6
	Edge of Town	13
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	9 - Selected
	Servicing vehicles Excluded	16 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	6
	10,001 to 15,000	7
	15,001 to 20,000	4
	20,001 to 25,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	5,001 to 25,000	4
	25,001 to 50,000	3
	50,001 to 75,000	2
	75,001 to 100,000	4
	100,001 to 125,000	1
	125,001 to 250,000	6
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	17
PTAL Rating	No PTAL Present	21

Calculation Reference: AUDIT-807401-230126-0124

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	2 days
	KC KENT	2 days
	SC SURREY	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 50 to 117 (units:)
 Range Selected by User: 50 to 120 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 29/09/22

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

Selected survey days:

Monday	2 days
Tuesday	6 days
Wednesday	3 days
Thursday	5 days
Friday	5 days

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

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	13

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

Selected Location Sub Categories:

Residential Zone	18
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	16 days - Selected

Secondary Filtering selection:

Use Class:

C3	21 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	6 days
10,001 to 15,000	7 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	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	4 days
1.1 to 1.5	17 days

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

Travel Plan:

Yes	10 days
No	11 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	21 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	CB-03-A-05	Site area:	1.51 hect
Development Name:	DETACHED/TERRACED HOUSING	No of Dwellings:	50
Location:	PENRITH	Housing density:	40
Postcode:	CA11 9HS	Total Bedrooms:	163
Main Location Type:	Edge of Town Centre	Survey Date:	21/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	117
Site(2):	DC-03-A-09	Site area:	1.65 hect
Development Name:	MIXED HOUSES	No of Dwellings:	50
Location:	SHAFTESBURY	Housing density:	31
Postcode:	SP7 8TU	Total Bedrooms:	166
Main Location Type:	Edge of Town	Survey Date:	19/11/21
Sub-Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	134
Site(3):	DH-03-A-01	Site area:	0.90 hect
Development Name:	SEMI DETACHED	No of Dwellings:	50
Location:	BISHOP AUCKLAND	Housing density:	94
Postcode:	DL14 6RH	Total Bedrooms:	150
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/03/17
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	87
Site(4):	DH-03-A-03	Site area:	5.60 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	57
Location:	DURHAM	Housing density:	11
Postcode:	DH1 1HD	Total Bedrooms:	169
Main Location Type:	Edge of Town	Survey Date:	19/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	190
Site(5):	DV-03-A-02	Site area:	4.04 hect
Development Name:	HOUSES & BUNGALOWS	No of Dwellings:	116
Location:	HONITON	Housing density:	44
Postcode:	EX14 1JB	Total Bedrooms:	306
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	261
Site(6):	DV-03-A-03	Site area:	2.02 hect
Development Name:	TERRACED & SEMI DETACHED	No of Dwellings:	70
Location:	HONITON	Housing density:	50
Postcode:	EX14 2DF	Total Bedrooms:	208
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	116
Site(7):	ES-03-A-05	Site area:	3.40 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	99
Location:	NEAR EASTBOURNE	Housing density:	45
Postcode:	BN24 5GD	Total Bedrooms:	296
Main Location Type:	Edge of Town	Survey Date:	05/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	197
Site(8):	ES-03-A-07	Site area:	3.49 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	91
Location:	HAILSHAM	Housing density:	35
Postcode:	BN27 4FR	Total Bedrooms:	256
Main Location Type:	Edge of Town	Survey Date:	07/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	246
Site(9):	HC-03-A-23	Site area:	1.40 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	62
Location:	LIPHOOK	Housing density:	46
Postcode:	GU30 7TG	Total Bedrooms:	205
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	136

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	HC-03-A-27	Site area:	2.50 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	ANDOVER	Housing density:	30
Postcode:	SP11 6ZQ	Total Bedrooms:	205
Main Location Type:	Edge of Town	Survey Date:	16/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	170
Site(11):	KC-03-A-03	Site area:	1.38 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	51
Location:	ASHFORD	Housing density:	66
Postcode:	TN24 0FR	Total Bedrooms:	157
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	110
Site(12):	KC-03-A-04	Site area:	4.31 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	110
Location:	AYLESFORD	Housing density:	32
Postcode:	ME20 6FN	Total Bedrooms:	330
Main Location Type:	Edge of Town	Survey Date:	22/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	195
Site(13):	NF-03-A-25	Site area:	3.10 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	55
Location:	GORLESTON-ON-SEA	Housing density:	27
Postcode:	NR31 9BG	Total Bedrooms:	171
Main Location Type:	Edge of Town	Survey Date:	21/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	127
Site(14):	NF-03-A-34	Site area:	3.15 hect
Development Name:	MIXED HOUSES	No of Dwellings:	80
Location:	SWAFFHAM	Housing density:	31
Postcode:	PE37 8GY	Total Bedrooms:	256
Main Location Type:	Edge of Town	Survey Date:	27/09/22
Sub-Location Type:	Out of Town	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	212
Site(15):	NF-03-A-35	Site area:	5.34 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	116
Location:	NORWICH	Housing density:	26
Postcode:	NR6 7FA	Total Bedrooms:	384
Main Location Type:	Edge of Town	Survey Date:	28/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	351
Site(16):	NF-03-A-36	Site area:	3.20 hect
Development Name:	MIXED HOUSES	No of Dwellings:	75
Location:	WYMONDHAM	Housing density:	23
Postcode:	NR18 9GH	Total Bedrooms:	216
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	213
Site(17):	SC-03-A-04	Site area:	3.20 hect
Development Name:	DETACHED & TERRACED	No of Dwellings:	71
Location:	BYFLEET	Housing density:	25
Postcode:	KT14 7BY	Total Bedrooms:	202
Main Location Type:	Edge of Town	Survey Date:	23/01/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	177
Site(18):	SF-03-A-07	Site area:	3.70 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	IPSWICH	Housing density:	33
Postcode:	IP3 8XL	Total Bedrooms:	215
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	09/05/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	169

LIST OF SITES relevant to selection parameters (Cont.)

Site(19):	WB-03-A-03	Site area:	3.90 hect
Development Name:	MIXED HOUSES	No of Dwellings:	108
Location:	READING	Housing density:	36
Postcode:	RG31 7ET	Total Bedrooms:	286
Main Location Type:	Edge of Town	Survey Date:	09/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	259
Site(20):	WM-03-A-05	Site area:	2.00 hect
Development Name:	TERRACED & DETACHED	No of Dwellings:	89
Location:	COVENTRY	Housing density:	56
Postcode:	CV1 4PY	Total Bedrooms:	269
Main Location Type:	Edge of Town Centre	Survey Date:	21/11/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	100
Site(21):	WS-03-A-14	Site area:	2.83 hect
Development Name:	MIXED HOUSES	No of Dwellings:	117
Location:	LITTLEHAMPTON	Housing density:	43
Postcode:	BN17 7PL	Total Bedrooms:	371
Main Location Type:	Edge of Town	Survey Date:	20/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	284

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.086	21	79	0.298	21	79	0.384
08:00 - 09:00	21	79	0.147	21	79	0.387	21	79	0.534
09:00 - 10:00	21	79	0.147	21	79	0.162	21	79	0.309
10:00 - 11:00	21	79	0.126	21	79	0.174	21	79	0.300
11:00 - 12:00	21	79	0.137	21	79	0.151	21	79	0.288
12:00 - 13:00	21	79	0.179	21	79	0.165	21	79	0.344
13:00 - 14:00	21	79	0.176	21	79	0.173	21	79	0.349
14:00 - 15:00	21	79	0.167	21	79	0.199	21	79	0.366
15:00 - 16:00	21	79	0.273	21	79	0.172	21	79	0.445
16:00 - 17:00	21	79	0.275	21	79	0.179	21	79	0.454
17:00 - 18:00	21	79	0.365	21	79	0.159	21	79	0.524
18:00 - 19:00	21	79	0.275	21	79	0.164	21	79	0.439
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.353			2.383			4.736

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

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

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Parameter summary

Trip rate parameter range selected:	50 - 117 (units:)
Survey date range:	01/01/14 - 29/09/22
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.002	21	79	0.002	21	79	0.004
08:00 - 09:00	21	79	0.006	21	79	0.006	21	79	0.012
09:00 - 10:00	21	79	0.005	21	79	0.004	21	79	0.009
10:00 - 11:00	21	79	0.004	21	79	0.004	21	79	0.008
11:00 - 12:00	21	79	0.002	21	79	0.003	21	79	0.005
12:00 - 13:00	21	79	0.002	21	79	0.002	21	79	0.004
13:00 - 14:00	21	79	0.004	21	79	0.002	21	79	0.006
14:00 - 15:00	21	79	0.002	21	79	0.004	21	79	0.006
15:00 - 16:00	21	79	0.009	21	79	0.009	21	79	0.018
16:00 - 17:00	21	79	0.004	21	79	0.004	21	79	0.008
17:00 - 18:00	21	79	0.004	21	79	0.004	21	79	0.008
18:00 - 19:00	21	79	0.002	21	79	0.002	21	79	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.046			0.092

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.003	21	79	0.002	21	79	0.005
08:00 - 09:00	21	79	0.001	21	79	0.001	21	79	0.002
09:00 - 10:00	21	79	0.004	21	79	0.002	21	79	0.006
10:00 - 11:00	21	79	0.003	21	79	0.003	21	79	0.006
11:00 - 12:00	21	79	0.004	21	79	0.004	21	79	0.008
12:00 - 13:00	21	79	0.001	21	79	0.000	21	79	0.001
13:00 - 14:00	21	79	0.002	21	79	0.001	21	79	0.003
14:00 - 15:00	21	79	0.002	21	79	0.002	21	79	0.004
15:00 - 16:00	21	79	0.002	21	79	0.004	21	79	0.006
16:00 - 17:00	21	79	0.001	21	79	0.002	21	79	0.003
17:00 - 18:00	21	79	0.000	21	79	0.000	21	79	0.000
18:00 - 19:00	21	79	0.000	21	79	0.000	21	79	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.021			0.044

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.001	21	79	0.001	21	79	0.002
08:00 - 09:00	21	79	0.001	21	79	0.001	21	79	0.002
09:00 - 10:00	21	79	0.000	21	79	0.000	21	79	0.000
10:00 - 11:00	21	79	0.000	21	79	0.000	21	79	0.000
11:00 - 12:00	21	79	0.000	21	79	0.000	21	79	0.000
12:00 - 13:00	21	79	0.000	21	79	0.000	21	79	0.000
13:00 - 14:00	21	79	0.000	21	79	0.000	21	79	0.000
14:00 - 15:00	21	79	0.001	21	79	0.001	21	79	0.002
15:00 - 16:00	21	79	0.001	21	79	0.001	21	79	0.002
16:00 - 17:00	21	79	0.001	21	79	0.001	21	79	0.002
17:00 - 18:00	21	79	0.001	21	79	0.001	21	79	0.002
18:00 - 19:00	21	79	0.000	21	79	0.000	21	79	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.006	21	79	0.013	21	79	0.019
08:00 - 09:00	21	79	0.006	21	79	0.009	21	79	0.015
09:00 - 10:00	21	79	0.002	21	79	0.004	21	79	0.006
10:00 - 11:00	21	79	0.004	21	79	0.004	21	79	0.008
11:00 - 12:00	21	79	0.003	21	79	0.003	21	79	0.006
12:00 - 13:00	21	79	0.004	21	79	0.002	21	79	0.006
13:00 - 14:00	21	79	0.003	21	79	0.002	21	79	0.005
14:00 - 15:00	21	79	0.003	21	79	0.002	21	79	0.005
15:00 - 16:00	21	79	0.010	21	79	0.008	21	79	0.018
16:00 - 17:00	21	79	0.007	21	79	0.005	21	79	0.012
17:00 - 18:00	21	79	0.006	21	79	0.004	21	79	0.010
18:00 - 19:00	21	79	0.006	21	79	0.004	21	79	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060	0.060			0.120		

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.096	21	79	0.376	21	79	0.472
08:00 - 09:00	21	79	0.173	21	79	0.597	21	79	0.770
09:00 - 10:00	21	79	0.168	21	79	0.216	21	79	0.384
10:00 - 11:00	21	79	0.152	21	79	0.221	21	79	0.373
11:00 - 12:00	21	79	0.171	21	79	0.191	21	79	0.362
12:00 - 13:00	21	79	0.225	21	79	0.207	21	79	0.432
13:00 - 14:00	21	79	0.236	21	79	0.217	21	79	0.453
14:00 - 15:00	21	79	0.210	21	79	0.263	21	79	0.473
15:00 - 16:00	21	79	0.459	21	79	0.219	21	79	0.678
16:00 - 17:00	21	79	0.414	21	79	0.256	21	79	0.670
17:00 - 18:00	21	79	0.500	21	79	0.229	21	79	0.729
18:00 - 19:00	21	79	0.382	21	79	0.227	21	79	0.609
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.186			3.219			6.405

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.022	21	79	0.048	21	79	0.070
08:00 - 09:00	21	79	0.055	21	79	0.148	21	79	0.203
09:00 - 10:00	21	79	0.064	21	79	0.054	21	79	0.118
10:00 - 11:00	21	79	0.030	21	79	0.055	21	79	0.085
11:00 - 12:00	21	79	0.048	21	79	0.040	21	79	0.088
12:00 - 13:00	21	79	0.035	21	79	0.037	21	79	0.072
13:00 - 14:00	21	79	0.034	21	79	0.028	21	79	0.062
14:00 - 15:00	21	79	0.036	21	79	0.035	21	79	0.071
15:00 - 16:00	21	79	0.118	21	79	0.068	21	79	0.186
16:00 - 17:00	21	79	0.076	21	79	0.046	21	79	0.122
17:00 - 18:00	21	79	0.073	21	79	0.040	21	79	0.113
18:00 - 19:00	21	79	0.040	21	79	0.029	21	79	0.069
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.631				0.628	1.259	

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.000	21	79	0.024	21	79	0.024
08:00 - 09:00	21	79	0.001	21	79	0.038	21	79	0.039
09:00 - 10:00	21	79	0.005	21	79	0.014	21	79	0.019
10:00 - 11:00	21	79	0.016	21	79	0.011	21	79	0.027
11:00 - 12:00	21	79	0.006	21	79	0.008	21	79	0.014
12:00 - 13:00	21	79	0.010	21	79	0.010	21	79	0.020
13:00 - 14:00	21	79	0.005	21	79	0.004	21	79	0.009
14:00 - 15:00	21	79	0.008	21	79	0.008	21	79	0.016
15:00 - 16:00	21	79	0.026	21	79	0.010	21	79	0.036
16:00 - 17:00	21	79	0.020	21	79	0.005	21	79	0.025
17:00 - 18:00	21	79	0.016	21	79	0.002	21	79	0.018
18:00 - 19:00	21	79	0.015	21	79	0.001	21	79	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.128			0.135			0.263

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.000	21	79	0.015	21	79	0.015
08:00 - 09:00	21	79	0.000	21	79	0.011	21	79	0.011
09:00 - 10:00	21	79	0.000	21	79	0.003	21	79	0.003
10:00 - 11:00	21	79	0.000	21	79	0.002	21	79	0.002
11:00 - 12:00	21	79	0.001	21	79	0.001	21	79	0.002
12:00 - 13:00	21	79	0.001	21	79	0.001	21	79	0.002
13:00 - 14:00	21	79	0.001	21	79	0.000	21	79	0.001
14:00 - 15:00	21	79	0.001	21	79	0.001	21	79	0.002
15:00 - 16:00	21	79	0.001	21	79	0.000	21	79	0.001
16:00 - 17:00	21	79	0.004	21	79	0.000	21	79	0.004
17:00 - 18:00	21	79	0.013	21	79	0.000	21	79	0.013
18:00 - 19:00	21	79	0.010	21	79	0.000	21	79	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032	0.034			0.066		

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.000	21	79	0.001	21	79	0.001
08:00 - 09:00	21	79	0.000	21	79	0.002	21	79	0.002
09:00 - 10:00	21	79	0.000	21	79	0.000	21	79	0.000
10:00 - 11:00	21	79	0.000	21	79	0.000	21	79	0.000
11:00 - 12:00	21	79	0.000	21	79	0.000	21	79	0.000
12:00 - 13:00	21	79	0.000	21	79	0.000	21	79	0.000
13:00 - 14:00	21	79	0.000	21	79	0.000	21	79	0.000
14:00 - 15:00	21	79	0.001	21	79	0.000	21	79	0.001
15:00 - 16:00	21	79	0.001	21	79	0.000	21	79	0.001
16:00 - 17:00	21	79	0.001	21	79	0.000	21	79	0.001
17:00 - 18:00	21	79	0.001	21	79	0.000	21	79	0.001
18:00 - 19:00	21	79	0.000	21	79	0.000	21	79	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.003			0.007

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.000	21	79	0.040	21	79	0.040
08:00 - 09:00	21	79	0.001	21	79	0.052	21	79	0.053
09:00 - 10:00	21	79	0.005	21	79	0.017	21	79	0.022
10:00 - 11:00	21	79	0.016	21	79	0.013	21	79	0.029
11:00 - 12:00	21	79	0.007	21	79	0.008	21	79	0.015
12:00 - 13:00	21	79	0.011	21	79	0.010	21	79	0.021
13:00 - 14:00	21	79	0.007	21	79	0.004	21	79	0.011
14:00 - 15:00	21	79	0.010	21	79	0.008	21	79	0.018
15:00 - 16:00	21	79	0.029	21	79	0.010	21	79	0.039
16:00 - 17:00	21	79	0.025	21	79	0.005	21	79	0.030
17:00 - 18:00	21	79	0.030	21	79	0.002	21	79	0.032
18:00 - 19:00	21	79	0.025	21	79	0.001	21	79	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.166			0.170			0.336

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.123	21	79	0.477	21	79	0.600
08:00 - 09:00	21	79	0.235	21	79	0.806	21	79	1.041
09:00 - 10:00	21	79	0.239	21	79	0.290	21	79	0.529
10:00 - 11:00	21	79	0.202	21	79	0.294	21	79	0.496
11:00 - 12:00	21	79	0.229	21	79	0.242	21	79	0.471
12:00 - 13:00	21	79	0.276	21	79	0.256	21	79	0.532
13:00 - 14:00	21	79	0.280	21	79	0.251	21	79	0.531
14:00 - 15:00	21	79	0.259	21	79	0.309	21	79	0.568
15:00 - 16:00	21	79	0.616	21	79	0.305	21	79	0.921
16:00 - 17:00	21	79	0.522	21	79	0.311	21	79	0.833
17:00 - 18:00	21	79	0.609	21	79	0.275	21	79	0.884
18:00 - 19:00	21	79	0.453	21	79	0.260	21	79	0.713
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.043			4.076			8.119

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.070	21	79	0.254	21	79	0.324
08:00 - 09:00	21	79	0.125	21	79	0.350	21	79	0.475
09:00 - 10:00	21	79	0.120	21	79	0.137	21	79	0.257
10:00 - 11:00	21	79	0.095	21	79	0.139	21	79	0.234
11:00 - 12:00	21	79	0.106	21	79	0.122	21	79	0.228
12:00 - 13:00	21	79	0.147	21	79	0.132	21	79	0.279
13:00 - 14:00	21	79	0.142	21	79	0.142	21	79	0.284
14:00 - 15:00	21	79	0.140	21	79	0.165	21	79	0.305
15:00 - 16:00	21	79	0.237	21	79	0.143	21	79	0.380
16:00 - 17:00	21	79	0.245	21	79	0.154	21	79	0.399
17:00 - 18:00	21	79	0.311	21	79	0.138	21	79	0.449
18:00 - 19:00	21	79	0.251	21	79	0.149	21	79	0.400
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.989			2.025			4.014

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.010	21	79	0.037	21	79	0.047
08:00 - 09:00	21	79	0.014	21	79	0.027	21	79	0.041
09:00 - 10:00	21	79	0.017	21	79	0.018	21	79	0.035
10:00 - 11:00	21	79	0.023	21	79	0.026	21	79	0.049
11:00 - 12:00	21	79	0.023	21	79	0.022	21	79	0.045
12:00 - 13:00	21	79	0.027	21	79	0.028	21	79	0.055
13:00 - 14:00	21	79	0.027	21	79	0.026	21	79	0.053
14:00 - 15:00	21	79	0.022	21	79	0.025	21	79	0.047
15:00 - 16:00	21	79	0.023	21	79	0.015	21	79	0.038
16:00 - 17:00	21	79	0.021	21	79	0.016	21	79	0.037
17:00 - 18:00	21	79	0.046	21	79	0.016	21	79	0.062
18:00 - 19:00	21	79	0.021	21	79	0.012	21	79	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.274			0.268			0.542		

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	79	0.001	21	79	0.001	21	79	0.002
08:00 - 09:00	21	79	0.001	21	79	0.002	21	79	0.003
09:00 - 10:00	21	79	0.001	21	79	0.000	21	79	0.001
10:00 - 11:00	21	79	0.001	21	79	0.002	21	79	0.003
11:00 - 12:00	21	79	0.001	21	79	0.000	21	79	0.001
12:00 - 13:00	21	79	0.002	21	79	0.004	21	79	0.006
13:00 - 14:00	21	79	0.001	21	79	0.002	21	79	0.003
14:00 - 15:00	21	79	0.001	21	79	0.002	21	79	0.003
15:00 - 16:00	21	79	0.001	21	79	0.001	21	79	0.002
16:00 - 17:00	21	79	0.002	21	79	0.002	21	79	0.004
17:00 - 18:00	21	79	0.002	21	79	0.001	21	79	0.003
18:00 - 19:00	21	79	0.001	21	79	0.001	21	79	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.018			0.033

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 C: ARCADY Output

Junctions 10	
ARCADY 10 - Roundabout Module	
Version: 10.0.0.1499	
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Filename: 23-03-21 Houghton Avenue RB.j10
Path: H:_Planning 2\Current Jobs\GTWVile(BSL)\Analysis\Arcady
Report generation date: 22/03/2023 17:06:43

-
- »2023 Observed, AM
 - »2023 Observed, PM
 - »2024 Base + Committed, AM
 - »2024 Base + Committed, PM
 - »2024 Base + Committed + Development, AM
 - »2024 Base + Committed + Development, PM
 - »2028 Base + Committed, AM
 - »2028 Base + Committed, PM
 - »2028 Base + Committed + Development, AM
 - »2028 Base + Committed + Development, PM

Summary of junction performance

	AM									PM								
	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap
	2023 Observed																	
Arm 1	D1	0.4	1.2	3.86	0.27	A	3.99	A	191 % [Arm 3]	D2	0.5	2.1	4.07	0.32	A	3.86	A	191 % [Arm 1]
Arm 2		0.0	~1	0.00	0.00	A					0.0	~1	0.00	0.00	A			
Arm 3		0.4	1.7	4.17	0.30	A					0.2	0.5	3.67	0.19	A			
Arm 4		0.2	0.5	3.85	0.14	A					0.1	0.5	3.53	0.12	A			
	2024 Base + Committed																	
Arm 1	D3	0.8	2.2	4.96	0.44	A	4.82	A	112 % [Arm 1]	D4	0.8	2.3	4.85	0.43	A	4.41	A	116 % [Arm 1]
Arm 2		0.0	~1	0.00	0.00	A					0.0	~1	0.00	0.00	A			
Arm 3		0.6	2.7	4.90	0.39	A					0.3	1.3	3.91	0.23	A			
Arm 4		0.2	0.7	4.20	0.19	A					0.2	0.5	3.68	0.14	A			
	2024 Base + Committed + Development																	
Arm 1	D5	0.8	2.1	4.96	0.45	A	4.93	A	107 % [Arm 3]	D6	0.8	1.9	5.09	0.46	A	4.58	A	103 % [Arm 1]
Arm 2		0.0	~1	0.00	0.00	A					0.0	~1	0.00	0.00	A			
Arm 3		0.7	2.5	5.16	0.42	A					0.3	1.3	3.97	0.24	A			
Arm 4		0.2	0.8	4.27	0.19	A					0.2	0.5	3.70	0.14	A			
	2028 Base + Committed																	
Arm 1	D7	0.8	2.2	4.96	0.44	A	4.82	A	112 % [Arm 1]	D8	0.8	2.3	4.85	0.43	A	4.41	A	116 % [Arm 1]
Arm 2		0.0	~1	0.00	0.00	A					0.0	~1	0.00	0.00	A			
Arm 3		0.6	2.7	4.90	0.39	A					0.3	1.3	3.91	0.23	A			
Arm 4		0.2	0.7	4.20	0.19	A					0.2	0.5	3.68	0.14	A			
	2028 Base + Committed + Development																	
Arm 1	D9	0.8	2.0	5.06	0.45	A	4.98	A	106 % [Arm 3]	D10	0.8	1.9	5.09	0.46	A	4.58	A	103 % [Arm 1]
Arm 2		0.0	~1	0.00	0.00	A					0.0	~1	0.00	0.00	A			
Arm 3		0.7	2.5	5.16	0.42	A					0.3	1.3	3.97	0.24	A			
Arm 4		0.2	0.8	4.27	0.19	A					0.2	0.5	3.70	0.14	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 Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap 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	Houghton Avenue RB
Location	Berewood
Site number	
Date	21/03/2023
Version	
Status	(new file)
Identifier	
Client	Grainger
Jobnumber	GTWVile(BSL).1
Enumerator	MAYERBROWN2Klkingston
Description	Modelling of the Houghton Avenue Roundabout with the proposed BSL development.

Units

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

Analysis Options

Vehicle length (m)	Calculate Q 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	Av. Delay threshold (s)	Q 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	2023 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D7	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D8	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D9	2028 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2028 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Observed, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Houghton Avenue Roundabout	Standard Roundabout		1, 2, 3, 4	3.99	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	191	Arm 3	3.99	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Houghton Avenue East		
2	Access Road		
3	Grainger Street		
4	Houghton Avenue North		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1	3.50	5.00	4.2	60.0	120.0	30.0		
2	3.00	4.40	2.4	100.0	130.0	44.0		
3	3.50	5.60	4.2	93.0	130.0	46.0		
4	3.50	5.60	3.4	70.0	130.0	48.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.399	1314
2	0.353	1047
3	0.384	1283
4	0.376	1239

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Observed	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	316	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	331	100.000
4		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	0	220	96
	2	0	0	0	0
	3	331	0	0	0
	4	140	0	1	0

Vehicle Mix

HV %s

	To				
	1	2	3	4	
From	1	0	0	1	6
	2	0	0	0	0
	3	1	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.27	3.86	0.4	1.2	A	290	435
2	0.00	0.00	0.0	~1	A	0	0
3	0.30	4.17	0.4	1.7	A	304	456
4	0.14	3.85	0.2	0.5	A	129	194

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	238	59	0.75	1282	0.186	237	353	0.0	0.2	3.443	A
2	0	0	238	961	0.000	0	0	0.0	0.0	0.000	A
3	249	62	72	1241	0.201	248	166	0.0	0.2	3.622	A
4	106	27	248	1134	0.094	106	72	0.0	0.1	3.500	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	284	71	0.90	1281	0.222	284	423	0.2	0.3	3.608	A
2	0	0	285	944	0.000	0	0	0.0	0.0	0.000	A
3	298	74	86	1235	0.241	297	199	0.2	0.3	3.837	A
4	127	32	297	1115	0.114	127	86	0.1	0.1	3.641	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	348	87	1	1281	0.272	348	518	0.3	0.4	3.854	A
2	0	0	349	921	0.000	0	0	0.0	0.0	0.000	A
3	364	91	106	1228	0.297	364	243	0.3	0.4	4.167	A
4	155	39	364	1090	0.142	155	106	0.1	0.2	3.850	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	348	87	1	1281	0.272	348	519	0.4	0.4	3.856	A
2	0	0	349	921	0.000	0	0	0.0	0.0	0.000	A
3	364	91	106	1228	0.297	364	243	0.4	0.4	4.170	A
4	155	39	364	1090	0.142	155	106	0.2	0.2	3.851	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	284	71	0.90	1281	0.222	284	424	0.4	0.3	3.611	A
2	0	0	285	944	0.000	0	0	0.0	0.0	0.000	A
3	298	74	86	1235	0.241	298	199	0.4	0.3	3.843	A
4	127	32	298	1115	0.114	127	86	0.2	0.1	3.643	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	238	59	0.75	1282	0.186	238	355	0.3	0.2	3.450	A
2	0	0	239	960	0.000	0	0	0.0	0.0	0.000	A
3	249	62	72	1241	0.201	249	167	0.3	0.3	3.630	A
4	106	27	249	1133	0.094	106	72	0.1	0.1	3.507	A

Q Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.25	0.00	0.00	0.25	0.25			N/A	N/A
4	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.32	0.00	0.00	0.32	0.32			N/A	N/A
4	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.37	0.03	0.25	0.45	0.48			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.42	0.03	0.25	0.45	0.48			N/A	N/A
4	0.17	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.37	0.03	0.32	1.22	1.22			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.42	0.03	0.31	1.34	1.71			N/A	N/A
4	0.17	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.29	0.00	0.00	0.29	0.29			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.32	0.00	0.00	0.32	0.32			N/A	N/A
4	0.13	0.00	0.00	0.13	0.13			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.25	0.00	0.00	0.25	0.25			N/A	N/A
4	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2023 Observed, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Houghton Avenue Roundabout	Standard Roundabout		1, 2, 3, 4	3.86	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	191	Arm 1	3.86	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	2023 Observed	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	381	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	206	100.000
4		ONE HOUR	✓	121	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1	2	3	4	
From	1	4	0	232	145	
	2	0	0	0	0	
	3	205	0	0	1	
	4	121	0	0	0	

Vehicle Mix

HV %s

		To				
		1	2	3	4	
From	1	0	0	1	1	
	2	0	0	0	0	
	3	1	0	0	0	
	4	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.32	4.07	0.5	2.1	A	350	524
2	0.00	0.00	0.0	~1	A	0	0
3	0.19	3.67	0.2	0.5	A	189	284
4	0.12	3.53	0.1	0.5	A	111	167

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	287	72	0	1305	0.220	286	248	0.0	0.3	3.530	A
2	0	0	286	945	0.000	0	0	0.0	0.0	0.000	A
3	155	39	112	1229	0.126	155	174	0.0	0.1	3.349	A
4	91	23	157	1180	0.077	91	109	0.0	0.1	3.306	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	343	86	0	1305	0.263	342	296	0.3	0.4	3.740	A
2	0	0	342	925	0.000	0	0	0.0	0.0	0.000	A
3	185	46	134	1220	0.152	185	208	0.1	0.2	3.477	A
4	109	27	188	1168	0.093	109	131	0.1	0.1	3.398	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	419	105	0	1305	0.322	419	363	0.4	0.5	4.063	A
2	0	0	419	898	0.000	0	0	0.0	0.0	0.000	A
3	227	57	164	1209	0.188	227	255	0.2	0.2	3.665	A
4	133	33	230	1152	0.116	133	161	0.1	0.1	3.532	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	419	105	0	1305	0.322	419	363	0.5	0.5	4.066	A
2	0	0	419	898	0.000	0	0	0.0	0.0	0.000	A
3	227	57	164	1209	0.188	227	255	0.2	0.2	3.665	A
4	133	33	230	1152	0.116	133	161	0.1	0.1	3.533	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	343	86	0	1305	0.263	343	297	0.5	0.4	3.743	A
2	0	0	343	925	0.000	0	0	0.0	0.0	0.000	A
3	185	46	134	1220	0.152	185	209	0.2	0.2	3.481	A
4	109	27	188	1168	0.093	109	131	0.1	0.1	3.399	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	287	72	0	1305	0.220	287	249	0.4	0.3	3.540	A
2	0	0	287	945	0.000	0	0	0.0	0.0	0.000	A
3	155	39	112	1228	0.126	155	175	0.2	0.1	3.356	A
4	91	23	157	1179	0.077	91	110	0.1	0.1	3.307	A

Q Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.35	0.00	0.00	0.35	0.35			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4	0.10	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.47	0.03	0.25	0.47	0.48			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.23	0.03	0.25	0.46	0.48			N/A	N/A
4	0.13	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.47	0.03	0.30	1.36	2.07			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.23	0.03	0.26	0.47	0.52			N/A	N/A
4	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4	0.10	0.00	0.00	0.10	0.10			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2024 Base + Committed, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Houghton Avenue Roundabout	Standard Roundabout		1, 2, 3, 4	4.82	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	112	Arm 1	4.82	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	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	517	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	425	100.000
4		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	360	157
	2	0	0	0	0
	3	425	0	0	0
	4	180	0	1	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	1	4
	2	0	0	0	0
	3	1	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.44	4.96	0.8	2.2	A	474	712
2	0.00	0.00	0.0	~1	A	0	0
3	0.39	4.90	0.6	2.7	A	390	585
4	0.19	4.20	0.2	0.7	A	166	249

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	389	97	0.75	1294	0.301	388	454	0.0	0.4	3.963	A
2	0	0	388	908	0.000	0	0	0.0	0.0	0.000	A
3	320	80	118	1225	0.261	319	271	0.0	0.4	3.967	A
4	136	34	319	1113	0.122	136	118	0.0	0.1	3.682	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	465	116	0.90	1294	0.359	464	543	0.4	0.6	4.334	A
2	0	0	465	880	0.000	0	0	0.0	0.0	0.000	A
3	382	96	141	1216	0.314	382	324	0.4	0.5	4.314	A
4	163	41	382	1089	0.149	163	141	0.1	0.2	3.886	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	569	142	1	1294	0.440	568	665	0.6	0.8	4.953	A
2	0	0	569	843	0.000	0	0	0.0	0.0	0.000	A
3	468	117	173	1203	0.389	467	397	0.5	0.6	4.888	A
4	199	50	467	1057	0.189	199	173	0.2	0.2	4.197	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	569	142	1	1294	0.440	569	666	0.8	0.8	4.965	A
2	0	0	570	842	0.000	0	0	0.0	0.0	0.000	A
3	468	117	173	1203	0.389	468	397	0.6	0.6	4.896	A
4	199	50	468	1056	0.189	199	173	0.2	0.2	4.200	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	465	116	0.90	1294	0.359	466	545	0.8	0.6	4.350	A
2	0	0	467	880	0.000	0	0	0.0	0.0	0.000	A
3	382	96	141	1216	0.314	383	325	0.6	0.5	4.326	A
4	163	41	383	1089	0.149	163	141	0.2	0.2	3.891	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	389	97	0.75	1294	0.301	390	456	0.6	0.4	3.983	A
2	0	0	391	907	0.000	0	0	0.0	0.0	0.000	A
3	320	80	118	1225	0.261	320	272	0.5	0.4	3.982	A
4	136	34	320	1112	0.123	136	118	0.2	0.1	3.689	A

Q Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.43	0.00	0.00	0.43	0.43			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.35	0.00	0.00	0.35	0.35			N/A	N/A
4	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.56	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.46	0.00	0.00	0.46	0.46			N/A	N/A
4	0.17	0.00	0.00	0.17	0.17			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.78	0.03	0.25	0.78	0.78			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.63	0.03	0.25	0.63	0.63			N/A	N/A
4	0.23	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.78	0.03	0.28	0.78	2.19			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.63	0.03	0.28	1.00	2.65			N/A	N/A
4	0.23	0.03	0.27	0.48	0.69			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.56	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.46	0.00	0.00	0.46	0.46			N/A	N/A
4	0.18	0.00	0.00	0.18	0.18			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.43	0.00	0.00	0.43	0.43			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.36	0.00	0.00	0.36	0.36			N/A	N/A
4	0.14	0.00	0.00	0.14	0.14			N/A	N/A

2024 Base + Committed, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Houghton Avenue Roundabout	Standard Roundabout		1, 2, 3, 4	4.41	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	116	Arm 1	4.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	513	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	243	100.000
4		ONE HOUR	✓	143	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1	2	3	4	
From	1	4	0	314	195	
	2	0	0	0	0	
	3	242	0	0	1	
	4	143	0	0	0	

Vehicle Mix

HV %s

		To				
		1	2	3	4	
From	1	0	0	1	1	
	2	0	0	0	0	
	3	1	0	0	0	
	4	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.43	4.85	0.8	2.3	A	471	706
2	0.00	0.00	0.0	~1	A	0	0
3	0.23	3.91	0.3	1.3	A	223	334
4	0.14	3.68	0.2	0.5	A	131	197

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	386	97	0	1307	0.296	385	292	0.0	0.4	3.896	A
2	0	0	385	910	0.000	0	0	0.0	0.0	0.000	A
3	183	46	149	1216	0.151	182	235	0.0	0.2	3.482	A
4	108	27	184	1169	0.092	107	147	0.0	0.1	3.390	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	461	115	0	1307	0.353	461	349	0.4	0.5	4.251	A
2	0	0	461	883	0.000	0	0	0.0	0.0	0.000	A
3	218	55	179	1204	0.181	218	282	0.2	0.2	3.650	A
4	129	32	221	1155	0.111	128	176	0.1	0.1	3.504	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	565	141	0	1307	0.432	564	428	0.5	0.8	4.841	A
2	0	0	564	847	0.000	0	0	0.0	0.0	0.000	A
3	268	67	219	1189	0.225	267	345	0.2	0.3	3.905	A
4	157	39	271	1137	0.139	157	215	0.1	0.2	3.675	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	565	141	0	1307	0.432	565	428	0.8	0.8	4.851	A
2	0	0	565	846	0.000	0	0	0.0	0.0	0.000	A
3	268	67	219	1189	0.225	268	346	0.3	0.3	3.907	A
4	157	39	271	1137	0.139	157	216	0.2	0.2	3.676	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	461	115	0	1307	0.353	462	350	0.8	0.5	4.266	A
2	0	0	462	883	0.000	0	0	0.0	0.0	0.000	A
3	218	55	179	1204	0.181	219	283	0.3	0.2	3.653	A
4	129	32	221	1155	0.111	129	177	0.2	0.1	3.506	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	386	97	0	1307	0.296	387	293	0.5	0.4	3.916	A
2	0	0	387	910	0.000	0	0	0.0	0.0	0.000	A
3	183	46	150	1215	0.151	183	237	0.2	0.2	3.487	A
4	108	27	185	1169	0.092	108	148	0.1	0.1	3.394	A

Q Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.54	0.54	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.22	0.00	0.00	0.22	0.22			N/A	N/A
4	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.03	0.25	0.75	0.75			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.29	0.03	0.25	0.46	0.48			N/A	N/A
4	0.16	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.76	0.03	0.28	0.76	2.29			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.29	0.03	0.31	0.97	1.26			N/A	N/A
4	0.16	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.55	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.22	0.00	0.00	0.22	0.22			N/A	N/A
4	0.13	0.00	0.00	0.13	0.13			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2024 Base + Committed + Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Houghton Avenue Roundabout	Standard Roundabout		1, 2, 3, 4	4.93	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	107	Arm 3	4.93	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	2024 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	530	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	460	100.000
4		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	0	373	157
	2	0	0	0	0
	3	460	0	0	0
	4	180	0	1	0

Vehicle Mix

HV %s

	To				
From		1	2	3	4
	1	0	0	1	0
	2	0	0	0	0
	3	1	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.45	4.96	0.8	2.1	A	486	730
2	0.00	0.00	0.0	~1	A	0	0
3	0.42	5.16	0.7	2.5	A	422	633
4	0.19	4.27	0.2	0.8	A	166	249

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	399	100	0.75	1309	0.305	397	480	0.0	0.4	3.941	A
2	0	0	398	906	0.000	0	0	0.0	0.0	0.000	A
3	346	87	118	1225	0.283	345	280	0.0	0.4	4.080	A
4	136	34	345	1103	0.124	136	118	0.0	0.1	3.721	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	476	119	0.90	1309	0.364	476	575	0.4	0.6	4.318	A
2	0	0	477	878	0.000	0	0	0.0	0.0	0.000	A
3	414	103	141	1217	0.340	413	336	0.4	0.5	4.477	A
4	163	41	413	1077	0.151	163	141	0.1	0.2	3.937	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	584	146	1	1309	0.446	583	704	0.6	0.8	4.949	A
2	0	0	584	840	0.000	0	0	0.0	0.0	0.000	A
3	506	127	173	1204	0.420	506	411	0.5	0.7	5.144	A
4	199	50	506	1042	0.191	199	173	0.2	0.2	4.270	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	584	146	1	1309	0.446	584	705	0.8	0.8	4.961	A
2	0	0	585	840	0.000	0	0	0.0	0.0	0.000	A
3	506	127	173	1204	0.421	506	412	0.7	0.7	5.157	A
4	199	50	506	1042	0.191	199	173	0.2	0.2	4.273	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	476	119	0.90	1309	0.364	477	576	0.8	0.6	4.332	A
2	0	0	478	877	0.000	0	0	0.0	0.0	0.000	A
3	414	103	141	1216	0.340	414	337	0.7	0.5	4.494	A
4	163	41	414	1076	0.151	163	141	0.2	0.2	3.943	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	399	100	0.75	1309	0.305	400	482	0.6	0.4	3.961	A
2	0	0	400	905	0.000	0	0	0.0	0.0	0.000	A
3	346	87	118	1225	0.283	347	282	0.5	0.4	4.100	A
4	136	34	347	1102	0.124	136	118	0.2	0.1	3.728	A

Q Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.44	0.00	0.00	0.44	0.44			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.39	0.00	0.00	0.39	0.39			N/A	N/A
4	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.57	0.10	0.83	1.37	1.43			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.51	0.51	1.00	1.40	1.45			N/A	N/A
4	0.18	0.00	0.00	0.18	0.18			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.80	0.03	0.25	0.80	0.80			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.72	0.03	0.25	0.72	0.72			N/A	N/A
4	0.24	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.80	0.03	0.27	0.80	2.08			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.72	0.03	0.28	0.72	2.54			N/A	N/A
4	0.24	0.03	0.27	0.49	0.81			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.58	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.52	0.52	1.00	1.40	1.45			N/A	N/A
4	0.18	0.00	0.00	0.18	0.18			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.44	0.00	0.00	0.44	0.44			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.40	0.00	0.00	0.40	0.40			N/A	N/A
4	0.14	0.00	0.00	0.14	0.14			N/A	N/A

2024 Base + Committed + Development, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Houghton Avenue Roundabout	Standard Roundabout		1, 2, 3, 4	4.58	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	103	Arm 1	4.58	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	2024 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	546	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	257	100.000
4		ONE HOUR	✓	143	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	4	0	347	195
	2	0	0	0	0
	3	256	0	0	1
	4	143	0	0	0

Vehicle Mix

HV %s

	To				
From		1	2	3	4
	1	0	0	1	1
	2	0	0	0	0
	3	1	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.46	5.09	0.8	1.9	A	501	752
2	0.00	0.00	0.0	~1	A	0	0
3	0.24	3.97	0.3	1.3	A	236	354
4	0.14	3.70	0.2	0.5	A	131	197

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	411	103	0	1308	0.314	409	302	0.0	0.5	3.999	A
2	0	0	409	902	0.000	0	0	0.0	0.0	0.000	A
3	193	48	149	1217	0.159	193	260	0.0	0.2	3.514	A
4	108	27	195	1165	0.092	107	147	0.0	0.1	3.402	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	491	123	0	1308	0.375	490	362	0.5	0.6	4.402	A
2	0	0	490	873	0.000	0	0	0.0	0.0	0.000	A
3	231	58	179	1205	0.192	231	312	0.2	0.2	3.693	A
4	129	32	234	1151	0.112	128	176	0.1	0.1	3.520	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	601	150	0	1308	0.460	600	443	0.6	0.8	5.081	A
2	0	0	600	834	0.000	0	0	0.0	0.0	0.000	A
3	283	71	219	1190	0.238	283	381	0.2	0.3	3.966	A
4	157	39	286	1131	0.139	157	215	0.1	0.2	3.697	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	601	150	0	1308	0.460	601	444	0.8	0.8	5.095	A
2	0	0	601	834	0.000	0	0	0.0	0.0	0.000	A
3	283	71	219	1190	0.238	283	382	0.3	0.3	3.968	A
4	157	39	286	1131	0.139	157	216	0.2	0.2	3.697	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	491	123	0	1308	0.375	492	363	0.8	0.6	4.417	A
2	0	0	492	872	0.000	0	0	0.0	0.0	0.000	A
3	231	58	179	1205	0.192	231	313	0.3	0.2	3.699	A
4	129	32	234	1151	0.112	129	177	0.2	0.1	3.522	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	411	103	0	1308	0.314	412	304	0.6	0.5	4.020	A
2	0	0	412	901	0.000	0	0	0.0	0.0	0.000	A
3	193	48	150	1216	0.159	194	262	0.2	0.2	3.519	A
4	108	27	196	1165	0.092	108	148	0.1	0.1	3.404	A

Q Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.60	0.11	0.85	1.37	1.44			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.24	0.00	0.00	0.24	0.24			N/A	N/A
4	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.84	0.03	0.26	0.84	0.84			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.31	0.03	0.25	0.46	0.48			N/A	N/A
4	0.16	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.85	0.03	0.27	0.85	1.89			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.31	0.03	0.31	1.06	1.33			N/A	N/A
4	0.16	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.61	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.24	0.00	0.00	0.24	0.24			N/A	N/A
4	0.13	0.00	0.00	0.13	0.13			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2028 Base + Committed, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Houghton Avenue Roundabout	Standard Roundabout		1, 2, 3, 4	4.82	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	112	Arm 1	4.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	517	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	425	100.000
4		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	360	157
	2	0	0	0	0
	3	425	0	0	0
	4	180	0	1	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	1	4
	2	0	0	0	0
	3	1	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.44	4.96	0.8	2.2	A	474	712
2	0.00	0.00	0.0	~1	A	0	0
3	0.39	4.90	0.6	2.7	A	390	585
4	0.19	4.20	0.2	0.7	A	166	249

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	389	97	0.75	1294	0.301	388	454	0.0	0.4	3.963	A
2	0	0	388	908	0.000	0	0	0.0	0.0	0.000	A
3	320	80	118	1225	0.261	319	271	0.0	0.4	3.967	A
4	136	34	319	1113	0.122	136	118	0.0	0.1	3.682	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	465	116	0.90	1294	0.359	464	543	0.4	0.6	4.334	A
2	0	0	465	880	0.000	0	0	0.0	0.0	0.000	A
3	382	96	141	1216	0.314	382	324	0.4	0.5	4.314	A
4	163	41	382	1089	0.149	163	141	0.1	0.2	3.886	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	569	142	1	1294	0.440	568	665	0.6	0.8	4.953	A
2	0	0	569	843	0.000	0	0	0.0	0.0	0.000	A
3	468	117	173	1203	0.389	467	397	0.5	0.6	4.888	A
4	199	50	467	1057	0.189	199	173	0.2	0.2	4.197	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	569	142	1	1294	0.440	569	666	0.8	0.8	4.965	A
2	0	0	570	842	0.000	0	0	0.0	0.0	0.000	A
3	468	117	173	1203	0.389	468	397	0.6	0.6	4.896	A
4	199	50	468	1056	0.189	199	173	0.2	0.2	4.200	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	465	116	0.90	1294	0.359	466	545	0.8	0.6	4.350	A
2	0	0	467	880	0.000	0	0	0.0	0.0	0.000	A
3	382	96	141	1216	0.314	383	325	0.6	0.5	4.326	A
4	163	41	383	1089	0.149	163	141	0.2	0.2	3.891	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	389	97	0.75	1294	0.301	390	456	0.6	0.4	3.983	A
2	0	0	391	907	0.000	0	0	0.0	0.0	0.000	A
3	320	80	118	1225	0.261	320	272	0.5	0.4	3.982	A
4	136	34	320	1112	0.123	136	118	0.2	0.1	3.689	A

Q Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.43	0.00	0.00	0.43	0.43			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.35	0.00	0.00	0.35	0.35			N/A	N/A
4	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.56	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.46	0.00	0.00	0.46	0.46			N/A	N/A
4	0.17	0.00	0.00	0.17	0.17			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.78	0.03	0.25	0.78	0.78			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.63	0.03	0.25	0.63	0.63			N/A	N/A
4	0.23	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.78	0.03	0.28	0.78	2.19			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.63	0.03	0.28	1.00	2.65			N/A	N/A
4	0.23	0.03	0.27	0.48	0.69			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.56	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.46	0.00	0.00	0.46	0.46			N/A	N/A
4	0.18	0.00	0.00	0.18	0.18			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.43	0.00	0.00	0.43	0.43			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.36	0.00	0.00	0.36	0.36			N/A	N/A
4	0.14	0.00	0.00	0.14	0.14			N/A	N/A

2028 Base + Committed, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Houghton Avenue Roundabout	Standard Roundabout		1, 2, 3, 4	4.41	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	116	Arm 1	4.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	513	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	243	100.000
4		ONE HOUR	✓	143	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1	2	3	4	
From	1	4	0	314	195	
	2	0	0	0	0	
	3	242	0	0	1	
	4	143	0	0	0	

Vehicle Mix

HV %s

		To				
		1	2	3	4	
From	1	0	0	1	1	
	2	0	0	0	0	
	3	1	0	0	0	
	4	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.43	4.85	0.8	2.3	A	471	706
2	0.00	0.00	0.0	~1	A	0	0
3	0.23	3.91	0.3	1.3	A	223	334
4	0.14	3.68	0.2	0.5	A	131	197

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	386	97	0	1307	0.296	385	292	0.0	0.4	3.896	A
2	0	0	385	910	0.000	0	0	0.0	0.0	0.000	A
3	183	46	149	1216	0.151	182	235	0.0	0.2	3.482	A
4	108	27	184	1169	0.092	107	147	0.0	0.1	3.390	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	461	115	0	1307	0.353	461	349	0.4	0.5	4.251	A
2	0	0	461	883	0.000	0	0	0.0	0.0	0.000	A
3	218	55	179	1204	0.181	218	282	0.2	0.2	3.650	A
4	129	32	221	1155	0.111	128	176	0.1	0.1	3.504	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	565	141	0	1307	0.432	564	428	0.5	0.8	4.841	A
2	0	0	564	847	0.000	0	0	0.0	0.0	0.000	A
3	268	67	219	1189	0.225	267	345	0.2	0.3	3.905	A
4	157	39	271	1137	0.139	157	215	0.1	0.2	3.675	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	565	141	0	1307	0.432	565	428	0.8	0.8	4.851	A
2	0	0	565	846	0.000	0	0	0.0	0.0	0.000	A
3	268	67	219	1189	0.225	268	346	0.3	0.3	3.907	A
4	157	39	271	1137	0.139	157	216	0.2	0.2	3.676	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	461	115	0	1307	0.353	462	350	0.8	0.5	4.266	A
2	0	0	462	883	0.000	0	0	0.0	0.0	0.000	A
3	218	55	179	1204	0.181	219	283	0.3	0.2	3.653	A
4	129	32	221	1155	0.111	129	177	0.2	0.1	3.506	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	386	97	0	1307	0.296	387	293	0.5	0.4	3.916	A
2	0	0	387	910	0.000	0	0	0.0	0.0	0.000	A
3	183	46	150	1215	0.151	183	237	0.2	0.2	3.487	A
4	108	27	185	1169	0.092	108	148	0.1	0.1	3.394	A

Q Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.54	0.54	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.22	0.00	0.00	0.22	0.22			N/A	N/A
4	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.03	0.25	0.75	0.75			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.29	0.03	0.25	0.46	0.48			N/A	N/A
4	0.16	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.76	0.03	0.28	0.76	2.29			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.29	0.03	0.31	0.97	1.26			N/A	N/A
4	0.16	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.55	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.22	0.00	0.00	0.22	0.22			N/A	N/A
4	0.13	0.00	0.00	0.13	0.13			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2028 Base + Committed + Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Houghton Avenue Roundabout	Standard Roundabout		1, 2, 3, 4	4.98	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	106	Arm 3	4.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	530	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	460	100.000
4		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	0	373	157
	2	0	0	0	0
	3	460	0	0	0
	4	180	0	1	0

Vehicle Mix

HV %s

	To				
From		1	2	3	4
	1	0	0	1	4
	2	0	0	0	0
	3	1	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.45	5.06	0.8	2.0	A	486	730
2	0.00	0.00	0.0	~1	A	0	0
3	0.42	5.16	0.7	2.5	A	422	633
4	0.19	4.27	0.2	0.8	A	166	249

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	399	100	0.75	1295	0.308	397	480	0.0	0.4	4.002	A
2	0	0	398	904	0.000	0	0	0.0	0.0	0.000	A
3	346	87	118	1226	0.282	345	280	0.0	0.4	4.077	A
4	136	34	345	1103	0.124	136	118	0.0	0.1	3.720	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	476	119	0.90	1295	0.368	476	575	0.4	0.6	4.394	A
2	0	0	477	876	0.000	0	0	0.0	0.0	0.000	A
3	414	103	141	1217	0.340	413	336	0.4	0.5	4.475	A
4	163	41	413	1077	0.151	163	141	0.1	0.2	3.936	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	584	146	1	1295	0.451	583	704	0.6	0.8	5.051	A
2	0	0	584	838	0.000	0	0	0.0	0.0	0.000	A
3	506	127	173	1204	0.421	506	411	0.5	0.7	5.145	A
4	199	50	506	1042	0.191	199	173	0.2	0.2	4.268	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	584	146	1	1295	0.451	584	705	0.8	0.8	5.062	A
2	0	0	585	837	0.000	0	0	0.0	0.0	0.000	A
3	506	127	173	1204	0.421	506	412	0.7	0.7	5.158	A
4	199	50	506	1042	0.191	199	173	0.2	0.2	4.271	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	476	119	0.90	1295	0.368	477	576	0.8	0.6	4.411	A
2	0	0	478	876	0.000	0	0	0.0	0.0	0.000	A
3	414	103	141	1217	0.340	414	337	0.7	0.5	4.492	A
4	163	41	414	1077	0.151	163	141	0.2	0.2	3.941	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	399	100	0.75	1295	0.308	400	482	0.6	0.4	4.025	A
2	0	0	400	903	0.000	0	0	0.0	0.0	0.000	A
3	346	87	118	1226	0.283	347	282	0.5	0.4	4.099	A
4	136	34	347	1102	0.124	136	118	0.2	0.1	3.730	A

Q Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.44	0.00	0.00	0.44	0.44			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.39	0.00	0.00	0.39	0.39			N/A	N/A
4	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.58	0.10	0.84	1.37	1.43			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.51	0.51	1.00	1.40	1.45			N/A	N/A
4	0.18	0.00	0.00	0.18	0.18			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.81	0.03	0.25	0.81	0.81			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.72	0.03	0.25	0.72	0.72			N/A	N/A
4	0.24	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.82	0.03	0.27	0.82	2.01			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.72	0.03	0.28	0.72	2.54			N/A	N/A
4	0.24	0.03	0.27	0.48	0.81			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.59	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.52	0.52	1.00	1.40	1.45			N/A	N/A
4	0.18	0.00	0.00	0.18	0.18			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.45	0.00	0.00	0.45	0.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.40	0.00	0.00	0.40	0.40			N/A	N/A
4	0.14	0.00	0.00	0.14	0.14			N/A	N/A

2028 Base + Committed + Development, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Houghton Avenue Roundabout	Standard Roundabout		1, 2, 3, 4	4.58	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	103	Arm 1	4.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	546	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	257	100.000
4		ONE HOUR	✓	143	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	4	0	347	195
	2	0	0	0	0
	3	256	0	0	1
	4	143	0	0	0

Vehicle Mix

HV %s

	To				
From		1	2	3	4
	1	0	0	1	1
	2	0	0	0	0
	3	1	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.46	5.09	0.8	1.9	A	501	752
2	0.00	0.00	0.0	~1	A	0	0
3	0.24	3.97	0.3	1.3	A	236	354
4	0.14	3.70	0.2	0.5	A	131	197

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	411	103	0	1308	0.314	409	302	0.0	0.5	3.999	A
2	0	0	409	902	0.000	0	0	0.0	0.0	0.000	A
3	193	48	149	1217	0.159	193	260	0.0	0.2	3.514	A
4	108	27	195	1165	0.092	107	147	0.0	0.1	3.402	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	491	123	0	1308	0.375	490	362	0.5	0.6	4.402	A
2	0	0	490	873	0.000	0	0	0.0	0.0	0.000	A
3	231	58	179	1205	0.192	231	312	0.2	0.2	3.693	A
4	129	32	234	1151	0.112	128	176	0.1	0.1	3.520	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	601	150	0	1308	0.460	600	443	0.6	0.8	5.081	A
2	0	0	600	834	0.000	0	0	0.0	0.0	0.000	A
3	283	71	219	1190	0.238	283	381	0.2	0.3	3.966	A
4	157	39	286	1131	0.139	157	215	0.1	0.2	3.697	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	601	150	0	1308	0.460	601	444	0.8	0.8	5.095	A
2	0	0	601	834	0.000	0	0	0.0	0.0	0.000	A
3	283	71	219	1190	0.238	283	382	0.3	0.3	3.968	A
4	157	39	286	1131	0.139	157	216	0.2	0.2	3.697	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	491	123	0	1308	0.375	492	363	0.8	0.6	4.417	A
2	0	0	492	872	0.000	0	0	0.0	0.0	0.000	A
3	231	58	179	1205	0.192	231	313	0.3	0.2	3.699	A
4	129	32	234	1151	0.112	129	177	0.2	0.1	3.522	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	411	103	0	1308	0.314	412	304	0.6	0.5	4.020	A
2	0	0	412	901	0.000	0	0	0.0	0.0	0.000	A
3	193	48	150	1216	0.159	194	262	0.2	0.2	3.519	A
4	108	27	196	1165	0.092	108	148	0.1	0.1	3.404	A

Q Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.60	0.11	0.85	1.37	1.44			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.24	0.00	0.00	0.24	0.24			N/A	N/A
4	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.84	0.03	0.26	0.84	0.84			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.31	0.03	0.25	0.46	0.48			N/A	N/A
4	0.16	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.85	0.03	0.27	0.85	1.89			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.31	0.03	0.31	1.06	1.33			N/A	N/A
4	0.16	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.61	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.24	0.00	0.00	0.24	0.24			N/A	N/A
4	0.13	0.00	0.00	0.13	0.13			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4	0.10	0.00	0.00	0.10	0.10			N/A	N/A

APPENDIX D: PICADY Output

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.0.0.1499		
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Filename: 23-03-21 Laxton Leaze - Grainger Street Priority.j10
Path: H:_Planning 2\Current Jobs\GTWVile(BSL)\Analysis\Picady
Report generation date: 22/03/2023 16:59:50

-
- »2023 Observed, AM
 - »2023 Observed, PM
 - »2024 Base + Committed, AM
 - »2024 Base + Committed, PM
 - »2024 Base + Committed + Development, AM
 - »2024 Base + Committed + Development, PM
 - »2028 Base + Committed, AM
 - »2028 Base + Committed, PM
 - »2028 Base + Committed + Development, AM
 - »2028 Base + Committed + Development, PM

Summary of junction performance

	AM									PM								
	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap
	2023 Observed																	
Stream B-AC	D1	0.0	0.5	8.64	0.03	A	0.19	A	263 %	D2	0.0	0.5	8.40	0.01	A	0.15	A	343 %
Stream C-AB		0.0	~1	0.00	0.00	A			[Stream B-AC]		0.0	0.5	8.83	0.00	A			[Stream B-AC]
	2024 Base + Committed																	
Stream B-AC	D3	0.0	0.5	9.93	0.04	A	0.19	A	152 %	D4	0.0	0.5	8.95	0.02	A	0.14	A	248 %
Stream C-AB		0.0	~1	0.00	0.00	A			[Stream B-AC]		0.0	0.5	8.50	0.00	A			[Stream B-AC]
	2024 Base + Committed + Development																	
Stream B-AC	D5	0.2	0.5	11.38	0.15	B	0.68	A	102 %	D6	0.1	0.5	9.38	0.05	A	0.35	A	202 %
Stream C-AB		0.0	~1	0.00	0.00	A			[Stream B-AC]		0.0	0.5	8.55	0.00	A			[Stream B-AC]
	2028 Base + Committed																	
Stream B-AC	D7	0.0	0.5	9.93	0.04	A	0.19	A	152 %	D8	0.0	0.5	8.95	0.02	A	0.14	A	248 %
Stream C-AB		0.0	~1	0.00	0.00	A			[Stream B-AC]		0.0	0.5	8.50	0.00	A			[Stream B-AC]
	2028 Base + Committed + Development																	
Stream B-AC	D9	0.2	0.5	11.38	0.15	B	0.68	A	102 %	D10	0.1	0.5	10.38	0.06	B	0.42	A	190 %
Stream C-AB		0.0	~1	0.00	0.00	A			[Stream B-AC]		0.0	0.5	8.55	0.00	A			[Stream B-AC]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap 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	Laxton Leaze / Grainger Street Priority Junction
Location	Berewood
Site number	
Date	16/03/2023
Version	
Status	(new file)
Identifier	
Client	Grainger
Jobnumber	GTWVile(BSL).1
Enumerator	MAYERBROWN2K/rkingston
Description	Modelling of the Laxton Leaze / Grainger Street priority junction with BSL residential development.

Units

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

Analysis Options

Vehicle length (m)	Calculate Q 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	Av. Delay threshold (s)	Q 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	2023 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D7	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D8	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D9	2028 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2028 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Observed, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lacton Leaze / Grainger Street Priority	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	263	Stream B-AC	0.19	A

Arms

Arms

Arm	Name	Description	Arm type
A	Grainger Street WB		Major
B	Lacton Leaze		Minor
C	Grainger Street EB		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	7.00			58.0	✓	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	One lane	3.16	18	66

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	524	0.091	0.231	0.145	0.330
B-C	676	0.099	0.251	-	-
C-B	608	0.225	0.225	-	-

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	2023 Observed	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	218	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	320	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	11	207
	B	11	0	1
	C	320	0	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	8.64	0.0	0.5	A	11	17
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						294	440
A-B						10	15
A-C						190	285

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	463	0.020	9	0.0	0.0	7.930	A
C-AB	0	0	567	0.000	0	0.0	0.0	0.000	A
C-A	241	60			241				
A-B	8	2			8				
A-C	156	39			156				

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	11	3	449	0.024	11	0.0	0.0	8.214	A
C-AB	0	0	560	0.000	0	0.0	0.0	0.000	A
C-A	288	72			288				
A-B	10	2			10				
A-C	186	47			186				

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	13	3	430	0.031	13	0.0	0.0	8.641	A
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	352	88			352				
A-B	12	3			12				
A-C	228	57			228				

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	13	3	430	0.031	13	0.0	0.0	8.641	A
C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
C-A	352	88			352				
A-B	12	3			12				
A-C	228	57			228				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	449	0.024	11	0.0	0.0	8.215	A
C-AB	0	0	560	0.000	0	0.0	0.0	0.000	A
C-A	288	72			288				
A-B	10	2			10				
A-C	186	47			186				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	463	0.020	9	0.0	0.0	7.932	A
C-AB	0	0	567	0.000	0	0.0	0.0	0.000	A
C-A	241	60			241				
A-B	8	2			8				
A-C	156	39			156				

Q Variation Results for each time segment

07:45 - 08:00

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

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

2023 Observed, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lacton Leaze / Grainger Street Priority	T-Junction	Two-way	Two-way	Two-way		0.15	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	343	Stream B-AC	0.15	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	2023 Observed	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	231	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	198	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	11	220
	B	5	0	0
	C	197	1	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.01	8.40	0.0	0.5	A	5	7
C-AB	0.00	8.83	0.0	0.5	A	2	2
C-A						180	270
A-B						10	15
A-C						202	303

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	462	0.008	4	0.0	0.0	7.847	A
C-AB	1	0.30	409	0.003	1	0.0	0.0	8.835	A
C-A	148	37			148				
A-B	8	2			8				
A-C	166	41			166				

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	4	1	451	0.010	4	0.0	0.0	8.071	A
C-AB	2	0.38	430	0.004	2	0.0	0.0	8.520	A
C-A	176	44			176				
A-B	10	2			10				
A-C	198	49			198				

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	6	1	434	0.013	5	0.0	0.0	8.401	A
C-AB	2	0.52	459	0.005	2	0.0	0.0	8.013	A
C-A	216	54			216				
A-B	12	3			12				
A-C	242	61			242				

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	6	1	434	0.013	6	0.0	0.0	8.401	A
C-AB	2	0.52	459	0.005	2	0.0	0.0	7.882	A
C-A	216	54			216				
A-B	12	3			12				
A-C	242	61			242				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	1	451	0.010	5	0.0	0.0	8.073	A
C-AB	2	0.38	430	0.004	2	0.0	0.0	8.217	A
C-A	176	44			176				
A-B	10	2			10				
A-C	198	49			198				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	462	0.008	4	0.0	0.0	7.848	A
C-AB	1	0.30	409	0.003	1	0.0	0.0	8.672	A
C-A	148	37			148				
A-B	8	2			8				
A-C	166	41			166				

Q Variation Results for each time segment

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

2024 Base + Committed, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lacton Leaze / Grainger Street Priority	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	152	Stream B-AC	0.19	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	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	356	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	18	338
	B	14	0	1
	C	410	0	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	9.93	0.0	0.5	A	14	21
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						376	564
A-B						17	25
A-C						310	465

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	428	0.026	11	0.0	0.0	8.644	A
C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	14	3			14				
A-C	254	64			254				

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	13	3	407	0.033	13	0.0	0.0	9.143	A
C-AB	0	0	532	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	16	4			16				
A-C	304	76			304				

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	17	4	379	0.044	16	0.0	0.0	9.930	A
C-AB	0	0	516	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
A-B	20	5			20				
A-C	372	93			372				

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	17	4	379	0.044	17	0.0	0.0	9.932	A
C-AB	0	0	516	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
A-B	20	5			20				
A-C	372	93			372				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	407	0.033	14	0.0	0.0	9.145	A
C-AB	0	0	532	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	16	4			16				
A-C	304	76			304				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	428	0.026	11	0.0	0.0	8.650	A
C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	14	3			14				
A-C	254	64			254				

Q Variation Results for each time segment

07:45 - 08:00

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

08:00 - 08:15

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

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

2024 Base + Committed, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lacton Leaze / Grainger Street Priority	T-Junction	Two-way	Two-way	Two-way		0.14	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	248	Stream B-AC	0.14	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	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	311	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	15	296
	B	6	0	0
	C	232	1	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	0	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.95	0.0	0.5	A	6	8
C-AB	0.00	8.50	0.0	0.5	A	2	3
C-A						212	318
A-B						14	21
A-C						272	407

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	445	0.010	4	0.0	0.0	8.165	A
C-AB	1	0.32	425	0.003	1	0.0	0.0	8.497	A
C-A	174	44			174				
A-B	11	3			11				
A-C	223	56			223				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	430	0.013	5	0.0	0.0	8.476	A
C-AB	2	0.42	449	0.004	2	0.0	0.0	8.161	A
C-A	208	52			208				
A-B	13	3			13				
A-C	266	67			266				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	409	0.016	7	0.0	0.0	8.946	A
C-AB	2	0.59	483	0.005	2	0.0	0.0	7.621	A
C-A	254	64			254				
A-B	17	4			17				
A-C	326	81			326				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	409	0.016	7	0.0	0.0	8.946	A
C-AB	2	0.59	483	0.005	2	0.0	0.0	7.486	A
C-A	254	64			254				
A-B	17	4			17				
A-C	326	81			326				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	430	0.013	5	0.0	0.0	8.476	A
C-AB	2	0.42	450	0.004	2	0.0	0.0	7.838	A
C-A	208	52			208				
A-B	13	3			13				
A-C	266	67			266				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	445	0.010	5	0.0	0.0	8.167	A
C-AB	1	0.32	426	0.003	1	0.0	0.0	8.321	A
C-A	174	44			174				
A-B	11	3			11				
A-C	223	56			223				

Q Variation Results for each time segment

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

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

18:00 - 18:15

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

2024 Base + Committed + Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lacton Leaze / Grainger Street Priority	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	102	Stream B-AC	0.68	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	2024 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	369	100.000
B		ONE HOUR	✓	50	100.000
C		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	31	338
	B	49	0	1
	C	410	0	0

Vehicle Mix

HV %s

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	11.38	0.2	0.5	B	46	69
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						376	564
A-B						28	43
A-C						310	465

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	420	0.090	37	0.0	0.1	9.386	A
C-AB	0	0	542	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	23	6			23				
A-C	254	64			254				

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	45	11	400	0.112	45	0.1	0.1	10.139	B
C-AB	0	0	530	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	28	7			28				
A-C	304	76			304				

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	55	14	371	0.148	55	0.1	0.2	11.371	B
C-AB	0	0	513	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
A-B	34	9			34				
A-C	372	93			372				

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	55	14	371	0.148	55	0.2	0.2	11.384	B
C-AB	0	0	513	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
A-B	34	9			34				
A-C	372	93			372				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	400	0.112	45	0.2	0.1	10.157	B
C-AB	0	0	530	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	28	7			28				
A-C	304	76			304				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	420	0.090	38	0.1	0.1	9.410	A
C-AB	0	0	542	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	23	6			23				
A-C	254	64			254				

Q Variation Results for each time segment

07:45 - 08:00

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

08:00 - 08:15

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

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

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

09:00 - 09:15

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

2024 Base + Committed + Development, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lacton Leaze / Grainger Street Priority	T-Junction	Two-way	Two-way	Two-way		0.35	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	202	Stream B-AC	0.35	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	344	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	
	0	48	296	
	20	0	0	
	232	1	0	

Vehicle Mix

HV %s

From	To			
	A	B	C	
	0	0	1	
	0	0	0	
	0	100	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	9.38	0.1	0.5	A	18	28
C-AB	0.00	8.55	0.0	0.5	A	2	3
C-A						212	318
A-B						44	66
A-C						272	407

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	443	0.034	15	0.0	0.0	8.404	A
C-AB	1	0.32	422	0.003	1	0.0	0.0	8.548	A
C-A	174	44			174				
A-B	36	9			36				
A-C	223	56			223				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	427	0.042	18	0.0	0.0	8.792	A
C-AB	2	0.42	447	0.004	2	0.0	0.0	8.217	A
C-A	208	52			208				
A-B	43	11			43				
A-C	266	67			266				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	406	0.054	22	0.0	0.1	9.381	A
C-AB	2	0.59	480	0.005	2	0.0	0.0	7.680	A
C-A	254	64			254				
A-B	53	13			53				
A-C	326	81			326				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	406	0.054	22	0.1	0.1	9.383	A
C-AB	2	0.59	480	0.005	2	0.0	0.0	7.538	A
C-A	254	64			254				
A-B	53	13			53				
A-C	326	81			326				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	427	0.042	18	0.1	0.0	8.794	A
C-AB	2	0.42	447	0.004	2	0.0	0.0	7.887	A
C-A	208	52			208				
A-B	43	11			43				
A-C	266	67			266				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	443	0.034	15	0.0	0.0	8.412	A
C-AB	1	0.32	423	0.003	1	0.0	0.0	8.369	A
C-A	174	44			174				
A-B	36	9			36				
A-C	223	56			223				

Q Variation Results for each time segment

16:45 - 17:00

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

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

2028 Base + Committed, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lacton Leaze / Grainger Street Priority	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	152	Stream B-AC	0.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	356	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	18	338
	B	14	0	1
	C	410	0	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	9.93	0.0	0.5	A	14	21
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						376	564
A-B						17	25
A-C						310	465

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	428	0.026	11	0.0	0.0	8.644	A
C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	14	3			14				
A-C	254	64			254				

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	13	3	407	0.033	13	0.0	0.0	9.144	A
C-AB	0	0	533	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	16	4			16				
A-C	304	76			304				

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	17	4	379	0.044	16	0.0	0.0	9.930	A
C-AB	0	0	516	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
A-B	20	5			20				
A-C	372	93			372				

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	17	4	379	0.044	17	0.0	0.0	9.932	A
C-AB	0	0	516	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
A-B	20	5			20				
A-C	372	93			372				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	407	0.033	14	0.0	0.0	9.146	A
C-AB	0	0	533	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	16	4			16				
A-C	304	76			304				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	428	0.026	11	0.0	0.0	8.651	A
C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	14	3			14				
A-C	254	64			254				

Q Variation Results for each time segment

07:45 - 08:00

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

08:00 - 08:15

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

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

2028 Base + Committed, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lacton Leaze / Grainger Street Priority	T-Junction	Two-way	Two-way	Two-way		0.14	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	248	Stream B-AC	0.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	311	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	15	296
	B	6	0	0
	C	232	1	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	0	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.95	0.0	0.5	A	6	8
C-AB	0.00	8.50	0.0	0.5	A	2	3
C-A						212	318
A-B						14	21
A-C						272	407

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	445	0.010	4	0.0	0.0	8.165	A
C-AB	1	0.32	425	0.003	1	0.0	0.0	8.497	A
C-A	174	44			174				
A-B	11	3			11				
A-C	223	56			223				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	430	0.013	5	0.0	0.0	8.476	A
C-AB	2	0.42	449	0.004	2	0.0	0.0	8.161	A
C-A	208	52			208				
A-B	13	3			13				
A-C	266	67			266				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	409	0.016	7	0.0	0.0	8.946	A
C-AB	2	0.59	483	0.005	2	0.0	0.0	7.621	A
C-A	254	64			254				
A-B	17	4			17				
A-C	326	81			326				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	409	0.016	7	0.0	0.0	8.946	A
C-AB	2	0.59	483	0.005	2	0.0	0.0	7.486	A
C-A	254	64			254				
A-B	17	4			17				
A-C	326	81			326				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	430	0.013	5	0.0	0.0	8.476	A
C-AB	2	0.42	450	0.004	2	0.0	0.0	7.838	A
C-A	208	52			208				
A-B	13	3			13				
A-C	266	67			266				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	445	0.010	5	0.0	0.0	8.167	A
C-AB	1	0.32	426	0.003	1	0.0	0.0	8.321	A
C-A	174	44			174				
A-B	11	3			11				
A-C	223	56			223				

Q Variation Results for each time segment

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

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

18:00 - 18:15

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

2028 Base + Committed + Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lacton Leaze / Grainger Street Priority	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	102	Stream B-AC	0.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	369	100.000
B		ONE HOUR	✓	50	100.000
C		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	31	338
	B	49	0	1
	C	410	0	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	11.38	0.2	0.5	B	46	69
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						376	564
A-B						28	43
A-C						310	465

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	420	0.090	37	0.0	0.1	9.386	A
C-AB	0	0	542	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	23	6			23				
A-C	254	64			254				

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	45	11	400	0.112	45	0.1	0.1	10.139	B
C-AB	0	0	530	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	28	7			28				
A-C	304	76			304				

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	55	14	371	0.148	55	0.1	0.2	11.371	B
C-AB	0	0	513	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
A-B	34	9			34				
A-C	372	93			372				

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	55	14	371	0.148	55	0.2	0.2	11.384	B
C-AB	0	0	513	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
A-B	34	9			34				
A-C	372	93			372				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	400	0.112	45	0.2	0.1	10.157	B
C-AB	0	0	530	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	28	7			28				
A-C	304	76			304				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	420	0.090	38	0.1	0.1	9.410	A
C-AB	0	0	542	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	23	6			23				
A-C	254	64			254				

Q Variation Results for each time segment

07:45 - 08:00

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

08:00 - 08:15

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

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

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

09:00 - 09:15

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

2028 Base + Committed + Development, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lacton Leaze / Grainger Street Priority	T-Junction	Two-way	Two-way	Two-way		0.42	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	190	Stream B-AC	0.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	344	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	48	296
	B	20	0	0
	C	232	1	0

Vehicle Mix

HV %s

From	To			
		A	B	C
	A	0	0	1
	B	10	0	10
	C	0	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	10.38	0.1	0.5	B	18	28
C-AB	0.00	8.55	0.0	0.5	A	2	3
C-A						212	318
A-B						44	66
A-C						272	407

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	403	0.037	15	0.0	0.0	9.273	A
C-AB	1	0.32	422	0.003	1	0.0	0.0	8.548	A
C-A	174	44			174				
A-B	36	9			36				
A-C	223	56			223				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	389	0.046	18	0.0	0.0	9.712	A
C-AB	2	0.42	447	0.004	2	0.0	0.0	8.217	A
C-A	208	52			208				
A-B	43	11			43				
A-C	266	67			266				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	369	0.060	22	0.0	0.1	10.379	B
C-AB	2	0.59	480	0.005	2	0.0	0.0	7.680	A
C-A	254	64			254				
A-B	53	13			53				
A-C	326	81			326				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	369	0.060	22	0.1	0.1	10.381	B
C-AB	2	0.59	480	0.005	2	0.0	0.0	7.541	A
C-A	254	64			254				
A-B	53	13			53				
A-C	326	81			326				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	389	0.046	18	0.1	0.0	9.717	A
C-AB	2	0.42	447	0.004	2	0.0	0.0	7.888	A
C-A	208	52			208				
A-B	43	11			43				
A-C	266	67			266				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	403	0.037	15	0.0	0.0	9.285	A
C-AB	1	0.32	423	0.003	1	0.0	0.0	8.369	A
C-A	174	44			174				
A-B	36	9			36				
A-C	223	56			223				

Q Variation Results for each time segment

16:45 - 17:00

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

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

