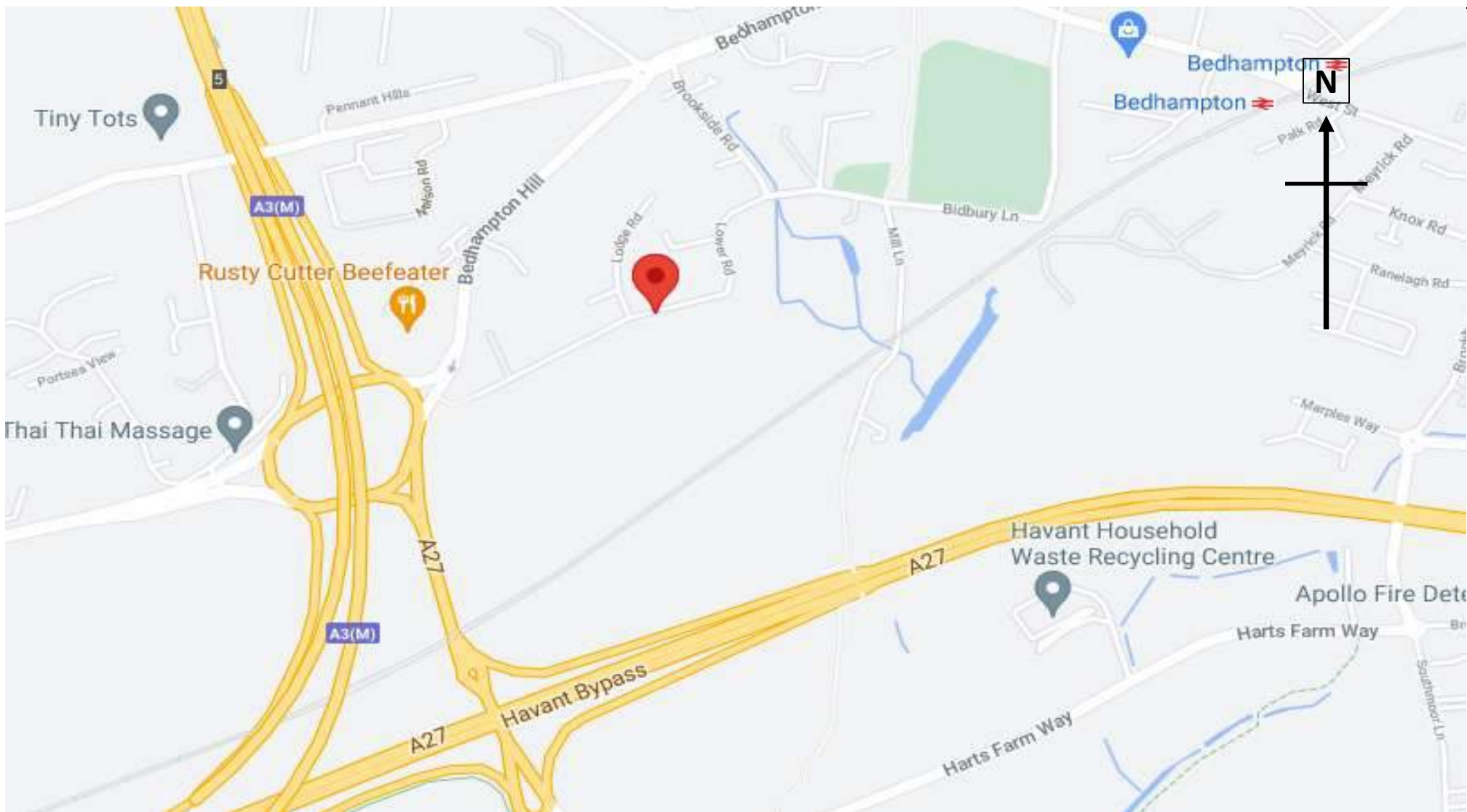




	Site / Location:	ATC site 1 - Lower Road	Project No:	11806	Drawing No:	11806-ATC	Drawn By:	MB
	Survey Date:	Thu 1st to Wed 07th of July 2021	Project Name:	Bedhampton				
	Survey Times:	24/7	Drawing Title:	Site Layout and Observed Movements				



Site No.	Location.	Direction.	Speed Limit (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85thile Speed
01	Lower Road (50.851529, -1.006756)	West	30	01 July 2021	07 July 2021	1788	271	255	15	0.8	3	0.2	0	0.0	18.9	23.5
		East	30	01 July 2021	07 July 2021	1988	308	284	5	0.3	1	0.1	0	0.0	17.3	21.8
		Two way	30	01 July 2021	07 July 2021	3776	580	539	20	0.5	4	0.1	0	0.0	18.1	22.8

Site
Location
Direction

01
Lower Road(50.851529, -1.006756)
West

11806 / Bedhampton
July 2021
Automatic Traffic Count

Time	Thu 01 July 2021															>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT	
	Total	1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	Classification						7 T4	8 ART3							9 ART4
0000	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	* 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	* 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	* 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	* 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	* 1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	* 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	* 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	* 1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	* 4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	* 4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	* 3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	* 5	2	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	* 5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	* 5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	* 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	* 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	* 3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	* 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	* 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	* 7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	* 4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	* 2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	* 4	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	* 3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	* 8	0	0	5	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	* 4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	* 5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	* 4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	* 5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	* 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	* 6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	* 3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	* 5	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	* 8	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	* 8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	* 4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	* 7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0	0
1415	* 7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	* 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	* 4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	* 7	1	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	* 9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	* 4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	* 6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	* 3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	* 7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	* 11	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	* 4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0	0
1700	* 6	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	* 4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	* 4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	* 3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	* 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

[illegible]

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT	
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT							
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0615	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0745	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0815	5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0830	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0845	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	5	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0915	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0930	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0945	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1000	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1015	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1030	5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1045	9	1	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0.0
1100	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1115	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1130	5	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1145	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0.0
1215	6	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1230	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1245	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	6	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1315	5	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1330	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1345	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1400	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0.0
1415	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1430	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1445	5	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1515	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1530	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1545	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1615	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1630	6	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1645	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1715	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1730	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	14.3	0.0	0	0.0	0	0.0
1745	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1800	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1815	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1830	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1845	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1900	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1915	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1930	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1945	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
2000	2	0	0	2	0																	

[illegible]

Time	Mon 05 July 2021																	ACPO Main Frame Count					
	Total	1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT	>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0015	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0530	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0545	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0615	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0630	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0700	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0715	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0730	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0745	4	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0800	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0815	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0830	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0845	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0900	10	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0915	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0930	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0945	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1000	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1015	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1030	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1045	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1100	6	1	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1115	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1130	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1145	0	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1200	12	0	1	9	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1215	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1230	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1245	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1300	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	1	14.3	1	14.3	0	0.0		
1315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1330	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1345	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1400	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1415	8	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1430	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1445	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1500	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1515	7	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1530	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1545	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1615	6	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1630	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1645	10	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1700	7	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1715	9	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1730	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1745	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1800	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1815	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1830	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1845	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1900	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1915	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1930	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1945	1	0	0	1	0	0																	

Nationwide Data Collection

Time	Total	Classification														>PSL 30	>PSL% 30	>S11 35 ACPO	>S11% 35 ACPO	>S12 45 DFT	>S12% 45 DFT	
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT							
0000	001	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0015	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0030	001	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0045	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0100	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0115	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0130	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0145	001	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0200	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0215	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0230	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0245	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0300	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0315	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0330	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0345	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0400	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0415	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0430	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0445	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0500	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0515	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0530	002	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0545	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0600	001	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0615	001	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0630	001	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0645	001	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0700	001	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0715	001	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0730	002	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0745	002	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0800	0007	1	0	3	0	3	0	0	0	0	0	0	0	0	0	1	14.3	0.0	0.0	0	0.0	
0815	001	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0830	001	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0845	001	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0900	008	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0915	001	5	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0930	003	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0945	001	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
1000	004	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1015	005	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1030	005	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1045	006	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1100	002	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1115	005	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1130	002	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1145	010	1	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1200	007	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1215	005	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1230	004	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1245	001	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1300	0006	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1315	006	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1330	004	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1345	003	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1400	006	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1415	006	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1430	005	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1445	002	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1500	004	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1515	007	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1530	007	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1545	008	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1600	007	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1615	007	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1630	002	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1645	007	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1700	007	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1715	008	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1730	003	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1745	003	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1800	005	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1815	001	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1830	008	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1845	010	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1900	002	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1915	003	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1930	001	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1945	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
2000	003	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
2015	003	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
2030	001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
2045	001	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
2100	003	0	0	2	0	1	0	0	0													

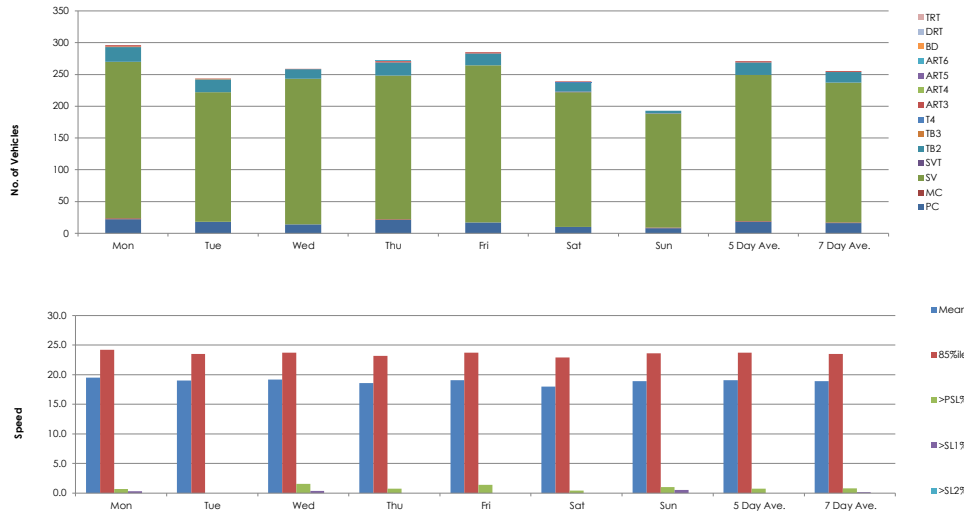
Site 01
Location Lower Road(50.851529, -1.006756)
Direction West

11806 / Bedhampton
July 2021
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	8	2	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	12	1	0	9	0	2	0	0	0	0	0	0	0	0	0	0	1.2	0	0.0	0	0.0
0900	18	1	0	16	0	1	0	0	0	0	0	0	0	0	0	0	1.6	0	0.0	0	0.0
1000	17	2	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	19	1	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0.7	0	0.0	0	0.0
1200	20	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0.7	0	0.0	0	0.0
1300	20	1	0	17	0	2	0	0	0	0	0	0	0	0	0	0	1.4	0	0.7	0	0.0
1400	19	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0.8	0	0.0	0	0.0
1500	22	1	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0.6	0	0.0
1600	21	1	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0.7	0	0.0	0	0.0
1700	20	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0.0	0	0.0
1800	20	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0.7	0	0.0	0	0.0
1900	14	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1.0	0	0.0	0	0.0
2000	9	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
2100	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3.4	0	3.4	0	0.0
2200	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5.0	0	0.0	0	0.0
2300	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
07-19	215	12	1	185	0	16	0	0	1	0	0	0	0	0	0	2	0.8	0	0.1	0	0.0
06-22	245	14	1	212	0	17	0	0	1	0	0	0	0	0	0	2	0.8	0	0.2	0	0.0
06-00	251	14	1	217	0	17	0	0	1	0	0	0	0	0	0	2	0.9	0	0.2	0	0.0
00-00	255	16	1	220	0	17	0	0	1	0	0	0	0	0	0	2	0.8	0	0.2	0	0.0

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
Mon	296	22	2	246	0	23	1	0	2	0	0	0	0	0	0	2	0.7	1	0.3	0	0.0
Tue	244	18	0	204	0	20	1	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
Wed	259	14	0	229	0	15	0	0	1	0	0	0	0	0	0	4	1.5	1	0.4	0	0.0
Thu	272	21	1	226	0	21	0	0	2	0	0	1	0	0	0	2	0.7	0	0.0	0	0.0
Fri	285	17	0	247	0	19	0	0	2	0	0	0	0	0	0	4	1.4	0	0.0	0	0.0
Sat	239	10	0	212	1	14	0	1	1	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0
Sun	193	8	1	179	1	4	0	0	0	0	0	0	0	0	0	2	1.0	1	0.5	0	0.0
5 Day Ave.	271	18	1	230	0	20	0	0	2	0	0	0	0	0	0	2	0.7	0	0.0	0	0.0
7 Day Ave.	255	16	1	220	0	17	0	0	1	0	0	0	0	0	0	2	0.8	0	0.2	0	0.0
Grand Total	1788	110	4	1543	2	116	2	1	9	0	0	1	0	0	0	15	0.8	3	0.2	0	0.0

Summary Graphs



11806 / Bedhampton
July 2021
Automatic Traffic Count

Time	Thu 01 July 2021				Speed Bins (mph)																											
	Total	Mean	Vpp 85																													
				0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	#	1	21.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	#	1	17.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	#	1	23.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	#	1	25.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530	#	1	13.5	-	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	#	1	18.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615	#	1	14.9	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630	#	1	12.3	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	#	4	21.1	-	0	3	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715	#	4	18.6	-	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730	#	3	18.1	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745	#	5	17.8	-	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	#	5	20.5	-	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815	#	5	21.9	-	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830	#	2	18.1	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845	#	2	16.4	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	#	3	21.2	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915	#	2	20.1	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930	#	2	21.2	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945	#	7	16.5	-	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	#	4	20.6	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1015	#	2	15.7	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030	#	4	15.1	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045	#	3	19.4	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	#	8	17.9	-	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1115	#	4	20.3	-	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130	#	5	16.7	-	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1145	#	4	16.1	-	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	#	5	18.5	-	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1215	#	2	16.7	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1230	#	6	20.2	-	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245	#	3	20.8	-	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	#	5	19.6	-	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1315	#	8	20.6	-	0	0	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330	#	8	19.2	-	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1345	#	4	19.1	-	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	#	7	18.5	-	0	0	2	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1415	#	7	20.3	-	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430	#	1	14.2	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1445	#	4	18.7	-	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	#	7	16.7	-	0	0	3	3	1	0	0</																					

[illegible]

Site
Location
Direction

01
Lower Road(50.851529, -1.006756)
West

11806 / Bedhampton
July 2021
Automatic Traffic Count

Time	Sat		Mean		Vpp 85	Speed Bins (mph)																											
	Total					0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135
0000	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	* 1	11.4	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	* 3	15.4	-	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	* 1	15.2	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	* 2	19.0	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	* 2	20.7	-	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	* 1	19.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	* 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	* 5	17.5	-	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	* 1	23.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	* 1	18.2	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	* 5	18.3	-	0	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	* 5	21.0	-	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	* 7	17.9	-	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	* 5	16.5	-	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	* 3	15.6	-	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	* 3	18.1	-	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	* 5	16.9	-	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	* 9	17.5	-	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	* 3	20.6	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	* 8	19.9	-	0	0	2	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	* 5	15.6	-	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	* 6	19.3	-	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	* 8	21.9	-	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215																																	

[illegible]

11806 / Bedhampton
July 2021
Automatic Traffic Count

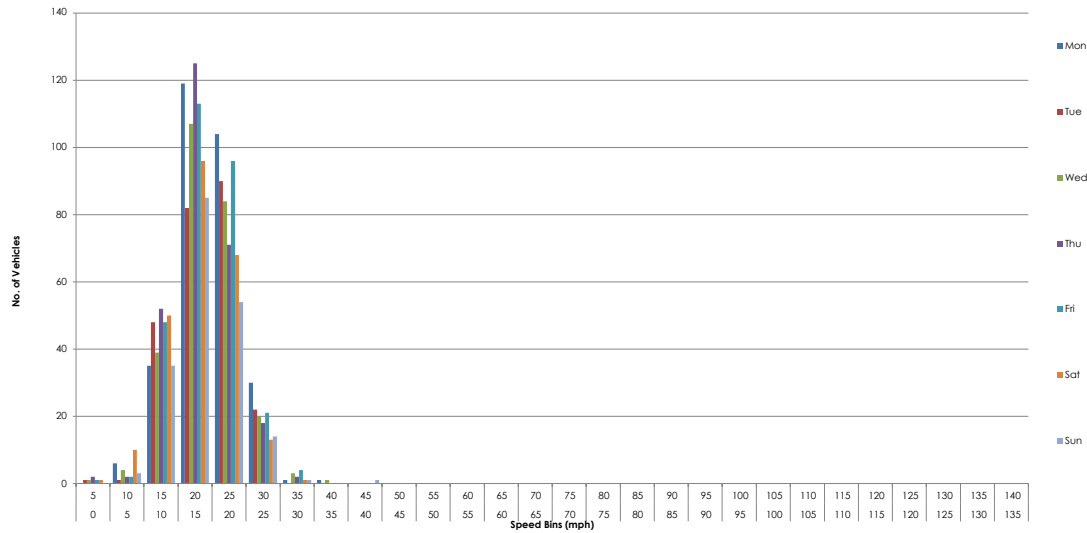
Time		Mon			05 July 2021			Speed Bins (mph)																													
		Total	Mean	Vpp 85	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140				
0000	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0015	#	1	14.4	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0030	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0045	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0115	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0130	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0145	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0215	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0230	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0245	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0315	#	1	20.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0330	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0345	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0415	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0430	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0445	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0515	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0530	#	3	13.0	-	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0545	#	1	20.8	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0600	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0615	#	2	18.1	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0630	#	3	16.2	-	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0645	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0700	#	2	14.4	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0715	#	3	24.1	-	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0730	#	2	22.9	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0745	#	4	20.0	-	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0800	#	4	21.0	-	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0815	#	6	20.6	-	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0830	#	4	18.9	-	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0845	#	4	15.6	-	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0900	#	10	18.4	-	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0915	#	5	18.2	-	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0930	#	5	16.2	-	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0945	#	5	20.9	-	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1000	#	4	16.3	-	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1015	#	3	18.1	-	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1030	#	4	21.0	-	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1045	#	6	17.4	-	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1100	#	6	17.5	-	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1115	#	3	10.7	-	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1130	#	3	18.2	-	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1145	#	11	21.2	24.9	0	0	0	4	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	0				
1200	#	12	22.0	26.3	0	0	0	0	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0			
1215	#	4	20.0	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1230	#	4	15.0	-	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1245	#	7	19.7	-	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1300	#	7	20.5	-	0	0	1	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1315	#	1	19.5	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1330	#	4	21.8	-	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1345	#	7	17.3	-	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1400	#	5	20.7	-	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1415	#	8	18.6	-	0	0	1	5	2	0	0																										

11806 / Bedhampton
July 2021
Automatic Traffic Count

[illegible]

11806 / Bedhampton
July 2021
Automatic Traffic Count

Time		Total	Mean	Vpp 85	Speed Bins (mph)																															
					0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140				
0000	#= 1	24.4	-	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0015	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0030	#= 1	14.2	-	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0045	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0115	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0130	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0145	#= 1	19.5	-	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0215	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0230	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0245	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0315	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0330	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0345	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0415	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0430	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0445	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0515	#= 0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0530	#= 2	18.2	-	-	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0545	#= 0	-	-	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0600	#= 1	15.6	-	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0615	#= 1	26.2	-	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0630	#= 1	18.8	-	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0645	#= 1	18.2	-	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0700	#= 1	23.6	-	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0715	#= 1	13.3	-	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0730	#= 2	26.2	-	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0745	#= 2	22.9	-	-	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0800	#= 7	21.5	-	-	0	0	0	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0815	#= 2	20.7	-	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0830	#= 1	12.6	-	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0845	#= 3	18.1	-	-	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0900	#= 8	21.4	-	-	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0915	#= 5	23.8	-	-	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0930	#= 3	19.6	-	-	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0945	#= 1	32.6	-	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0</													

[illegible]

11806 / Bedhampton
July 2021
Automatic Traffic Count

Time	Thu	01 July 2021																	Classification																	>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT
		Total	1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT																									
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0130	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0245	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0515	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0530	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0615	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0645	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0700	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0715	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0730	7	2	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0745	5	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0800	12	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0815	5	1	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0830	9	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0845	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0900	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0915	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0930	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
0945	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1000	7	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1015	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1030	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1045	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1100	7	2	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1115	4	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1130	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1145	7	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1200	10	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1215	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1230	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1245	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1315	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1330	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1345	6	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1400	8	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1415	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1430	10	3	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1445	6	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1500	7	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1515	11	2	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1530	9	4	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1545	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1615	9	4	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1630	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1645	9	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1700	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1715	9	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1730	9	3	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1745	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1800	3	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																	
1815	3	0	0	3	0	0	0	0																																	

Site
Location
Direction

01
Lower Road(50.851529, -1.006756)
East

11806 / Bedhampton
July 2021
Automatic Traffic Count

Fr
02 July 2021

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0015	= 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	= 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	= 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	= 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	= 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	= 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	= 1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	= 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	= 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	= 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0615	= 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0630	= 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0645	= 4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	= 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0715	= 4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0730	= 6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0745	= 8	1	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	= 8	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0815	= 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0830	= 8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0845	= 8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	= 5	1	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0915	= 4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0930	= 7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0945	= 7	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1000	= 6	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1015	= 4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1030	= 5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1045	= 5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	= 3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1115	= 7	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1130	= 3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1145	= 6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	= 7	0	0	4	0	2	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1215	= 5	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1230	= 9	3	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1245	= 7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	= 9	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1315	= 3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1330	= 6	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1345	= 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1400	= 6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1415	= 11	2	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1430	= 9	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1445	= 5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	= 6	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1515	= 5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1530	= 5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1545	= 6	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	= 3	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1615	= 8	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1630	= 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1645	= 8	4	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	= 5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1715	= 4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1730	= 8	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1745	= 6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1800	= 4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1815	= 3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0			

[illegible]

Site
Location
Direction

01
Lower Road(50.851529, -1.006756)
East

11806 / Bedhampton
July 2021
Automatic Traffic Count

Sun
04 July 2021

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0015	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0645	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0715	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0815	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0845	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0915	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0930	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0945	8	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1000	10	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1015	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1030	7	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1045	6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1115	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1130	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1145	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	10	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1215	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1230	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1245	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	4	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1315	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1330	5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1345	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1400	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1415	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1430	9	1	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1445	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1515	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1545	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1615	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1630	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1645	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1715	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1730	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1745	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1800	6	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1815	4	0	0	4	0	3	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1830	2																				

[illegible]

01
Lower Road(50.851529, -1.006756)
East

11806 / Bedhampton
July 2021
Automatic Traffic Count

[illegible]

Time	Wed 07 July 2021																	>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
	Total	1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT								
0000	# 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0015	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0030	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0045	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0100	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0115	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0130	# 1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0145	# 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0200	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0215	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0230	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0245	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0300	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0315	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0330	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0345	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0400	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0415	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0430	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0445	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0500	# 1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0515	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0530	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0545	# 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0600	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0615	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0630	# 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0645	# 4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0700	# 1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0.0	0.0	0	0.0	0	0.0
0715	# 4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0730	# 7	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0745	# 4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0800	# 9	1	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0815	# 5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0830	# 11	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0845	# 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0900	# 3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0915	# 2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0930	# 10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0945	# 3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1000	# 2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1015	# 12	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1030	# 7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1045	# 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1100	# 6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1115	# 6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1130	# 8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1145	# 5	0	0	5	0	0	0	0	0	0	0	0	0	5	0	0	0	0.0	0.0	0	0.0	0	0.0
1200	# 6	0	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1215	# 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1230	# 10	1	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1245	# 5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1300	# 3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	
1315	# 3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1330	# 5	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1345	# 4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1400	# 6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1415	# 9	1	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1430	# 10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1445	# 3	1	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1500	# 6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1515	# 6	1	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1530	# 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1545	# 13	2	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1600	# 7	1	0	4	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1615	# 6	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1630	# 8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1645	# 9	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1700	# 6	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1715	# 5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1730	# 5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1745	# 6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1800	# 9	1	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1815	# 4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1830	# 6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1845	# 2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0					

Site
Location
Direction

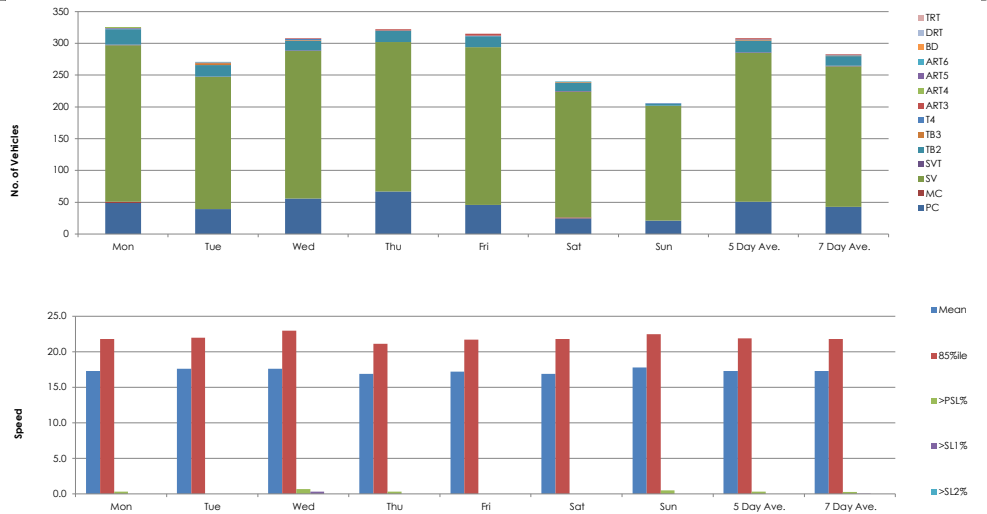
01
Lower Road(50.851529, -1.006756)
East

11806 / Bedhampton
July 2021
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	3	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	5	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	14	5	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	22	2	0	18	0	1	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	20	3	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1000	22	3	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	21	2	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	24	2	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0.6	0	0.0	0	0.0
1300	19	2	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0.7	0	0.0	0	0.0
1400	25	3	0	20	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	21	4	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0.7	0	0.0	0	0.0
1600	22	7	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	20	5	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1800	18	3	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1900	10	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1.4	0	1.4	0	0.0
2000	7	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1.9	0	0.0	0	0.0
2100	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
2200	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
2300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
07-19	248	39	0	189	1	15	1	1	1	0	0	0	0	0	0	0	0.2	0	0.0	0	0.0
06-22	274	42	0	212	1	15	1	1	1	0	0	0	0	0	0	1	0.3	0	0.1	0	0.0
06-00	278	42	0	217	1	15	1	1	1	0	0	0	0	0	0	1	0.3	0	0.1	0	0.0
00-00	284	43	0	221	1	15	1	1	1	0	0	0	0	0	0	1	0.3	0	0.1	0	0.0

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
Mon	326	49	2	246	1	24	0	2	1	1	0	0	0	0	0	1	0.3	0	0.0	0	0.0
Tue	271	39	0	208	1	18	3	0	1	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0
Wed	308	56	0	232	1	15	1	2	1	0	0	0	0	0	0	2	0.6	1	0.3	0	0.0
Thu	322	67	0	235	0	18	0	0	2	0	0	0	0	0	0	1	0.3	0	0.0	0	0.0
Fri	315	46	0	248	0	17	0	1	3	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
Sat	240	25	1	198	1	13	1	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0
Sun	206	21	0	181	0	3	0	1	0	0	0	0	0	0	0	1	0.5	0	0.0	0	0.0
5 Day Ave.	308	51	0	234	1	18	1	1	2	0	0	0	0	0	0	1	0.3	0	0.0	0	0.0
7 Day Ave.	284	43	0	221	1	15	1	1	1	0	0	0	0	0	0	1	0.3	0	0.1	0	0.0
Grand Total	1988	303	3	1548	4	108	5	6	8	1	0	2	0	0	0	5	0.3	1	0.1	0	0.0

Summary Graphs



11806 / Bedhampton
July 2021
Automatic Traffic Count

[illegible]

11806 / Bedhampton
July 2021
Automatic Traffic Count

[illegible]

11806 / Bedhampton
July 2021
Automatic Traffic Count

Sol		03 July 2021																				Normal																			
Time	Total	Mean	Vpp 85	Speed Bins (mph)																																					
				0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140										
0000	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0015	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0030	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0045	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0100	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0115	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0130	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0145	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0200	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0215	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0230	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0245	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0300	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0315	# 1 13.9	-	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0330	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0345	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0400	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0415	# 1 15.9	-	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0430	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0445	# 1 15.8	-	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
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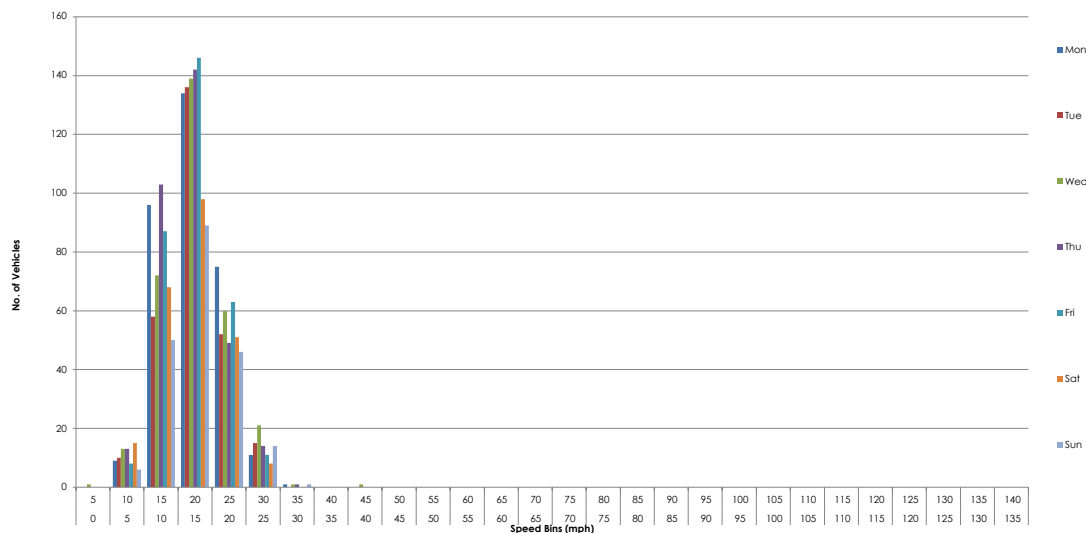
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0015	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	#	1	11.8	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	#	1	25.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	#	2	17.0	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	#	1	18.0	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	#	1	17.1	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	#	2	17.0	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	#	2	22.2	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	#	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	#	3	16.8	-	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	#	1	20.8	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	#	6	17.7	-	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	#	7	17.5	-	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	#	4	15.6	-	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	#	6	17.9	-	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	#	5	19.1	-	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	#	7	17.5	-	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	#	2	18.6	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	#	7	15.7	-	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	#	5	19.3	-	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	#	3	14.6	-	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	#	7	16.5	-	0	1	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	#	3	19.6	-	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	#	3	16.9	-	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	#	4	17.6	-	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	#	4	15.9	-	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	#	8	16.8	-	0	0	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	#	3	16.5	-	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	#	8	18.2	-	0	1	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	#	3	14.9	-	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	#	4	17.8	-	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	#	3	15.8	-	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	#	3	13.5	-	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	#	3	21.4	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	#	2	17.8	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	#	2	22.0	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	#	6	18.0	-	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	#	8	17.4	-	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	#	7	18.9	-	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	#	6	15.9	-	0	1	2	1	2	0	0	0	0	0																			

11806 / Bedhampton
July 2021
Automatic Traffic Count

Nationwide Data Collection

11806 / Bedhampton
July 2021
Automatic Traffic Count

[illegible]

11806 / Bedhampton
July 2021
Automatic Traffic Count

Time	Thu	01 July 2021																				Classification												Performance Metrics					
		Total	Rolling	Classification														Performance Metrics																					
				1 PC	2 MC	3 SV	4 SVT	5 T82	6 T83	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT	>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT																
0000	# 0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0015	# 0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0030	# 0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0045	# 0	# 0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0100	# 0	# 0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0115	# 1	# 1		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0130	# 2	# 3		0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0145	# 0	# 3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0200	# 0	# 3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0215	# 0	# 2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0230	# 0	# 0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0245	# 2	# 2		0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0300	# 0	# 2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0315	# 0	# 2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0330	# 0	# 2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0345	# 0	# 2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0400	# 0	# 0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0415	# 0	# 0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0430	# 0	# 0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0445	# 0	# 0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0500	# 0	# 0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0515	# 2	# 2		0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0530	# 2	# 4		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0545	# 1	# 5		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0600	# 1	# 6		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0615	# 2	# 6		0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0630	# 1	# 5		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0645	# 3	# 7		1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0700	# 4	# 12		0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0715	# 10	# 20		4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0730	# 10	# 29		2	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0745	# 10	# 36		4	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0800	# 17	# 47		1	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0815	# 10	# 47		1	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0830	# 11	# 48		0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0845	# 10	# 48		0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0900	# 5	# 36		1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0915	# 5	# 31		1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0930	# 7	# 27		0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
0945	# 10	# 27		0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1000	# 11	# 33		2	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1015	# 9	# 27		2	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1030	# 7	# 27		1	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1045	# 7	# 34		0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1100	# 15	# 38		2	0	9	0	3	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1115	# 8	# 37		2	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1130	# 9	# 39		2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1145	# 11	# 43		1	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1200	# 15	# 43		1	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1215	# 5	# 40		0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1230	# 10	# 41		1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1245	# 9	# 39		0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1300	# 7	# 31		0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1315	# 14	# 40		2	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1330	# 12	# 42		0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1345	# 10	# 43		2	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1400	# 15	# 51		1	0	13	0	1	0	0	0	0	0	0	0	0	1	6.7	0.0	0.0	0.0	0	0.0																
1415	# 13	# 50		0	0	12	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1430	# 11	# 49		3	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1445	# 10	# 49		1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0															
1500	# 14	# 48		2	1	10	0	1	0	0	0	0	0	0	0	0	1	7.1	0.0	0.0	0.0	0	0.0																
1515	# 20	# 55		2	0	17	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1530	# 13	# 57		4	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1545	# 8	# 55		1	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1600	# 5	# 46		0	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1615	# 16	# 62		4	0	10	0	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1630	# 17	# 64		6	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1645	# 13	# 51		2	0	11	0	0	0	0	0	0	0	0	0	0	1	7.7	0.0	0.0	0.0	0	0.0																
1700	# 12	# 58		3	0	8	0	0	0	0	1	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1715	# 13	# 55		6	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1730	# 13	# 51		3	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1745	# 7	# 45		3	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1800	# 11	# 48		3	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0																
1815	# 14	# 45		0	0																																		

Site Location Direction		01 Lower Road(50.851529, -1.006756) Two way 02 July 2021		11806 / Bedhampton July 2021 Automatic Traffic Count																		
Time	Total	1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	Classification						12 BD	13 DRT	14 TRT	>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0015	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	2	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	2	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	1	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0615	2	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0630	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0645	6	8	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	2	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0715	7	15	3	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0730	11	26	2	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0745	9	29	1	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	14	41	3	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0815	4	38	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0830	13	40	1	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0845	9	40	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	10	36	1	0	8	0	0	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0915	13	45	1	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0930	11	43	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0945	13	47	3	0	10	0	0	0	0	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	
1000	11	48	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1015	8	43	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1030	12	44	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1045	11	42	1	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	7	38	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1115	9	39	1	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1130	4	31	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1145	15	35	0	0	13	0	1	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	13	41	0	0	6	0	5	0	0	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1215	8	40	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1230	13	49	3	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1245	15	49	0	0	14	0	1	0	0	0	0	0	0	0	0	1	6.7	0	0.0	0	0.0	
1300	14	50	2	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1315	7	49	0	0	4	0	3	0	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0.0	
1330	11	47	1	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1345	10	42	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1400	11	39	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1415	17	49	2	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1430	13	51	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1445	11	52	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	10	51	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1515	11	45	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1530	11	43	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1545	12	44	1	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	7	41	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1615	16	46	5	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1630	6	41	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1645	10	39	4	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	9	41	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1715	8	33	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1730	12	39	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1745	12	41	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1800	8	40	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1815	16	48	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1830	10	46	0	0	8	0	2	0	0	0	0	0	0	0	0	1	10.0	0	0.0	0	0.0	
1845	4	38	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1900	6	36	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0

Site
Location
Direction

Sal

01
Lower Road(50.851529, -1.006756)
Two way
03 July 2021

11806 / Bedhampton
July 2021
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT							
0000	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0015	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	* 1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	* 0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	* 0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	* 0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	* 1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	* 0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	* 0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	* 3	4	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	* 2	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	* 0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	* 1	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	* 0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	* 1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	* 1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	* 0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	* 0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0615	* 3	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0630	* 0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0645	* 0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	* 3	6	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0715	* 1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0730	* 2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0745	* 1	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	* 4	8	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0815	* 9	16	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0830	* 4	18	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0845	* 4	21	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	* 9	26	2	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0915	* 14	31	3	0	9	0	1	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0
0930	* 11	38	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0945	* 13	47	2	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1000	* 12	50	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1015	* 7	43	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1030	* 8	49	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1045	* 19	3	0	0	12	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	* 8	42	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1115	* 13	48	1	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1130	* 10	50	1	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1145	* 9	40	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	* 18	50	0	0	14	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1215	* 15	52	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1230	* 7	49	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1245	* 7	47	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	* 7	36	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1315	* 9	30	1	0	6	0	1	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1330	* 9	32	2	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1345	* 9	34	1	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1400	* 13	40	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1415	* 5	36	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1430	* 5	32	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1445	* 13	36	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	* 5	28	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1515	* 10	33	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1530	* 8	36	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1545	* 7	30	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	* 4	29	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1615	* 14	33	1	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1630	* 12	37	0	0	8	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1645	* 10	40	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	* 7	43	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1715	* 3	32	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0					

Site
Location
Direction

01
Lower Road(50.851529, -1.006756)
Two way
04 July 2021

11806 / Bedhampton
July 2021
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT	
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT							
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0015	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0645	4	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0715	2	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0730	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0745	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0815	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0830	2	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0845	3	7	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	1	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0915	6	12	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0930	5	15	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0945	11	23	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1000	11	33	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1015	9	36	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1030	11	42	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1045	8	39	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	11	39	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1115	9	39	0	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	
1130	11	39	0	0	9	1	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1145	7	38	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	13	40	2	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1215	15	45	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1230	8	45	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1245	10	46	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	8	41	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1315	13	39	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1330	9	40	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1345	10	40	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1400	9	41	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1415	4	32	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1430	12	35	1	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1445	7	32	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	8	31	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1515	13	40	1	0	12	0	0	0	0	0	0	0	0	0	0	1	7.7	1	7.7	0	0.0	
1530	2	30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1545	8	31	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	7	30	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1615	11	28	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1630	5	31	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1645	9	32	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	8	33	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1715	4	26	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.

Site Location Direction		01 Lower Road(50.851529, -1.006756) Two way 05 July 2021														11806 / Bedhampton Automatic Traffic Count July 2021					
Time	Total		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	Classification				12 BD	13 DRT	14 TRT	>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFI	>SL2% 45 DFI
0000	0		0	0	0	0	0	0	7 T4	8 ART3	9 ART4	10 ART5	11 ART6			0	0.0	0	0.0	0	0.0
0015	1		1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	1		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	4	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	3	8	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0615	3	10	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0630	5	11	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0645	4	12	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	4	16	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0715	9	22	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0730	9	24	1	0	5	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0745	9	31	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	9	36	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0815	12	39	1	0	8	0	2	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0830	17	47	1	0	15	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0845	5	43	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	20	54	1	0	19	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0915	13	55	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0930	10	48	2	0	6	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0945	10	53	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1000	10	43	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1015	7	37	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1030	10	37	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1045	14	41	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	8	39	1	0	6	0	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1115	9	41	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1130	13	44	2	0	9	0	1	0	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1145	16	46	1	0	13	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	20	58	0	2	14	0	4	0	0	0	0	0	0	0	0	1	5.0	0	0.0	0	0.0
1215	10	57	1	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1230	10	56	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1245	13	53	2	0	8	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	15	48	1	0	12	0	1	0	1	0	0	0	0	0	0	1	6.7	1	6.7	0	0.0
1315	10	48	1	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1330	8	46	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1345	15	48	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1400	10	43	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1415	13	46	0	0	10	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1430	10	48	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1445	15	48	1	1	11	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	16	54	2	0	12	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1515	12	53	1	0	10	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1530	9	52	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1545	16	53	2	0	14	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	8	45	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1615	12	45	1	0	9	0	1	0	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1630	11	47	4	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1645	19	50	3	0	15	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	15	57	2	0	11	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1715	14	59	5	1	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1730	10	58	3	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1745	11	50	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1800	8	43																			

Site Location Direction		01 Lower Road(50.851529, -1.006756) Two way 06 July 2021		11806 / Bedhampton July 2021 Automatic Traffic Count																	
Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0015	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	* 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	* 1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	* 1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	* 3	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	* 1	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	* 3	8	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	* 3	10	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	* 0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0615	* 4	10	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0630	* 2	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0645	* 4	10	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	* 2	12	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0715	* 9	17	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0730	* 8	23	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0745	* 8	27	3	0	3	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	* 10	35	1	0	7	0	1	0	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0815	* 9	35	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0830	* 14	41	1	0	11	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0845	* 3	36	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	* 13	39	2	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0915	* 6	36	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0930	* 6	28	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0945	* 11	36	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1000	* 6	29	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1015	* 7	30	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1030	* 7	31	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1045	* 12	32	1	0	8	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	* 11	37	1	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1115	* 6	36	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1130	* 10	39	1	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1145	* 7	34	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	* 10	33	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1215	* 6	33	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1230	* 5	28	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1245	* 7	28	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	* 7	25	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1315	* 7	26	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1330	* 8	29	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1345	* 14	36	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1400	* 10	39	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1415	* 9	41	0	0	4	0	4	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0
1430	* 12	45	0	0	9	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1445	* 11	42	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	* 6	38	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1515	* 17	48	2	0	15	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1530	* 8	42	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1545	* 8	39	1	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	* 9	42	1	0	7	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1615	* 7	32	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1630	* 11	35	4	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1645	* 9	36	3	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	* 9	36	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1715	* 13	42	2	0	10	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1730	* 11	42	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1745	* 10	43	1	0	7	0	1	0	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1800	* 14	48	2	0	11	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1815	* 7	42	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1830	* 7	38	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1845	* 13	41	1	0	10	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1900	* 14	41	1	0	12	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1915	* 4	38	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1930	* 6	37	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0

Site Location Direction		01 Lower Road(50.851529, -1.006756) Two way 07 July 2021		11806 / Bedhampton July 2021 Automatic Traffic Count																	
Time	Total	1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT	>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	2	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	2	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0615	1	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0630	3	7	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0645	5	10	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	2	11	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0715	5	15	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0730	9	21	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0745	6	22	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	16	36	2	0	10	0	3	0	0	1	0	0	0	0	0	1	6.3	0	0.0	0	0.0
0815	7	38	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0830	12	41	2	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0845	5	40	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	11	35	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0915	7	35	2	0	3	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0930	13	36	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0945	4	35	1	0	3	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0
1000	6	30	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1015	17	40	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1030	12	39	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1045	6	41	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	8	43	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1115	11	37	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1130	10	35	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1145	15	44	1	0	13	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	13	49	1	0	10	0	1	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1215	7	45	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1230	14	49	1	0	11	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1245	7	41	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	9	37	1	0	8	0	0	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0
1315	9	39	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1330	9	34	1	0	6	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1345	7	34	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1400	12	37	2	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1415	15	43	2	0	11	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1430	15	49	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1445	5	47	1	0	3	0	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	10	45	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1515	13	43	1	0	9	0	2	0	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1530	8	36	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1545	21	52	2	0	18	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	14	56	2	0	9	0	2	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1615	13	56	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1630	10	58	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1645	16	53	6	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	13	52	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1715	13	52	2	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1730	8	50	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1745	9	43	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1800	14	44	1	0	12	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1815	5	36	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1830	14	42	2	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1845	12	45	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1900	7	38	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1915	5	38	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1930	1	25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1945	1	14	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
2000	3	10	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
2015	5	10</																			

Site
Location
Direction

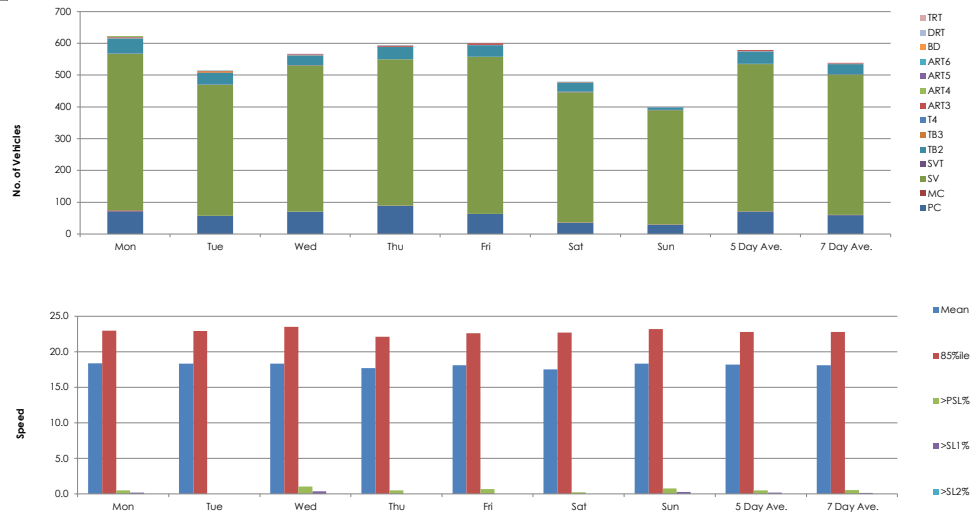
01
Lower Road(50.851529,-1.006756)
Two way

11806 / Bedhampton
July 2021
Automatic Traffic Count

Virtual Day (7)		Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
Time	Total	1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	5	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	8	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	22	6	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	34	3	0	27	0	3	0	0	1	0	0	0	0	0	0	0	0.4	0	0.0	0	0.0
0900	38	4	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0.7	0	0.0	0	0.0
1000	39	4	0	32	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	40	3	0	33	0	4	0	0	1	0	0	0	0	0	0	0	0.4	0	0.0	0	0.0
1200	43	3	0	35	0	4	0	0	1	0	0	0	0	0	0	0	0.7	0	0.0	0	0.0
1300	40	3	0	33	0	3	0	0	0	0	0	0	0	0	0	0	1.1	0	0.4	0	0.0
1400	44	3	0	37	0	3	0	0	0	0	0	0	0	0	0	0	0.3	0	0.0	0	0.0
1500	43	5	0	36	0	2	0	0	0	0	0	0	0	0	0	0	0.7	0	0.3	0	0.0
1600	43	8	0	32	0	2	0	0	0	0	0	0	0	0	0	0	0.3	0	0.0	0	0.0
1700	39	6	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0.4	0	0.0	0	0.0
1800	37	3	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0.4	0	0.0	0	0.0
1900	24	2	0	22	0	1	0	0	0	0	0	0	0	0	0	0	1.2	0	0.6	0	0.0
2000	16	1	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0.0	0	0.0
2100	8	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1.8	0	1.8	0	0.0
2200	6	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2.5	0	0.0	0	0.0
2300	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
07-19	463	51	1	375	1	31	1	1	2	0	0	0	0	0	0	2	0.5	0	0.1	0	0.0
06-22	519	56	1	425	1	32	1	1	2	0	0	0	0	0	0	3	0.5	1	0.1	0	0.0
06-00	529	56	1	434	1	32	1	1	2	0	0	0	0	0	0	3	0.5	1	0.1	0	0.0
00-00	539	59	1	442	1	32	1	1	2	0	0	0	0	0	0	3	0.5	1	0.1	0	0.0

Virtual Week (1)		Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
Time	Total	1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
Mon	622	71	4	492	1	47	1	2	3	1	0	0	0	0	0	3	0.5	1	0.2	0	0.0
Tue	515	57	0	412	1	38	4	0	2	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0
Wed	567	70	0	461	1	30	1	2	2	0	0	0	0	0	0	6	1.1	2	0.4	0	0.0
Thu	594	88	1	461	0	39	0	0	4	0	0	1	0	0	0	3	0.5	0	0.0	0	0.0
Fri	600	63	0	495	0	36	0	1	5	0	0	0	0	0	0	4	0.7	0	0.0	0	0.0
Sat	479	35	1	410	2	27	1	1	1	0	0	1	0	0	0	1	0.2	0	0.0	0	0.0
Sun	399	29	1	360	1	7	0	1	0	0	0	0	0	0	0	3	0.8	1	0.3	0	0.0
5 Day Ave.	580	70	1	464	1	38	1	1	3	0	0	0	0	0	0	3	0.5	1	0.2	0	0.0
7 Day Ave.	539	59	1	442	1	32	1	1	2	0	0	0	0	0	0	3	0.5	1	0.1	0	0.0
Grand Total	3776	413	7	3091	6	224	7	7	17	1	0	3	0	0	0	20	0.5	4	0.1	0	0.0

Summary Graphs



11806 / Bedhampton
July 2021
Automatic Traffic Count

[illegible]

11806 / Bedhampton
July 2021
Automatic Traffic Count

[illegible]

11806 / Bedhampton
July 2021
Automatic Traffic Count

[illegible]

[illegible]

11806 / Bedhampton
July 2021
Automatic Traffic Count

[illegible]

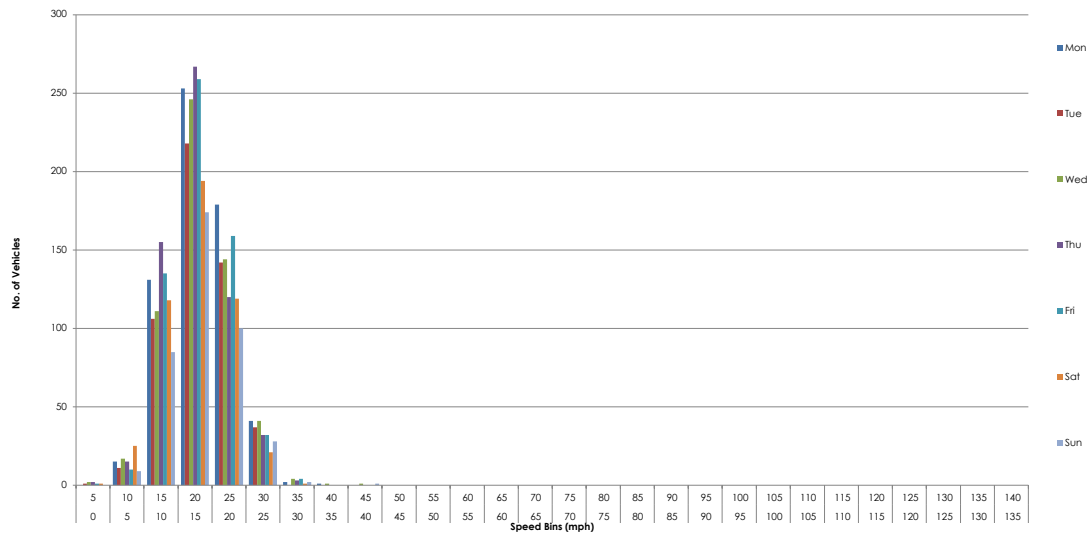
11806 / Bedhampton
July 2021
Automatic Traffic Count

[illegible]

11806 / Bedhampton
July 2021
Automatic Traffic Count

[illegible]

11806 / Bedhampton
July 2021
Automatic Traffic Count

[illegible]

ATC VEHICLE CATEGORIES

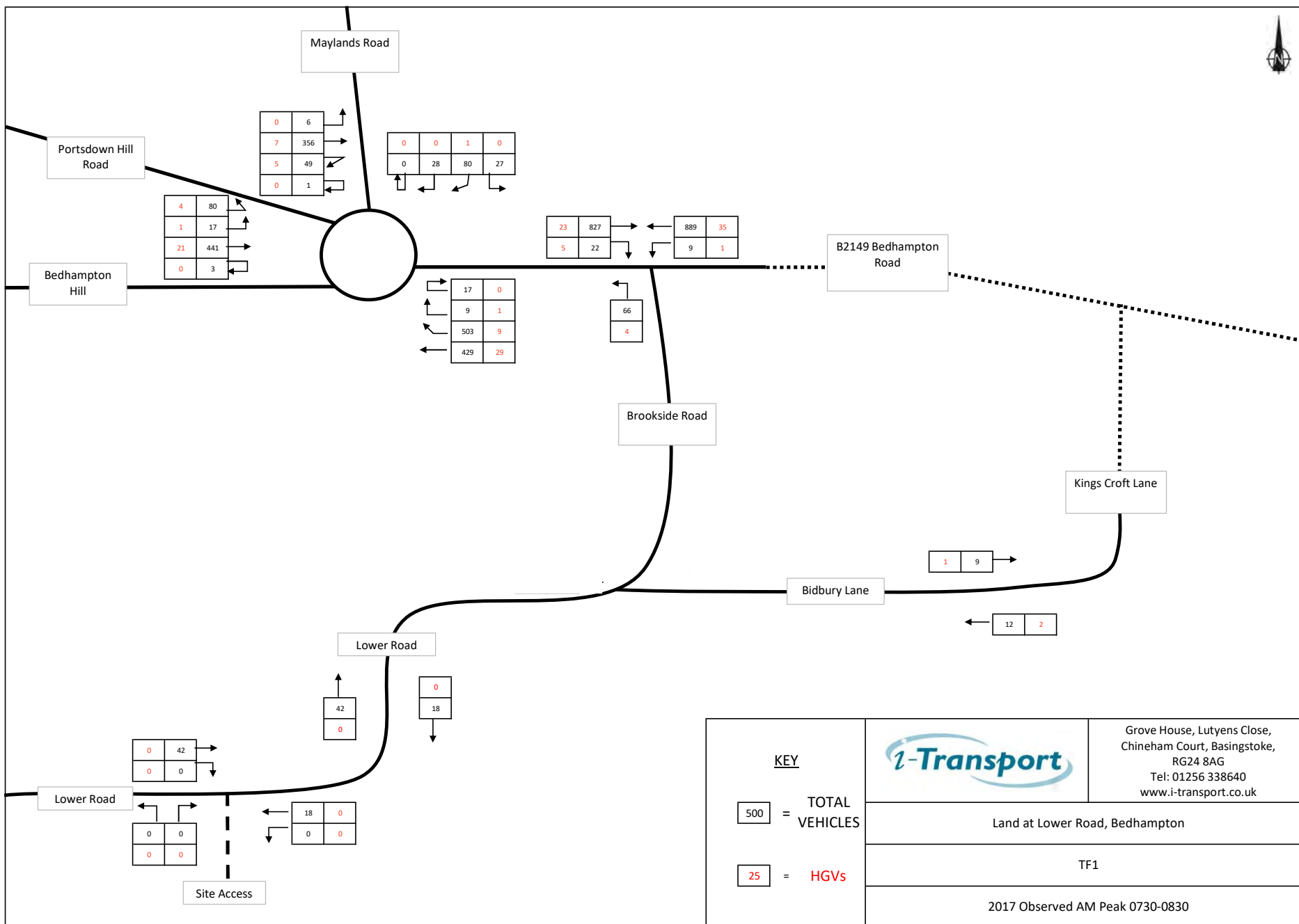
Axes	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Pedal Cycle	PC	1	$d(1) < 1.18\text{m}$ & axles=2		1 (Light)
2	1 or 2	Very Short - Motor Cycle	MC	2	$d(1) \geq 1.18\text{m}$ $d(1) < 1.7\text{m}$ & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	3	$d(1) \geq 1.7\text{m}$, $d(1) \leq 3.2\text{m}$ & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	4	groups=3, $d(1) \geq 2.1\text{m}$, $d(1) \leq 3.2\text{m}$, $d(2) \geq 2.1\text{m}$ & axles=3,4,5		
2	2	Two axle truck or Bus	TB2	5	$d(1) > 3.2\text{m}$ & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	6	axles=3 & groups=2		
>3	2	Four axle truck	T4	7	axles>3 & groups=2		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	8	$d(1) > 3.2\text{m}$, axles=3 & groups=3		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	9	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ & axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	10	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ & axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	11	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	12	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two trailers	DRT	13	groups>=5 & axles>6		
>6	>6	Triple Road Train or Heavy and three (or more) trailers	TRT	14	groups>6 & axles>6		

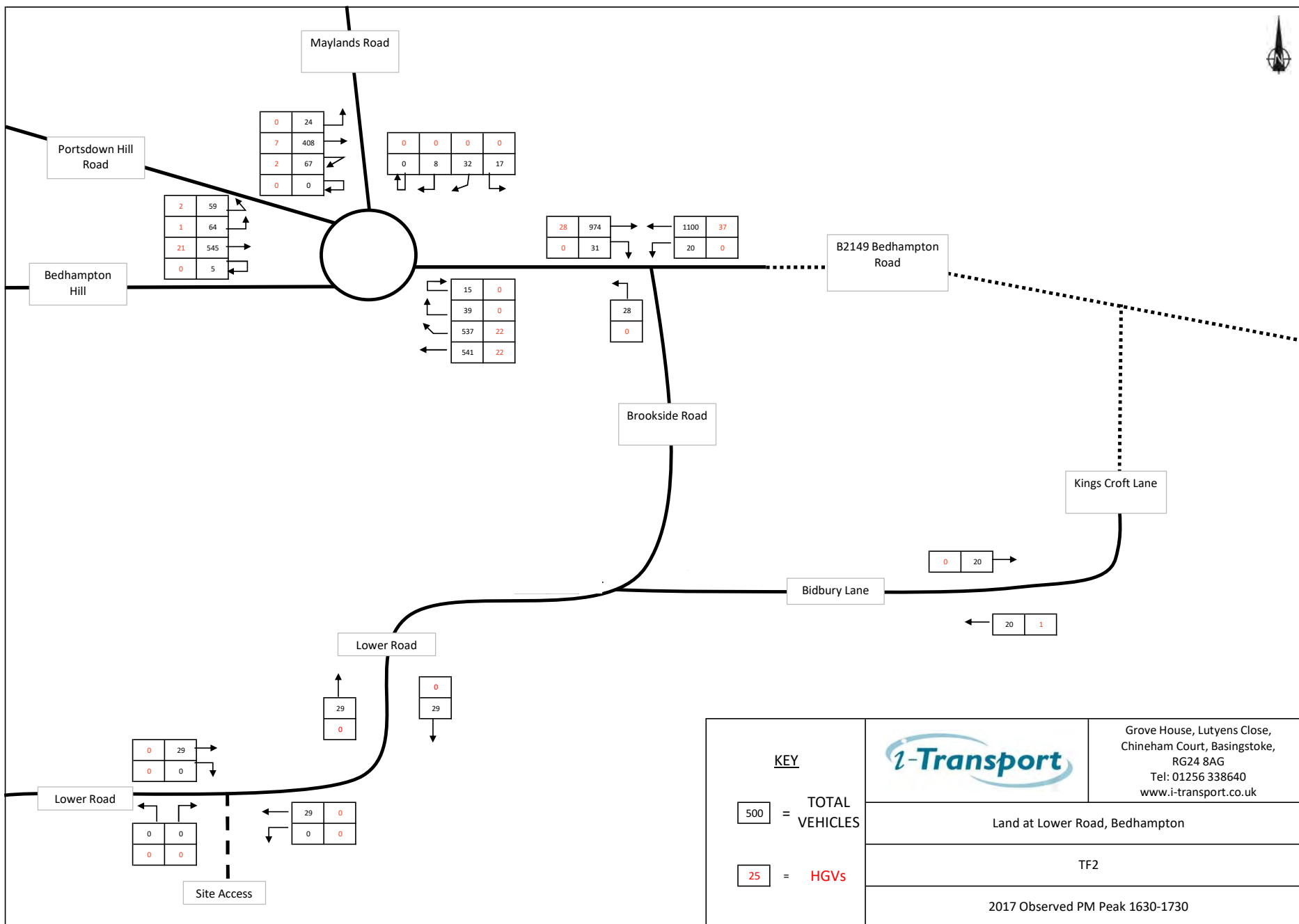
ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10 - 15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

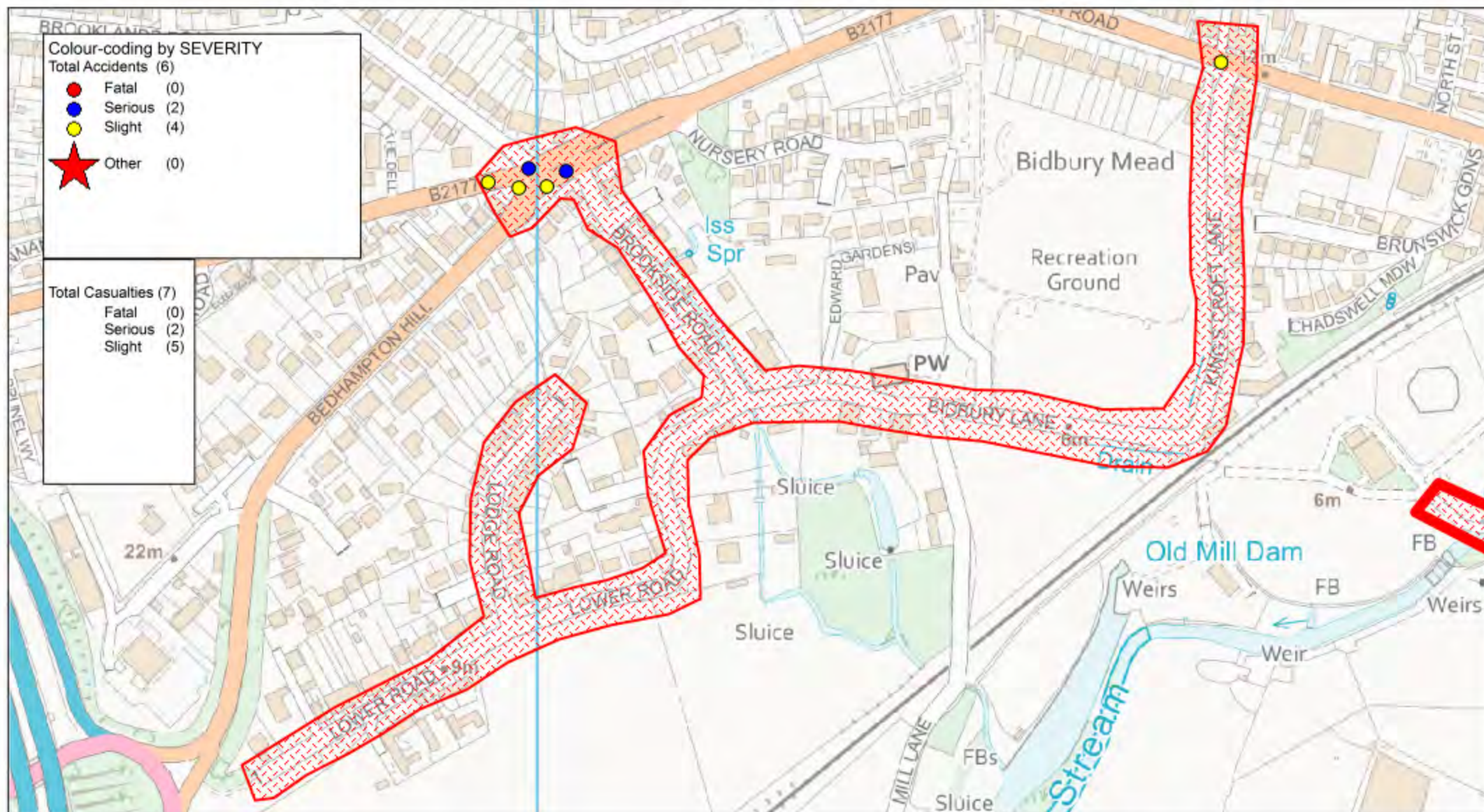
Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DfT (Department For Transport) standard. DfT is PSL plus 15mph.
>SL2% DfT	Greater than DfT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed

APPENDIX E Base Flows





APPENDIX F Personal Injury Accident Data



Selected map area

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Hampshire Police
Licence No. 01021C 2021

1 : 3780

DATE

18/05/2021

DRAWING No.

DRAWN BY

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

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

Selected Polygon:HR LOWER ROAD

160367807 29/09/2016 Time 0640 Vehicles 1 Casualties 1 Serious
E:470020 N: 106567 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Daylight Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SW ALONG B2177 BEDHAMPTON ROAD ON WET ROAD SURFACE WHEN REAR WHEEL LOST TRACTION ON RECENTLY PAINTED ROAD MARKING CAUSING VEH TO LOSE CONTROL AND RIDER TO FALL OFF.

Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH BROOKSIDE ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or T First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative Left hand drive: No

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

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

Notes:

44180007183 06/01/2018 Time 1525 Vehicles 2 Casualties 1 Serious
E:469993 N: 106569 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (P/CYCLE) TRAVELLING E ON B2177 PORTSDOWN HILL ROAD ON A DECLINE WITH NO BRAKES GOES ONTO RBT AND COLLIDES WITH VEH2 (CAR) TRAVELLING SE FROM MAYLANDS ROAD. RIDER OF VEH1 SUFFERS SERIOUS INJURY.

Occurred on B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH MAYLANDS ROAD, BEDHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

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

Notes:

44180269024 17/07/2018 Time 0833 Vehicles 2 Casualties 1 Slight
E:470006 N: 106556 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible
2nd:	Poor turn or manoeuvre	Vehicle 2	Possible
3rd:	Nervous/Uncertain/Panic	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING SW ALONG B2177 BEDHAMPTON HILL JOINS THE ROUNDABOUT INTENDING TO TURN RIGHT ONTO MAYLANDS ROAD. VEH2 (VAN) TRAVELLING SW ALONG B2177 BEDHAMPTON HILL OVERTOOK VEH1 TOO CLOSE AND CLIPPED IT, CAUSING RIDER TO FALL.
Occurred on B2177 BEDHAMPTON HILL, AT JUNCTION WITH MAYLANDS ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 47 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Overtaking moving vehicle O/S
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

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

Notes:

44190113608 02/04/2019 Time 0936 Vehicles 2 Casualties 1 Slight
E:469986 N: 106555 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2177
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (P/CYCLE) TRAVELLING NE ALONG B2177 BEDHAMPTON HILL ENTERS ROUNDABOUT INTENDING TO GO STRAIGHT ACROSS. VEH2 (CAR) TRAVELLING NE ALONG BEDHAMPTON HILL ON THE OFFSIDE TURNS LEFT AT THE RBT AND CLIPS VEH1.

Occurred on B2177 BEDHAMPTON HILL AT JUNCTION WITH B2177 PORTSDOWN HILL ROAD, BEDHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

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

Notes:

44200288979 01/08/2020 Time 1436 Vehicles 2 Casualties 2 Slight
E:469964 N: 106559 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2177
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Loss of control	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG B2177 BEDHAMPTON ROAD CLIPS KERB AT RBT CAUSING DRIVER TO LOOSE CONTROL AND COLLIDE WITH WALL AND REAR N/S OF VEH 2 (CAR) THAT WAS TRAVELLING E ALONG PORTSDOWN HILL ROAD AND HAD SWERVED INTO OPPOSITE CARRIAGEWAY TO AVOID C
Occurred on B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH BEDHAMPTON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road Kerb Off road: Wall or fence
O/S Age of Driver 93 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 93 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 56 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Notes:

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

44200362295 18/09/2020 Time 0740 Vehicles 2 Casualties 1 Slight
E:470489 N: 106645 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (VAN) TRAVELLING SE ALONG B2149 BEDHAMPTON ROAD STARTS TO INDICATE LEFT. VEH1 (M/CYCLE) TRAVELLING SE BEHIND, ASSUMES VEH2 WILL TURN LEFT INTO KINGS CROFT LANE, SO STARTS TO OVERTAKE BUT VEH2 IS PERFORMING A U-TURN AT THE JUNCTION, SWINGS OUT AND HI
Occurred on B2149 BEDHAMPTON ROAD AT JUNCTION WITH KINGS CROFT LANE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Overtaking moving vehicle O/S
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under U-turn
Vehicle movement from SE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/01/2016 and 31/12/2020** (60) months

Selection:

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

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	1	1	2
Pedal cycles	0	1	2	3
Horses & other	0	0	0	0
Total	0	2	4	6

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	1	1	2
Cyclist	0	1	2	3
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	2	5	7

APPENDIX G Indicative Site Layout



- 01 Vehicle access point
- 02 Site with planning permission for 50 homes
- 03 Potential pedestrian and cycle link
- 04 New tree and buffer planting
- 05 Swale (SuDS)
- 06 Attenuation basin with meadow planting (SuDS)
- 07 Growing spaces including allotments and community garden
- 08 Children's play area
- 09 Trim trail/path
- 10 Informal open space
- 11 Retained habitat
- 12 Scrub habitat
- 13 Wildflower grassland
- 14 Tall grass habitat
- 15 Proposed hedgerow
- 16 Semi-natural green space
- 17 Shared surface
- 18 Development blocks
- 19 Realigned access road



0m 100m (1:2,000)

CLIENT:
Bargate Homes

PROJECT:
Bedhampton, Havant

DRAWING:
Illustrative Masterplan

PROJECT NUMBER:
1217

DRAWING NUMBER: - CHECKED BY: LA

REVISION: V4 STATUS: FINAL

DATE: 21/09/21 SCALE: 1:2,000

APPENDIX H MJA Drawing of Changes to Phase 1

APPENDIX I Lower Road Pedestrian/Cycle Survey Data



	Site / Location:	Site 1, Lower Road	Project No:	11806	Drawing No:	11806-01	Drawn By:	EA
	Survey Date:	Thursday 1st to Sunday 4th July 2021	Project Name:	Bedhampton				
	Survey Times:	07:00 to 19:00 each day	Drawing Title:	Site Layout and Observed Movements				



SITE: 1

DATE: 01/07/2021

LOCATION: Lower Road

DAY: THURSDAY

TIME	A to B		A to C		A to D		B to A		B to C		B to D	
	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs
07:00	1	0	0	0	1	2	0	0	0	0	0	0
07:15	0	0	0	0	4	1	0	0	0	0	1	0
07:30	1	0	0	0	1	0	0	0	0	0	0	0
07:45	1	0	0	0	1	2	0	0	0	0	0	0
08:00	0	0	0	0	5	0	0	0	0	0	0	0
08:15	0	0	0	0	0	1	0	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	0	0	0
08:45	2	0	0	0	1	2	0	0	0	0	0	0
09:00	0	0	0	0	3	3	0	0	0	0	0	0
09:15	0	0	0	0	3	3	0	0	0	0	0	0
09:30	0	0	0	0	1	2	0	0	0	0	0	0
09:45	0	0	0	0	2	2	0	0	0	0	0	0
10:00	0	0	0	0	1	0	0	0	0	0	0	0
10:15	0	0	0	0	0	2	0	0	0	0	0	0
10:30	0	0	0	0	2	1	0	0	0	0	0	0
10:45	0	0	0	0	1	0	0	0	0	0	0	0
11:00	0	0	0	0	0	1	0	0	0	0	0	0
11:15	0	0	0	0	0	1	0	0	0	0	0	0
11:30	0	0	0	0	0	2	0	0	0	0	0	0
11:45	0	0	0	0	2	0	0	0	0	0	0	0
12:00	0	0	0	0	1	1	0	0	0	0	0	0
12:15	0	0	0	0	2	1	1	0	0	0	0	0
12:30	0	0	0	0	2	0	0	0	0	0	0	0
12:45	0	0	0	0	2	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	1	0	0	0	0	0	0
13:30	0	0	0	0	0	2	1	0	0	0	0	0
13:45	0	0	0	0	1	1	1	0	0	0	0	0
14:00	0	0	0	0	0	3	3	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	2	0	0	0	0	0	0	0
14:45	0	0	0	0	0	4	0	0	0	0	0	0
15:00	0	0	0	0	0	3	0	0	0	0	0	0
15:15	0	0	0	0	0	2	0	0	0	0	0	0
15:30	0	0	0	0	1	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	4	0	0	0	0	0	0
16:30	0	0	0	0	3	6	0	0	0	0	0	0
16:45	0	0	0	0	0	1	0	0	0	0	0	0
17:00	0	0	0	0	0	3	0	0	0	0	0	0
17:15	0	0	0	0	2	2	0	0	0	0	0	0
17:30	0	0	0	0	0	1	0	0	0	0	0	0
17:45	0	0	0	0	1	2	0	0	0	0	0	0
18:00	0	0	0	0	1	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	1	1	1	0	0	0	0	0
18:45	1	0	0	0	2	0	0	0	0	0	0	0
P/TOT	7	0	0	0	50	64	7	0	0	0	1	0



SITE: 1

DATE: 01/07/2021

LOCATION: Lower Road

DAY: THURSDAY

TIME	C to A		C to B		C to D		D to A		D to B		D to C	
	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs
07:00	0	0	0	0	0	0	1	0	0	0	0	0
07:15	0	0	0	0	0	0	2	3	0	0	0	0
07:30	0	0	0	0	0	0	1	2	0	0	0	0
07:45	0	0	0	0	0	0	3	2	0	0	0	0
08:00	0	0	0	0	0	0	2	2	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	0	0	0
08:30	0	0	0	0	0	0	1	0	0	0	0	0
08:45	0	0	0	0	0	0	1	0	0	0	0	0
09:00	0	0	0	0	0	0	0	1	0	0	0	0
09:15	0	0	0	0	0	0	2	1	0	0	0	0
09:30	0	0	0	0	0	0	1	1	0	0	0	0
09:45	0	0	0	0	0	0	3	1	0	0	0	0
10:00	0	0	0	0	0	0	1	2	0	0	0	0
10:15	0	0	0	0	0	0	0	1	0	0	0	0
10:30	0	0	0	0	0	0	2	1	0	0	0	0
10:45	0	0	0	0	0	0	2	2	0	0	0	0
11:00	0	0	0	0	0	0	1	1	0	0	0	0
11:15	0	0	0	0	0	0	1	1	0	0	0	0
11:30	0	0	0	0	0	0	1	1	0	0	0	0
11:45	0	0	0	0	0	0	1	1	0	0	0	0
12:00	0	0	0	0	0	0	2	2	1	0	0	0
12:15	0	0	0	0	0	0	2	1	0	0	0	0
12:30	0	0	0	0	0	0	3	1	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	1	0	0	0	0
13:15	0	0	0	0	0	0	0	1	0	0	0	0
13:30	0	0	0	0	0	0	1	0	0	0	0	0
13:45	0	0	0	0	0	0	1	1	0	0	0	0
14:00	0	0	0	0	0	0	0	1	0	0	0	0
14:15	0	0	0	0	0	0	3	2	0	0	0	0
14:30	0	0	0	0	0	0	2	3	0	0	0	0
14:45	0	0	0	0	0	0	3	1	0	0	0	0
15:00	0	0	0	0	0	0	2	1	0	0	0	0
15:15	0	0	0	0	0	0	0	1	0	0	0	0
15:30	0	0	0	0	0	0	1	6	0	0	0	0
15:45	0	0	0	0	0	0	0	1	0	0	0	0
16:00	0	0	0	0	0	0	0	2	0	0	0	0
16:15	0	0	0	0	0	0	2	6	0	0	0	0
16:30	0	0	0	0	0	0	3	3	0	0	0	0
16:45	0	0	0	0	0	0	0	2	0	0	0	0
17:00	0	0	0	0	0	0	0	5	0	0	0	0
17:15	0	0	0	0	0	0	2	7	0	0	0	0
17:30	0	0	0	0	0	0	0	3	0	0	0	0
17:45	0	0	0	0	0	0	8	4	0	0	0	0
18:00	0	0	0	0	0	0	0	3	0	0	0	0
18:15	0	0	0	0	0	0	0	2	0	0	0	0
18:30	0	0	0	0	0	0	1	0	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0
P/TOT	0	0	0	0	0	0	62	85	1	0	0	0



SITE: 1

DATE: 02/07/2021

LOCATION: Lower Road

DAY: FRIDAY

TIME	A to B		A to C		A to D		B to A		B to C		B to D	
	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs
07:00	1	0	0	0	0	2	0	0	0	0	1	0
07:15	0	0	0	0	0	2	0	0	0	0	0	0
07:30	1	0	0	0	1	1	0	0	0	0	0	0
07:45	0	0	0	0	0	1	0	0	0	0	0	0
08:00	1	0	0	0	2	1	0	0	0	0	0	0
08:15	0	0	0	0	1	1	0	0	0	0	0	0
08:30	0	0	0	0	2	3	0	0	0	0	0	0
08:45	1	0	0	0	1	0	0	0	0	0	0	0
09:00	0	0	0	0	0	1	0	0	0	0	0	0
09:15	1	0	0	0	0	3	0	0	0	0	1	0
09:30	0	0	0	0	1	1	0	0	0	0	0	0
09:45	0	0	0	0	1	0	0	0	0	0	0	0
10:00	0	0	0	0	4	2	0	0	0	0	0	0
10:15	0	0	0	0	0	1	0	0	0	0	0	0
10:30	0	0	0	0	1	1	0	0	0	0	1	0
10:45	0	0	0	0	1	0	0	0	0	0	0	0
11:00	0	0	0	0	1	0	0	0	0	0	0	0
11:15	0	0	0	0	0	1	0	0	0	0	0	0
11:30	0	0	0	0	1	1	0	0	0	0	0	0
11:45	0	0	0	0	3	2	0	0	0	0	0	0
12:00	0	0	0	0	2	0	1	0	0	0	0	0
12:15	0	0	0	0	2	1	0	0	0	0	0	0
12:30	0	0	0	0	1	0	0	0	0	0	0	0
12:45	0	0	0	0	4	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	1	1	0	0	1	0	0	0
13:30	0	0	0	0	0	0	1	0	0	0	0	0
13:45	0	0	0	0	0	1	1	0	0	0	0	0
14:00	0	0	0	0	2	0	1	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	2	2	0	0	0	0	0	0
14:45	0	0	0	0	1	2	0	0	0	0	0	0
15:00	0	0	0	0	2	1	0	0	0	0	0	0
15:15	1	0	0	0	1	0	1	0	0	0	0	0
15:30	0	0	0	0	2	3	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	2	1	0	0	0	0	0	0
16:30	0	0	0	0	2	2	0	0	0	0	0	0
16:45	0	0	0	0	1	0	0	0	0	0	0	0
17:00	2	0	0	0	2	1	2	0	0	0	0	0
17:15	0	0	0	0	5	2	0	0	0	0	0	0
17:30	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
18:00	0	0	0	0	3	1	0	0	0	0	0	0
18:15	0	0	0	0	2	1	2	0	0	0	0	0
18:30	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
P/TOT	8	0	0	0	58	43	9	0	1	0	3	0



SITE: 1

DATE: 02/07/2021

LOCATION: Lower Road

DAY: FRIDAY

TIME	C to A		C to B		C to D		D to A		D to B		D to C	
	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs
07:00	0	0	0	0	0	0	0	1	0	0	0	0
07:15	0	0	0	0	0	0	1	1	0	0	0	0
07:30	0	0	0	0	0	0	0	2	0	0	0	0
07:45	0	0	0	0	0	0	1	1	0	0	0	0
08:00	0	0	0	0	0	0	1	2	0	0	0	0
08:15	0	0	0	0	0	0	2	1	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	1	0	0	0	0	0
09:00	0	0	0	0	0	0	1	1	0	0	0	0
09:15	0	0	0	0	0	0	5	2	0	0	0	0
09:30	0	0	0	0	0	0	2	0	0	0	0	0
09:45	0	0	0	0	0	0	0	3	0	0	0	0
10:00	0	0	0	0	0	0	1	1	0	0	0	0
10:15	0	0	0	0	0	0	1	0	0	0	0	0
10:30	0	0	0	0	0	0	4	1	1	0	0	0
10:45	0	0	0	0	0	0	1	0	0	0	0	0
11:00	0	0	0	0	0	0	1	1	0	0	0	0
11:15	0	0	0	0	0	0	1	2	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	1	1	0	0	0	0
12:00	0	0	0	0	0	0	0	1	1	0	0	0
12:15	0	0	0	0	0	0	1	1	0	0	0	0
12:30	0	0	0	0	0	0	0	2	0	0	0	0
12:45	0	0	0	0	0	0	0	1	0	0	0	0
13:00	0	0	1	0	0	0	0	3	0	0	0	0
13:15	0	0	0	0	0	0	2	3	0	0	0	0
13:30	0	0	0	0	0	0	3	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	3	1	0	0	0	0
14:15	0	0	0	0	0	0	2	1	0	0	0	0
14:30	0	0	0	0	0	0	1	1	0	0	0	0
14:45	0	0	0	0	0	0	1	1	0	0	0	0
15:00	0	0	0	0	0	0	0	1	0	0	0	0
15:15	0	0	0	0	0	0	0	1	0	0	0	0
15:30	0	0	0	0	0	0	2	1	0	0	0	0
15:45	0	0	0	0	0	0	0	1	0	0	0	0
16:00	0	0	0	0	0	0	1	1	0	0	0	0
16:15	0	0	0	0	0	0	0	5	0	0	0	0
16:30	0	0	0	0	0	0	1	1	0	0	0	0
16:45	0	0	0	0	0	0	3	5	0	0	0	0
17:00	0	0	0	0	0	0	0	2	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	4	2	0	0	0	0
17:45	0	0	0	0	0	0	2	1	0	0	0	0
18:00	0	0	0	0	0	0	2	2	0	0	0	0
18:15	0	0	0	0	0	0	1	0	2	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	1	0	0	0	0	0
P/TOT	0	0	1	0	0	0	54	60	4	0	0	0



SITE: 1

DATE: 03/07/2021

LOCATION: Lower Road

DAY: SATURDAY

TIME	A to B		A to C		A to D		B to A		B to C		B to D	
	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	1	0	0	0	0	0	0	0
07:30	1	0	0	0	0	2	0	0	0	0	0	0
07:45	0	0	0	0	1	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	1	0	0	0	0	0
08:15	0	0	0	0	1	0	0	0	0	0	0	0
08:30	0	0	0	0	1	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	2	4	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	1	0	0	0	0	0	0
09:45	0	0	0	0	0	3	0	0	0	0	0	0
10:00	0	0	0	0	2	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	3	1	0	0	0	0	0	0
10:45	0	0	0	0	2	2	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	3	0	0	0	0	0	0
11:30	0	0	0	0	0	1	0	0	0	0	0	0
11:45	0	0	0	0	0	1	0	0	0	0	0	0
12:00	0	0	0	0	3	3	0	0	0	0	0	0
12:15	0	0	0	0	3	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	1	0	0	0	0	0	0	0
13:00	0	0	0	0	0	1	0	0	0	0	0	0
13:15	0	0	0	0	2	5	0	0	0	0	0	0
13:30	1	0	0	0	0	1	0	0	0	0	0	0
13:45	0	0	0	0	2	0	1	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	2	0	0	0	0	0	0
14:30	0	0	0	0	4	0	0	0	0	0	0	0
14:45	0	0	0	0	2	2	0	0	0	0	0	0
15:00	1	0	0	0	4	0	0	0	0	0	0	0
15:15	0	0	0	0	0	2	0	0	0	0	0	0
15:30	0	0	0	0	0	1	0	0	0	0	0	0
15:45	0	0	0	0	2	0	0	0	0	0	0	0
16:00	0	0	0	0	1	2	0	0	0	0	0	0
16:15	0	0	0	0	0	0	1	0	0	0	0	0
16:30	0	0	0	0	0	1	0	0	0	0	0	0
16:45	0	0	0	0	1	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	3	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	1	0	0	0	0	0	0	0
18:00	0	0	0	0	0	1	0	0	0	0	0	0
18:15	0	0	0	0	1	0	0	0	0	0	0	0
18:30	0	0	0	0	2	0	1	0	0	0	0	0
18:45	0	0	0	0	4	1	0	0	0	0	0	0
P/TOT	4	0	0	0	49	40	4	0	0	0	0	0



SITE: 1

DATE: 03/07/2021

LOCATION: Lower Road

DAY: SATURDAY

TIME	C to A		C to B		C to D		D to A		D to B		D to C	
	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs
07:00	0	0	0	0	0	0	4	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	0	0	0
07:45	0	0	0	0	0	0	2	0	0	0	0	0
08:00	0	0	0	0	0	0	2	0	0	0	0	0
08:15	0	0	0	0	0	0	2	0	0	0	0	0
08:30	0	0	0	0	0	0	2	0	0	0	0	0
08:45	0	0	0	0	0	0	0	1	0	0	0	0
09:00	0	0	0	0	0	0	3	0	0	0	0	0
09:15	0	0	0	0	0	0	1	9	0	0	0	0
09:30	0	0	0	0	0	0	0	2	0	0	0	0
09:45	0	0	0	0	0	0	0	1	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	1	2	1	0	0	0
10:30	0	0	0	0	0	0	3	4	0	0	0	0
10:45	0	0	0	0	0	0	1	4	0	0	0	0
11:00	0	0	0	0	0	0	1	2	0	0	0	0
11:15	0	0	0	0	0	0	3	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	6	2	0	0	0	0
12:15	0	0	0	0	0	0	2	1	0	0	0	0
12:30	0	0	0	0	0	0	0	3	0	0	0	0
12:45	0	0	0	0	0	0	0	2	0	0	0	0
13:00	0	0	0	0	0	0	1	1	0	0	0	0
13:15	0	0	0	0	0	0	2	0	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	0	0	0
13:45	0	0	0	0	0	0	1	2	0	0	0	0
14:00	0	0	0	0	0	0	0	1	0	0	0	0
14:15	0	0	0	0	0	0	4	1	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	2	0	0	0	0
15:00	0	0	0	0	0	0	2	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	2	0	0	0	0	0
15:45	0	0	0	0	0	0	7	3	0	0	0	0
16:00	0	0	0	0	0	0	4	3	0	0	0	0
16:15	0	0	0	0	0	0	0	1	1	0	0	0
16:30	0	0	0	0	0	0	2	0	0	0	0	0
16:45	0	0	0	0	0	0	3	0	0	0	0	0
17:00	0	0	0	0	0	0	2	0	0	0	0	0
17:15	0	0	0	0	0	0	1	0	0	0	0	0
17:30	0	0	0	0	0	0	0	1	0	0	0	0
17:45	0	0	0	0	0	0	1	1	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	3	2	0	0	0	0
18:30	0	0	0	0	0	0	0	1	0	0	0	0
18:45	0	0	0	0	0	0	2	0	0	0	0	0
P/TOT	0	0	0	0	0	0	71	54	2	0	0	0



SITE: 1

DATE: 04/07/2021

LOCATION: Lower Road

DAY: SUNDAY

TIME	A to B		A to C		A to D		B to A		B to C		B to D	
	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs
07:00	0	0	0	0	0	1	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	1	0	0	0	0	0	0	0
07:45	0	0	0	0	1	0	0	0	0	0	0	0
08:00	0	0	0	0	1	0	1	0	0	0	0	0
08:15	1	0	0	0	0	0	0	0	0	0	1	0
08:30	1	0	0	0	2	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	1	0	0	0	0	0	0	0
09:15	0	0	0	0	2	0	0	0	0	0	0	0
09:30	0	0	0	0	1	2	0	0	0	0	1	0
09:45	0	0	0	0	3	0	0	0	0	0	0	0
10:00	0	0	0	0	4	0	0	0	0	0	0	0
10:15	0	0	0	0	2	1	0	0	0	0	0	0
10:30	0	0	0	0	1	2	0	0	0	0	0	0
10:45	0	0	0	0	2	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	3	0	0	0	0	0	0
11:30	0	0	0	0	2	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	7	2	0	0	0	0	0	0
12:15	0	0	0	0	1	1	0	0	0	0	0	0
12:30	0	0	0	0	2	0	0	0	0	0	0	0
12:45	0	0	0	0	8	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	3	1	0	0	0	0	0	0
13:30	0	0	0	0	0	1	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	1	0	0	0	0	0
14:15	0	0	0	0	2	1	0	0	0	0	0	0
14:30	0	0	0	0	1	0	0	0	0	0	0	0
14:45	0	0	0	0	1	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	4	2	0	0	0	0	0	0
15:30	0	0	0	0	1	1	0	0	0	0	0	0
15:45	0	0	0	0	2	3	0	0	0	0	2	0
16:00	0	0	0	0	1	0	0	0	0	0	0	0
16:15	0	0	0	0	2	0	0	0	0	0	0	0
16:30	0	0	0	0	4	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	5	0	0	0	0	0	0	0
17:15	0	0	0	0	4	0	0	0	0	0	0	0
17:30	0	0	0	0	2	0	0	0	0	0	0	0
17:45	0	0	0	0	0	1	0	0	0	0	0	0
18:00	0	0	0	0	1	0	0	0	0	0	0	0
18:15	0	0	0	0	0	1	0	0	0	0	0	0
18:30	0	0	0	0	7	1	0	0	0	0	0	0
18:45	0	0	0	0	0	2	0	0	0	0	0	0
P/TOT	4	0	0	0	81	26	2	0	0	0	4	0



SITE: 1

DATE: 04/07/2021

LOCATION: Lower Road

DAY: SUNDAY

TIME	C to A		C to B		C to D		D to A		D to B		D to C	
	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs	Peds	PCs
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	0	0	0
08:30	0	0	0	0	0	0	3	0	0	0	0	0
08:45	0	0	0	0	0	0	1	0	0	0	0	0
09:00	0	0	0	0	0	0	5	0	0	0	0	0
09:15	0	0	0	0	0	0	1	0	0	0	0	0
09:30	0	0	0	0	0	0	3	1	1	0	0	0
09:45	0	0	0	0	0	0	1	3	0	0	0	0
10:00	0	0	0	0	0	0	0	1	0	0	0	0
10:15	0	0	0	0	0	0	3	0	0	0	0	0
10:30	0	0	0	0	0	0	3	2	0	0	0	0
10:45	0	0	0	0	0	0	2	4	0	0	0	0
11:00	0	0	0	0	0	0	1	1	0	0	0	0
11:15	0	0	0	0	0	0	4	0	0	0	0	0
11:30	0	0	0	0	0	0	3	2	0	0	0	0
11:45	0	0	0	0	0	0	1	1	0	0	0	0
12:00	0	0	0	0	0	0	2	1	0	0	0	0
12:15	0	0	0	0	0	0	5	1	0	0	0	0
12:30	0	0	0	0	0	0	3	0	0	0	0	0
12:45	0	0	0	0	0	0	2	0	0	0	0	0
13:00	0	0	0	0	0	0	4	2	0	0	0	0
13:15	0	0	0	0	0	0	5	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	6	1	0	0	0	0
14:45	0	0	0	0	0	0	2	3	0	0	0	0
15:00	0	0	0	0	0	0	1	0	0	0	0	0
15:15	0	0	0	0	0	0	1	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	2	0	0	0	0	0
16:00	0	0	0	0	0	0	2	0	0	0	2	0
16:15	0	0	0	0	0	0	1	0	0	0	0	0
16:30	0	0	0	0	0	0	3	0	0	0	0	0
16:45	0	0	0	0	0	0	4	0	0	0	0	0
17:00	0	0	0	0	0	0	2	0	0	0	0	0
17:15	0	0	0	0	0	0	3	0	0	0	0	0
17:30	0	0	0	0	0	0	1	1	0	0	0	0
17:45	0	0	0	0	0	0	2	0	0	0	0	0
18:00	0	0	0	0	0	0	3	1	0	0	0	0
18:15	0	0	0	0	0	0	0	1	0	0	0	0
18:30	0	0	0	0	0	0	2	0	0	0	0	0
18:45	0	0	0	0	0	0	7	2	0	0	0	0
P/TOT	0	0	0	0	0	0	95	29	1	0	2	0

APPENDIX J TRICS Output

Calculation Reference: AUDIT-236603-210212-0241

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	WS WEST SUSSEX	7 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 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: 9 to 93 (units:)
 Range Selected by User: 6 to 100 (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: 01/01/12 to 14/11/19

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:

Tuesday	4 days
Wednesday	3 days
Thursday	8 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	10

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	15
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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.

Secondary Filtering selection:

Use Class:

C3	15 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	2 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	2 days
1.1 to 1.5	11 days
1.6 to 2.0	2 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	11 days
No	4 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	15 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-M-01	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	BANNOLD ROAD		
	WATERBEACH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	52	
	Survey date: WEDNESDAY	20/06/18	Survey Type: MANUAL
2	DS-03-M-01	TERRACED / SEMI DETACHED	DERBYSHIRE
	COCKAYNE STREET		
	DERBY		
	BOULTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: TUESDAY	21/10/14	Survey Type: MANUAL
3	ES-03-M-12	MIXED HOUSES & FLATS	EAST SUSSEX
	PARK ROAD		
	HAILSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	21/06/18	Survey Type: MANUAL
4	ES-03-M-15	MIXED HOUSES	EAST SUSSEX
	FIELD END		
	MARESFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	80	
	Survey date: WEDNESDAY	13/03/19	Survey Type: MANUAL
5	ES-03-M-17	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	AMBERSTONE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
6	GM-03-M-01	TERRACED & FLATS	GREATER MANCHESTER
	PARK ROAD		
	ROCHDALE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	25/11/14	Survey Type: MANUAL
7	LE-03-M-01	SEMI DETACHED	LEICESTERSHIRE
	RYDER ROAD		
	LEICESTER		
	BRAUNSTONE FRITH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	27/09/12	Survey Type: MANUAL
8	NF-03-M-04	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WS-03-M-05	MIXED HOUSING	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
10	WS-03-M-06	SEMI DETACHED / DETACHED	WEST SUSSEX
	SOUTHFIELDS CLOSE		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	67	
	Survey date: TUESDAY	27/01/15	Survey Type: MANUAL
11	WS-03-M-07	HOUSES & FLATS	WEST SUSSEX
	ROSE GREEN ROAD		
	BOGNOR REGIS		
	ALDWICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: WEDNESDAY	05/03/14	Survey Type: MANUAL
12	WS-03-M-13	TERRACED & FLATS	WEST SUSSEX
	IRENE AVENUE		
	WORTHING		
	LANCING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
13	WS-03-M-18	MIXED HOUSES & FLATS	WEST SUSSEX
	WESTLOATS LANE		
	BOGNOR REGIS		
	NORTH BERSTED		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL
14	WS-03-M-19	MIXED HOUSES & FLATS	WEST SUSSEX
	ADLINGTON GARDENS		
	BOGNOR REGIS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL
15	WS-03-M-21	MIXED HOUSES	WEST SUSSEX
	CLAPPERS LANE		
	BRACKLESHAM BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TOTAL VEHICLES
 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	15	59	0.107	15	59	0.300	15	59	0.407
08:00 - 09:00	15	59	0.129	15	59	0.387	15	59	0.516
09:00 - 10:00	15	59	0.151	15	59	0.180	15	59	0.331
10:00 - 11:00	15	59	0.138	15	59	0.151	15	59	0.289
11:00 - 12:00	15	59	0.156	15	59	0.170	15	59	0.326
12:00 - 13:00	15	59	0.210	15	59	0.176	15	59	0.386
13:00 - 14:00	15	59	0.182	15	59	0.178	15	59	0.360
14:00 - 15:00	15	59	0.160	15	59	0.217	15	59	0.377
15:00 - 16:00	15	59	0.272	15	59	0.202	15	59	0.474
16:00 - 17:00	15	59	0.238	15	59	0.156	15	59	0.394
17:00 - 18:00	15	59	0.336	15	59	0.181	15	59	0.517
18:00 - 19:00	15	59	0.311	15	59	0.163	15	59	0.474
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.390			2.461			4.851

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: 9 - 93 (units:)
 Survey date range: 01/01/12 - 14/11/19
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 7
 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/M - MIXED PRIVATE/AFFORDABLE HOUSING
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	15	59	0.004	15	59	0.004	15	59	0.008
08:00 - 09:00	15	59	0.004	15	59	0.006	15	59	0.010
09:00 - 10:00	15	59	0.000	15	59	0.000	15	59	0.000
10:00 - 11:00	15	59	0.002	15	59	0.002	15	59	0.004
11:00 - 12:00	15	59	0.002	15	59	0.002	15	59	0.004
12:00 - 13:00	15	59	0.003	15	59	0.003	15	59	0.006
13:00 - 14:00	15	59	0.000	15	59	0.000	15	59	0.000
14:00 - 15:00	15	59	0.001	15	59	0.001	15	59	0.002
15:00 - 16:00	15	59	0.006	15	59	0.006	15	59	0.012
16:00 - 17:00	15	59	0.007	15	59	0.004	15	59	0.011
17:00 - 18:00	15	59	0.001	15	59	0.002	15	59	0.003
18:00 - 19:00	15	59	0.001	15	59	0.001	15	59	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.031			0.062

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
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	15	59	0.002	15	59	0.002	15	59	0.004
08:00 - 09:00	15	59	0.001	15	59	0.002	15	59	0.003
09:00 - 10:00	15	59	0.003	15	59	0.003	15	59	0.006
10:00 - 11:00	15	59	0.002	15	59	0.002	15	59	0.004
11:00 - 12:00	15	59	0.003	15	59	0.003	15	59	0.006
12:00 - 13:00	15	59	0.001	15	59	0.001	15	59	0.002
13:00 - 14:00	15	59	0.002	15	59	0.000	15	59	0.002
14:00 - 15:00	15	59	0.001	15	59	0.002	15	59	0.003
15:00 - 16:00	15	59	0.000	15	59	0.001	15	59	0.001
16:00 - 17:00	15	59	0.001	15	59	0.001	15	59	0.002
17:00 - 18:00	15	59	0.000	15	59	0.000	15	59	0.000
18:00 - 19:00	15	59	0.000	15	59	0.000	15	59	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.017			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.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 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	15	59	0.002	15	59	0.002	15	59	0.004
08:00 - 09:00	15	59	0.000	15	59	0.000	15	59	0.000
09:00 - 10:00	15	59	0.000	15	59	0.000	15	59	0.000
10:00 - 11:00	15	59	0.000	15	59	0.000	15	59	0.000
11:00 - 12:00	15	59	0.000	15	59	0.000	15	59	0.000
12:00 - 13:00	15	59	0.000	15	59	0.000	15	59	0.000
13:00 - 14:00	15	59	0.000	15	59	0.000	15	59	0.000
14:00 - 15:00	15	59	0.000	15	59	0.000	15	59	0.000
15:00 - 16:00	15	59	0.002	15	59	0.002	15	59	0.004
16:00 - 17:00	15	59	0.000	15	59	0.000	15	59	0.000
17:00 - 18:00	15	59	0.000	15	59	0.000	15	59	0.000
18:00 - 19:00	15	59	0.000	15	59	0.000	15	59	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			0.004			0.008

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
 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	15	59	0.006	15	59	0.007	15	59	0.013
08:00 - 09:00	15	59	0.002	15	59	0.015	15	59	0.017
09:00 - 10:00	15	59	0.004	15	59	0.006	15	59	0.010
10:00 - 11:00	15	59	0.001	15	59	0.003	15	59	0.004
11:00 - 12:00	15	59	0.002	15	59	0.002	15	59	0.004
12:00 - 13:00	15	59	0.002	15	59	0.003	15	59	0.005
13:00 - 14:00	15	59	0.006	15	59	0.001	15	59	0.007
14:00 - 15:00	15	59	0.003	15	59	0.004	15	59	0.007
15:00 - 16:00	15	59	0.007	15	59	0.006	15	59	0.013
16:00 - 17:00	15	59	0.008	15	59	0.015	15	59	0.023
17:00 - 18:00	15	59	0.015	15	59	0.004	15	59	0.019
18:00 - 19:00	15	59	0.003	15	59	0.007	15	59	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.073			0.132

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
 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	15	59	0.112	15	59	0.400	15	59	0.512
08:00 - 09:00	15	59	0.149	15	59	0.654	15	59	0.803
09:00 - 10:00	15	59	0.167	15	59	0.240	15	59	0.407
10:00 - 11:00	15	59	0.165	15	59	0.196	15	59	0.361
11:00 - 12:00	15	59	0.201	15	59	0.231	15	59	0.432
12:00 - 13:00	15	59	0.266	15	59	0.221	15	59	0.487
13:00 - 14:00	15	59	0.238	15	59	0.225	15	59	0.463
14:00 - 15:00	15	59	0.203	15	59	0.269	15	59	0.472
15:00 - 16:00	15	59	0.498	15	59	0.289	15	59	0.787
16:00 - 17:00	15	59	0.355	15	59	0.227	15	59	0.582
17:00 - 18:00	15	59	0.445	15	59	0.255	15	59	0.700
18:00 - 19:00	15	59	0.426	15	59	0.217	15	59	0.643
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.225			3.424			6.649

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	15	59	0.020	15	59	0.045	15	59	0.065
08:00 - 09:00	15	59	0.069	15	59	0.243	15	59	0.312
09:00 - 10:00	15	59	0.057	15	59	0.046	15	59	0.103
10:00 - 11:00	15	59	0.027	15	59	0.057	15	59	0.084
11:00 - 12:00	15	59	0.064	15	59	0.066	15	59	0.130
12:00 - 13:00	15	59	0.043	15	59	0.030	15	59	0.073
13:00 - 14:00	15	59	0.042	15	59	0.036	15	59	0.078
14:00 - 15:00	15	59	0.053	15	59	0.109	15	59	0.162
15:00 - 16:00	15	59	0.240	15	59	0.087	15	59	0.327
16:00 - 17:00	15	59	0.100	15	59	0.058	15	59	0.158
17:00 - 18:00	15	59	0.079	15	59	0.052	15	59	0.131
18:00 - 19:00	15	59	0.040	15	59	0.029	15	59	0.069
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.834			0.858			1.692

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
 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	15	59	0.000	15	59	0.025	15	59	0.025
08:00 - 09:00	15	59	0.000	15	59	0.009	15	59	0.009
09:00 - 10:00	15	59	0.001	15	59	0.006	15	59	0.007
10:00 - 11:00	15	59	0.001	15	59	0.003	15	59	0.004
11:00 - 12:00	15	59	0.003	15	59	0.004	15	59	0.007
12:00 - 13:00	15	59	0.003	15	59	0.007	15	59	0.010
13:00 - 14:00	15	59	0.007	15	59	0.006	15	59	0.013
14:00 - 15:00	15	59	0.004	15	59	0.004	15	59	0.008
15:00 - 16:00	15	59	0.011	15	59	0.003	15	59	0.014
16:00 - 17:00	15	59	0.016	15	59	0.000	15	59	0.016
17:00 - 18:00	15	59	0.012	15	59	0.003	15	59	0.015
18:00 - 19:00	15	59	0.003	15	59	0.002	15	59	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.061			0.072			0.133

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
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	15	59	0.000	15	59	0.003	15	59	0.003
08:00 - 09:00	15	59	0.000	15	59	0.002	15	59	0.002
09:00 - 10:00	15	59	0.000	15	59	0.001	15	59	0.001
10:00 - 11:00	15	59	0.000	15	59	0.003	15	59	0.003
11:00 - 12:00	15	59	0.000	15	59	0.003	15	59	0.003
12:00 - 13:00	15	59	0.000	15	59	0.000	15	59	0.000
13:00 - 14:00	15	59	0.000	15	59	0.000	15	59	0.000
14:00 - 15:00	15	59	0.001	15	59	0.000	15	59	0.001
15:00 - 16:00	15	59	0.002	15	59	0.000	15	59	0.002
16:00 - 17:00	15	59	0.007	15	59	0.000	15	59	0.007
17:00 - 18:00	15	59	0.004	15	59	0.000	15	59	0.004
18:00 - 19:00	15	59	0.002	15	59	0.000	15	59	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.012			0.028

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
 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	15	59	0.000	15	59	0.006	15	59	0.006
08:00 - 09:00	15	59	0.000	15	59	0.000	15	59	0.000
09:00 - 10:00	15	59	0.000	15	59	0.000	15	59	0.000
10:00 - 11:00	15	59	0.000	15	59	0.000	15	59	0.000
11:00 - 12:00	15	59	0.000	15	59	0.000	15	59	0.000
12:00 - 13:00	15	59	0.000	15	59	0.000	15	59	0.000
13:00 - 14:00	15	59	0.000	15	59	0.000	15	59	0.000
14:00 - 15:00	15	59	0.000	15	59	0.000	15	59	0.000
15:00 - 16:00	15	59	0.004	15	59	0.000	15	59	0.004
16:00 - 17:00	15	59	0.000	15	59	0.000	15	59	0.000
17:00 - 18:00	15	59	0.000	15	59	0.000	15	59	0.000
18:00 - 19:00	15	59	0.000	15	59	0.000	15	59	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			0.006			0.010

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 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	15	59	0.000	15	59	0.034	15	59	0.034
08:00 - 09:00	15	59	0.000	15	59	0.011	15	59	0.011
09:00 - 10:00	15	59	0.001	15	59	0.007	15	59	0.008
10:00 - 11:00	15	59	0.001	15	59	0.007	15	59	0.008
11:00 - 12:00	15	59	0.003	15	59	0.008	15	59	0.011
12:00 - 13:00	15	59	0.003	15	59	0.007	15	59	0.010
13:00 - 14:00	15	59	0.007	15	59	0.006	15	59	0.013
14:00 - 15:00	15	59	0.006	15	59	0.004	15	59	0.010
15:00 - 16:00	15	59	0.018	15	59	0.003	15	59	0.021
16:00 - 17:00	15	59	0.022	15	59	0.000	15	59	0.022
17:00 - 18:00	15	59	0.017	15	59	0.003	15	59	0.020
18:00 - 19:00	15	59	0.006	15	59	0.002	15	59	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.092			0.176

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.

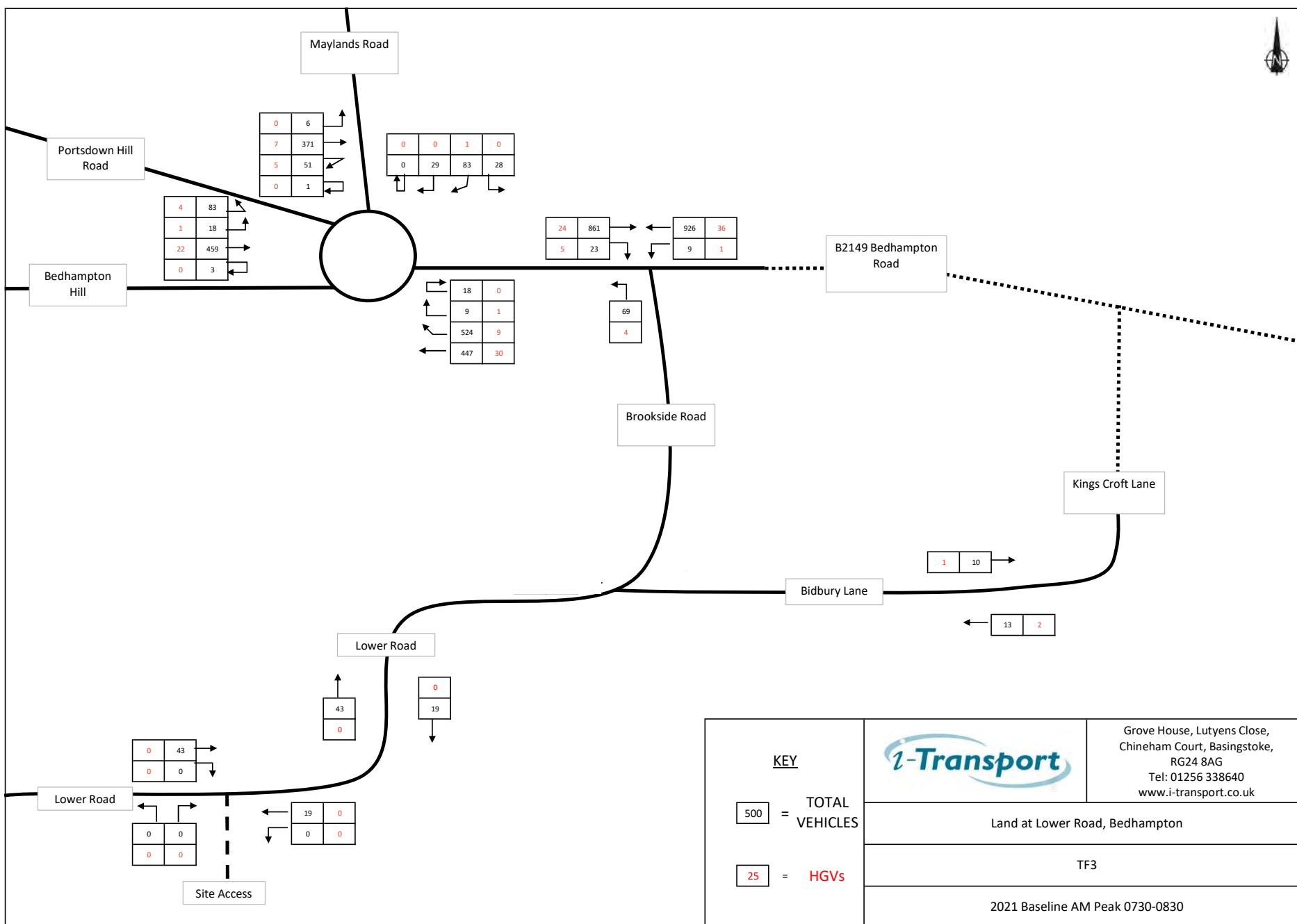
TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	15	59	0.138	15	59	0.485	15	59	0.623
08:00 - 09:00	15	59	0.220	15	59	0.922	15	59	1.142
09:00 - 10:00	15	59	0.230	15	59	0.299	15	59	0.529
10:00 - 11:00	15	59	0.194	15	59	0.263	15	59	0.457
11:00 - 12:00	15	59	0.271	15	59	0.308	15	59	0.579
12:00 - 13:00	15	59	0.315	15	59	0.262	15	59	0.577
13:00 - 14:00	15	59	0.292	15	59	0.267	15	59	0.559
14:00 - 15:00	15	59	0.265	15	59	0.387	15	59	0.652
15:00 - 16:00	15	59	0.763	15	59	0.384	15	59	1.147
16:00 - 17:00	15	59	0.485	15	59	0.300	15	59	0.785
17:00 - 18:00	15	59	0.555	15	59	0.315	15	59	0.870
18:00 - 19:00	15	59	0.475	15	59	0.255	15	59	0.730
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.203			4.447			8.650

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 K Future Year Base Traffic Flows



KEY

500 = TOTAL VEHICLES

25 = HGVs

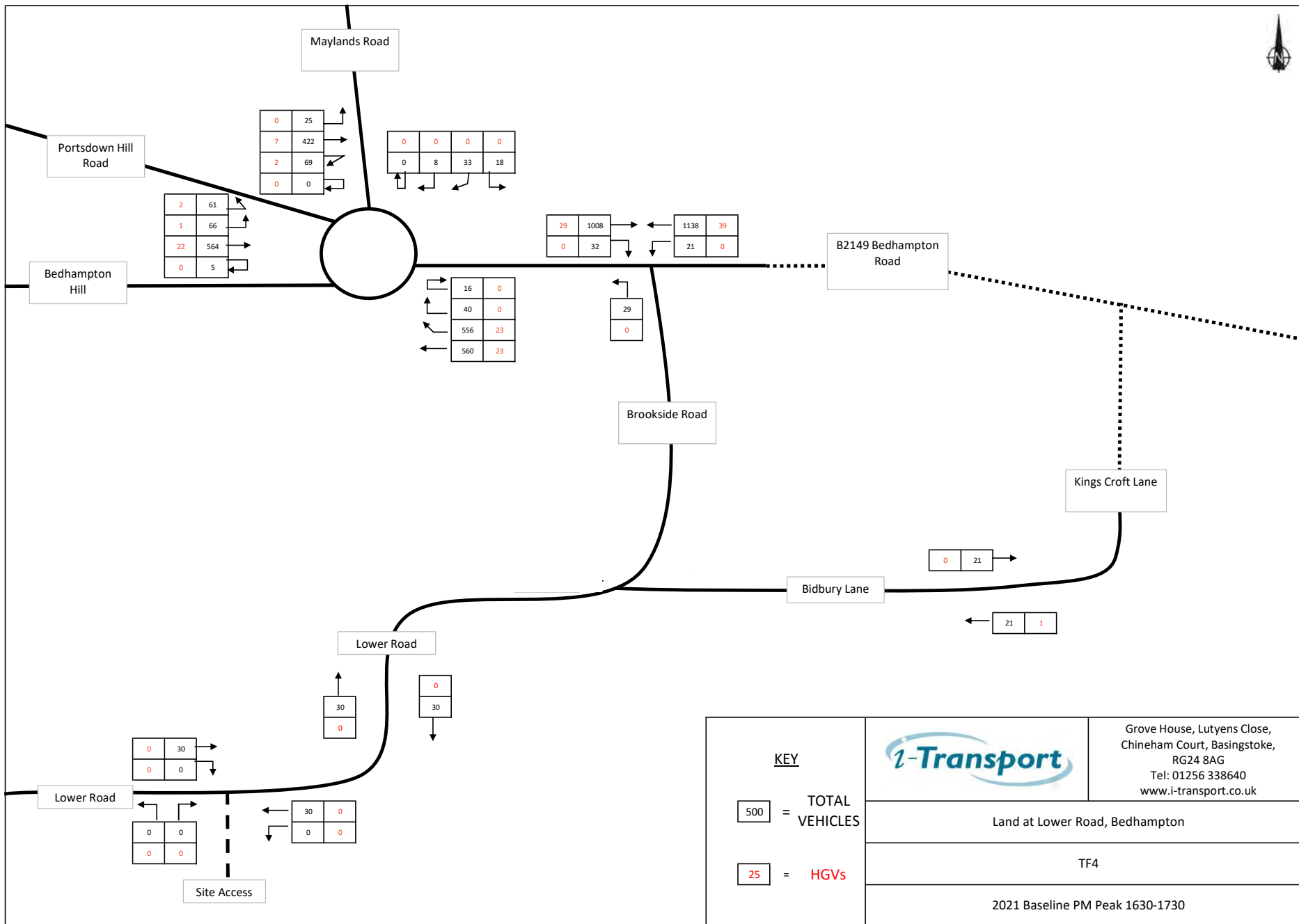


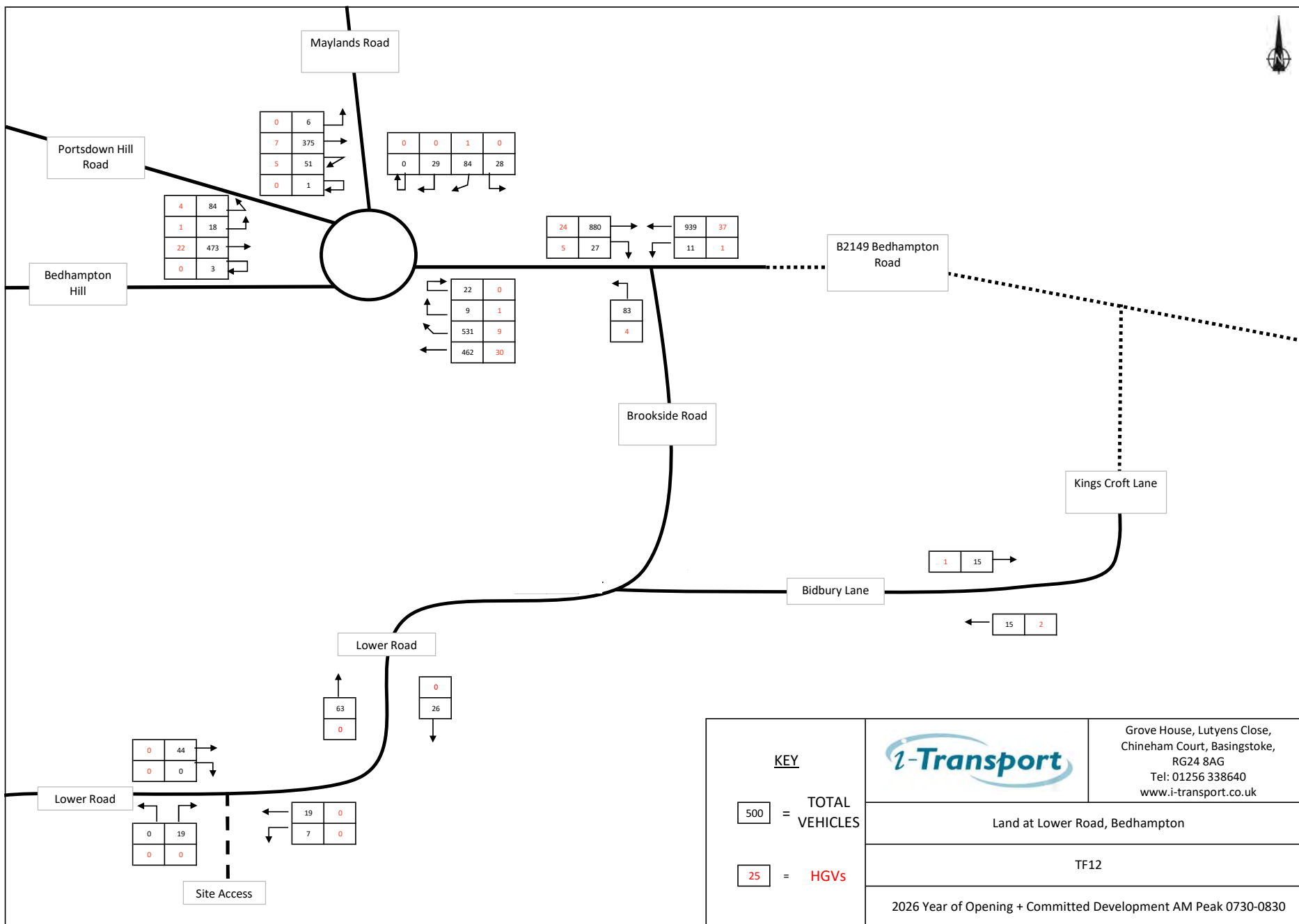
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk

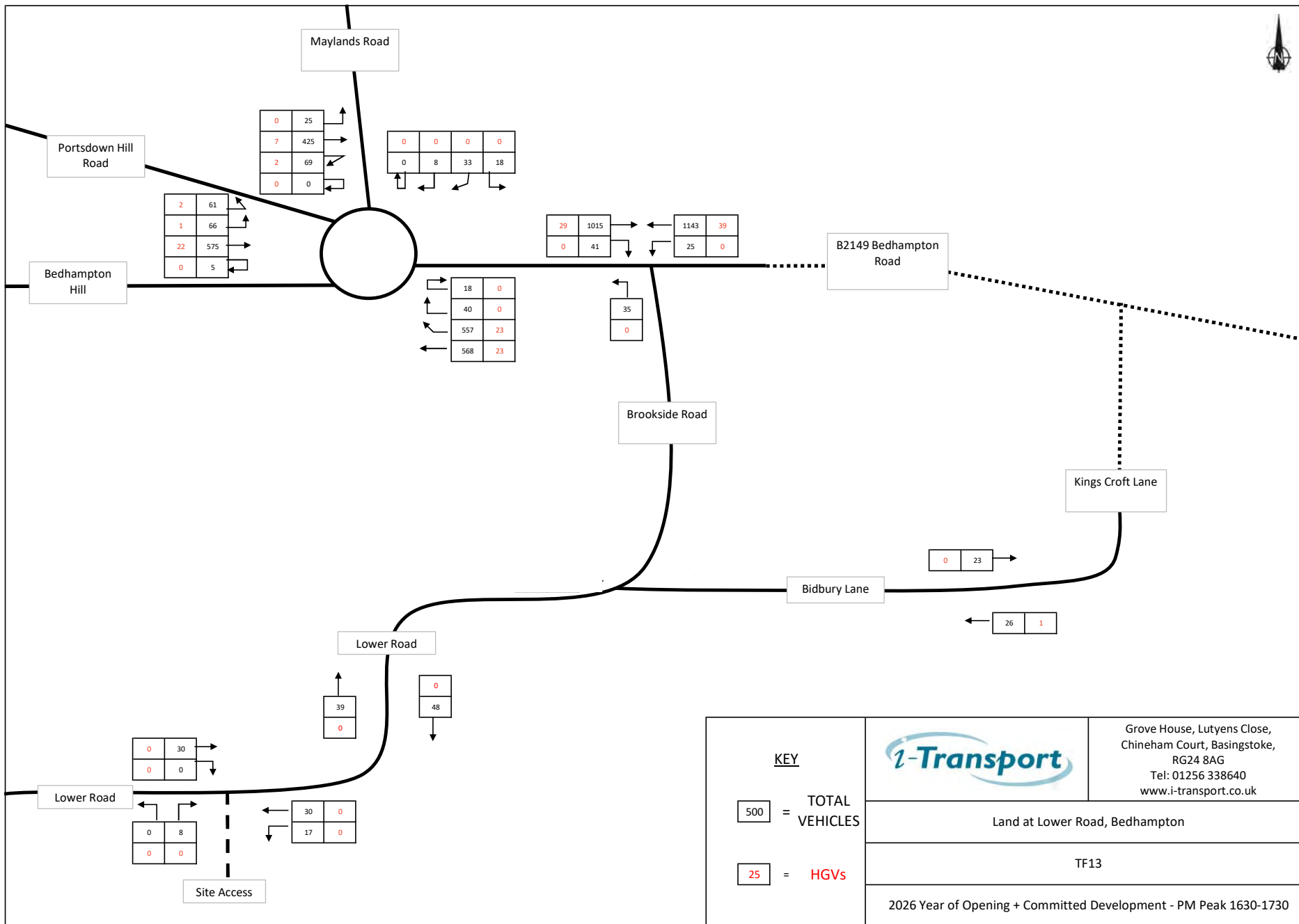
Land at Lower Road, Bedhampton

TF3

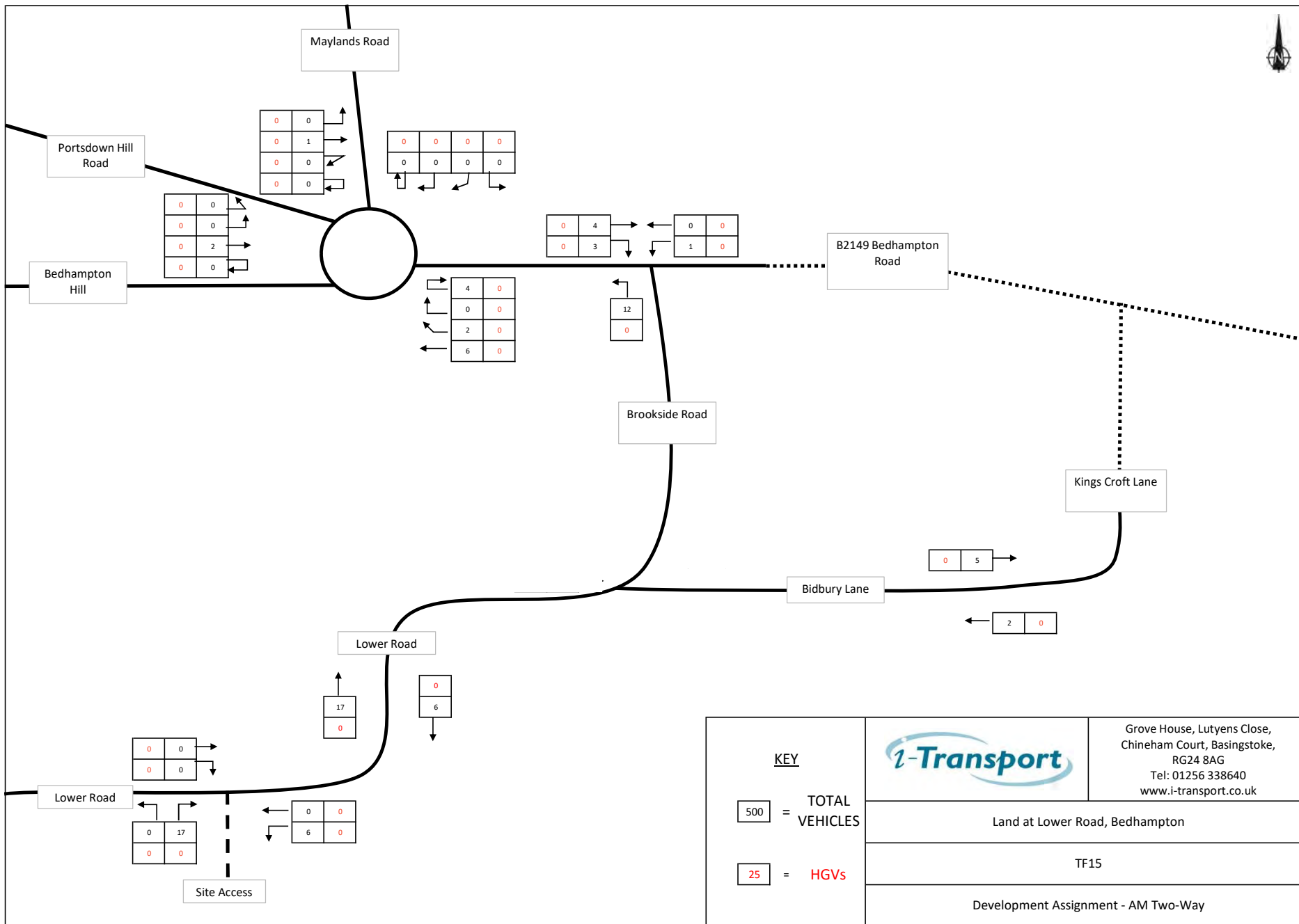
2021 Baseline AM Peak 0730-0830

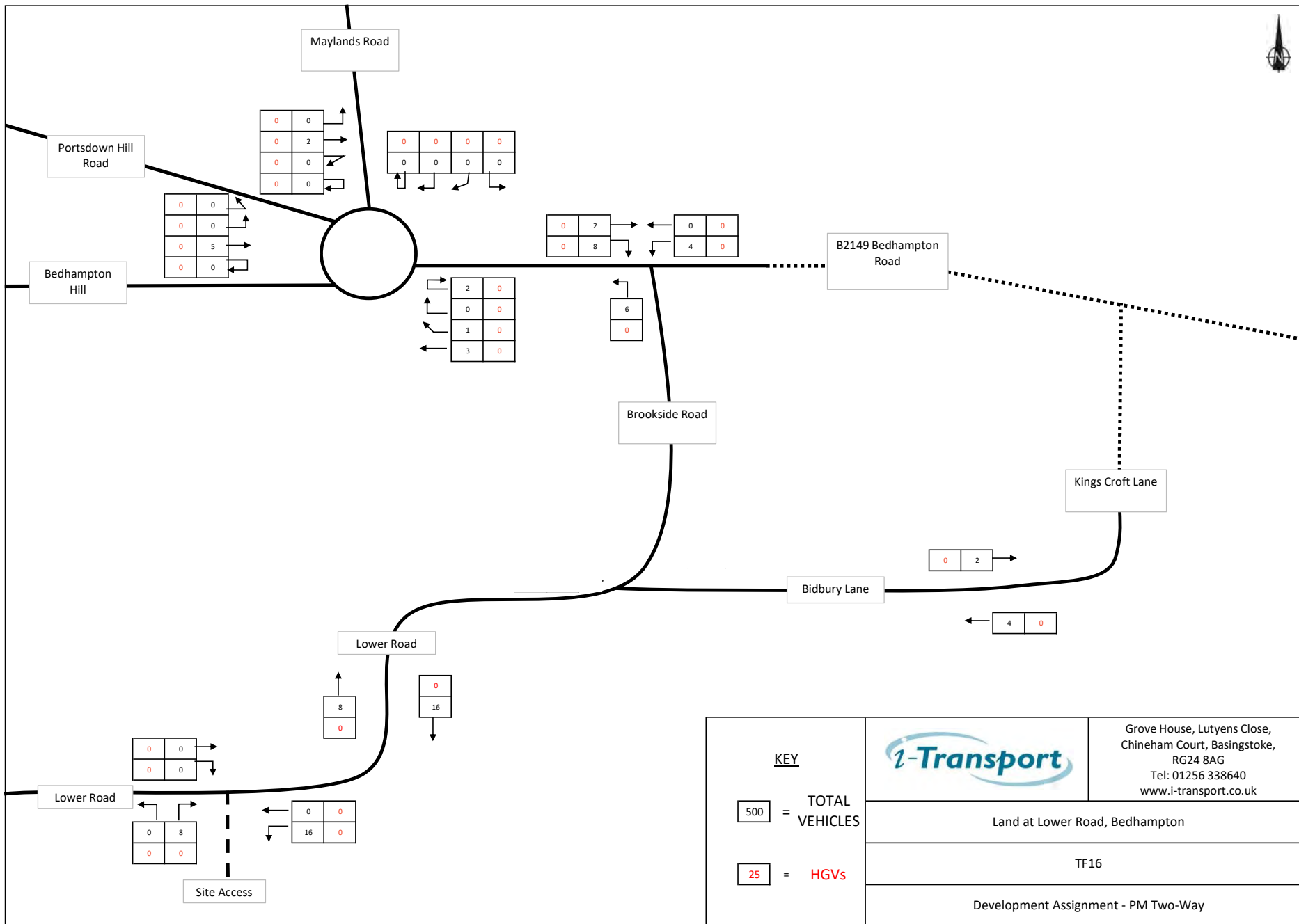




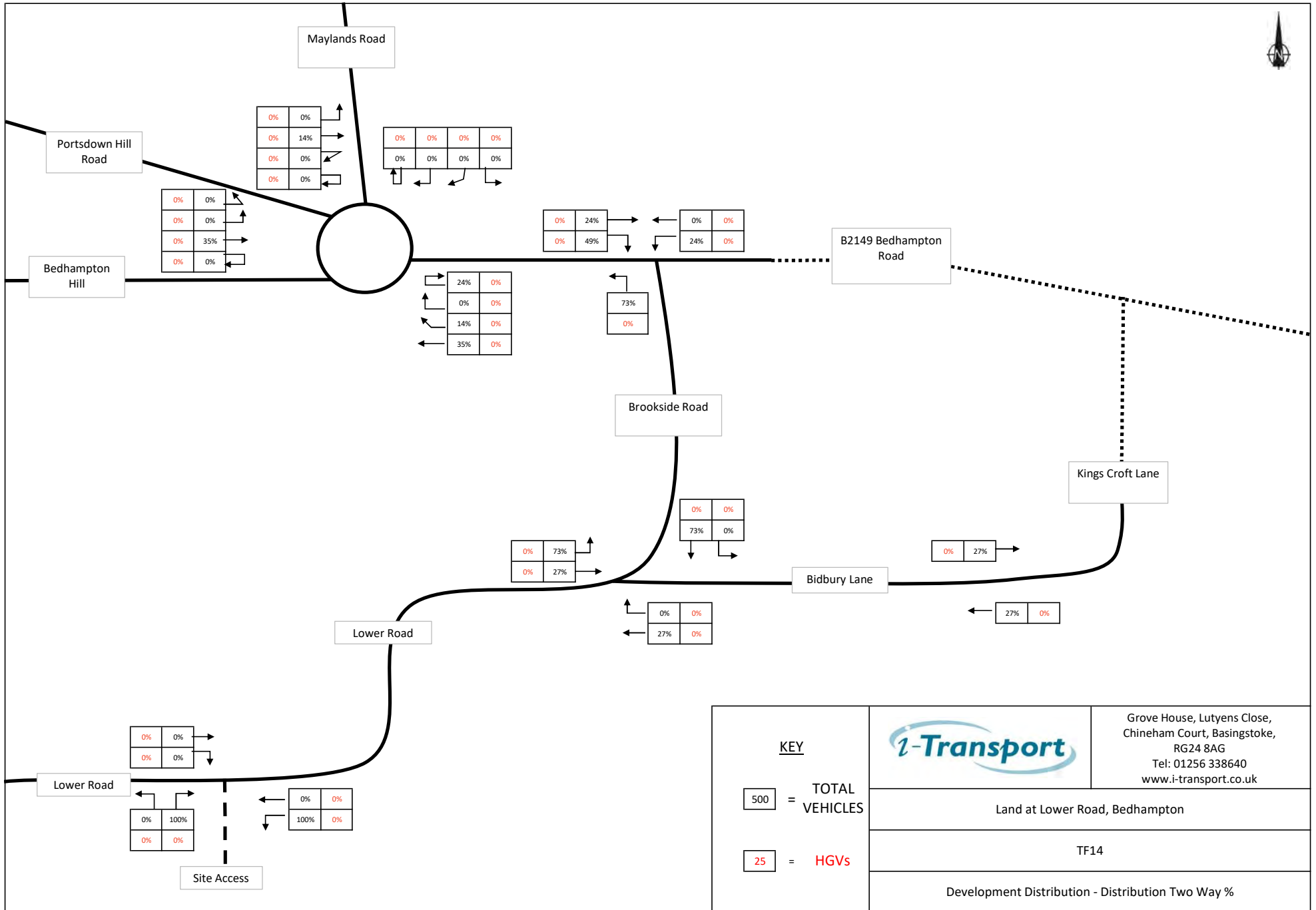


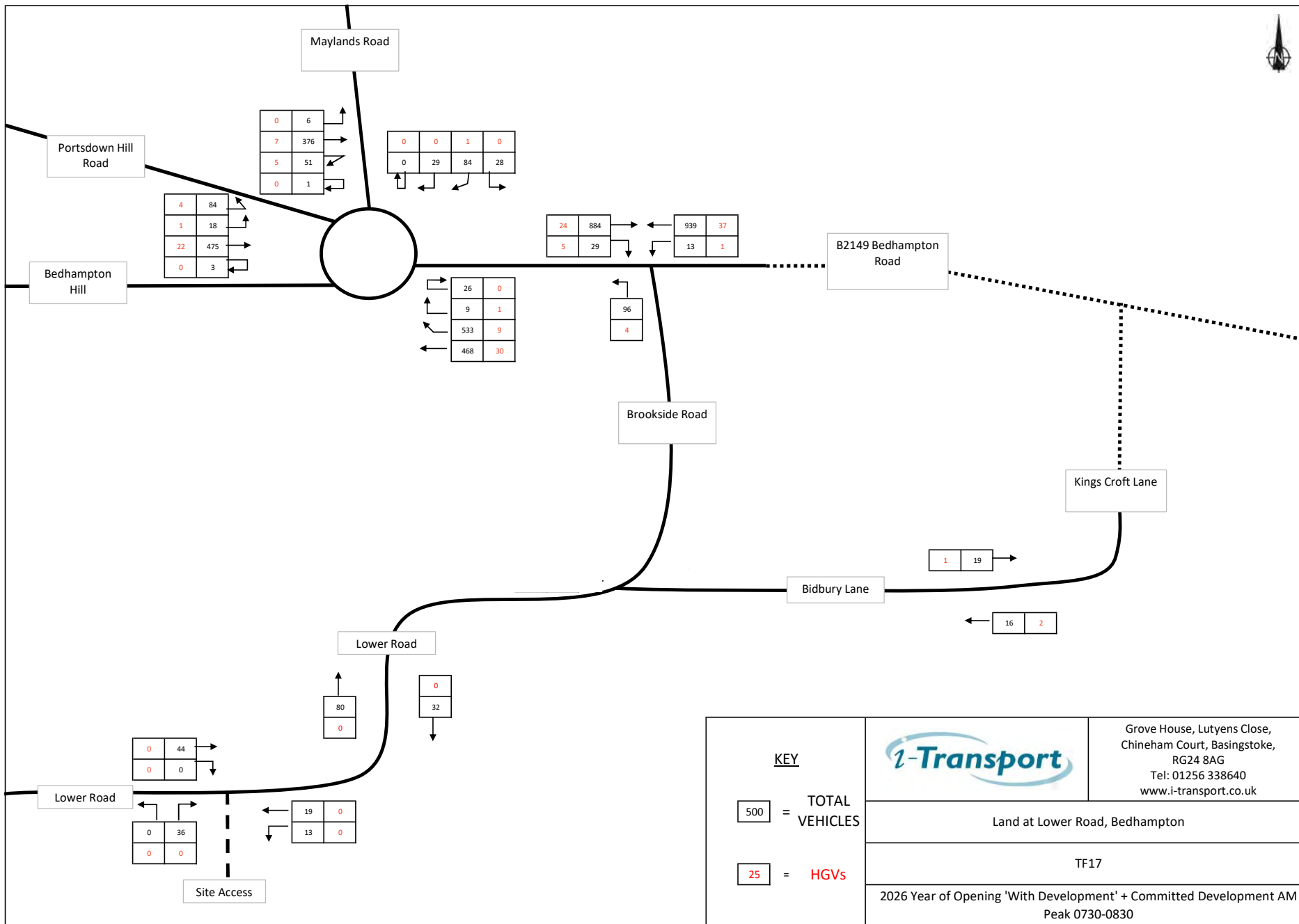
APPENDIX L Development Traffic Flows

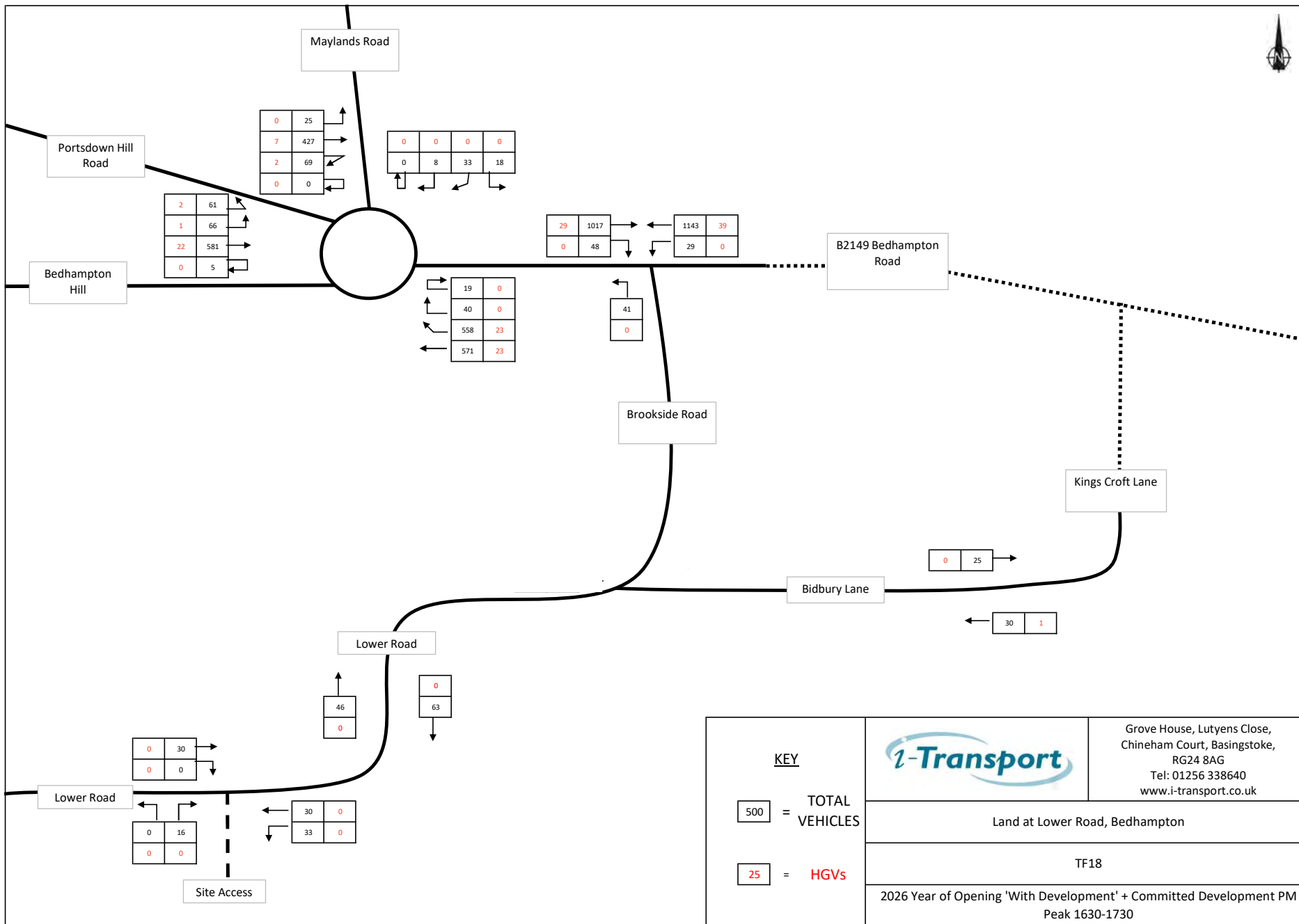




APPENDIX M Future Base with Development Traffic Flows







APPENDIX N Phase 1 Site Access / Lower Road Junctions 10 Output

Junctions 10															
PICADY 10 - Priority Intersection Module															
Version: 10.0.1.1519															
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com															
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution															

Filename: Import of Site Access_Lower Road (Phase 2).j10

Path: T:\Projects\12000 Series Project Numbers\12174\ITB Land at Lower Road, Bedhampton\Tech\Junction

Assessments\Picady\Phase 2 Modelling

Report generation date: 28/07/2021 14:47:56

»2021 'With Development', AM

»2021 'With Development', PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2021 'With Development'														
Stream B-AC	D1	0.1	7.75	0.07	A	2.51	741 %	D2	0.0	7.45	0.03	A	1.12	900 %
Stream C-AB		0.0	0.00	0.00	A		[Stream B-AC]		0.0	0.00	0.00	A		[]

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

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

File summary

File Description

Title	Site Access- Lower Rd
Location	Bedhampton
Site number	
Date	07/06/2017
Version	
Status	(new file)
Identifier	LH
Client	Bargate Homes
Jobnumber	ITB12174
Enumerator	I-TRANSPORT\ManchesterHotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021 'With Development'	AM	DIRECT	07:30	08:30	60	15	✓
D2	2021 'With Development'	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

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

2021 'With Development', AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.51	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	741	Stream B-AC	2.51	A

Arms

Arms

Arm	Name	Description	Arm type
A	Lower Rd (E)		Major
B	Site Access		Minor
C	Lower Rd (W)		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	6.00			63.8	✓	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	3.42	16	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	128.588	0.094	0.237	0.149	0.338
B-C	166.200	0.102	0.258	-	-
C-B	152.728	0.237	0.237	-	-

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 period length (min)	Time segment length (min)	Run automatically
D1	2021 'With Development'	AM	DIRECT	07:30	08:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45

	To			
From		A	B	C
	A	0.00	3.00	4.00
	B	9.00	0.00	0.00
	C	10.00	0.00	0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
From		A	B	C
	A	0.00	3.00	4.00
	B	9.00	0.00	0.00
	C	11.00	0.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
From		A	B	C
	A	0.00	3.00	7.00
	B	9.00	0.00	0.00
	C	10.00	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
From		A	B	C
	A	0.00	3.00	3.00
	B	9.00	0.00	0.00
	C	14.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.07	7.75	0.1	A	9.00	36.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					11.25	45.00
A-B					3.00	12.00
A-C					4.50	18.00

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9.00	9.00	125.87	0.072	8.92	0.0	0.1	7.691	A
C-AB	0.00	0.00	151.07	0.000	0.00	0.0	0.0	0.000	A
C-A	10.00	10.00			10.00				
A-B	3.00	3.00			3.00				
A-C	4.00	4.00			4.00				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9.00	9.00	125.72	0.072	9.00	0.1	0.1	7.710	A
C-AB	0.00	0.00	151.07	0.000	0.00	0.0	0.0	0.000	A
C-A	11.00	11.00			11.00				
A-B	3.00	3.00			3.00				
A-C	4.00	4.00			4.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9.00	9.00	125.16	0.072	9.00	0.1	0.1	7.747	A
C-AB	0.00	0.00	150.36	0.000	0.00	0.0	0.0	0.000	A
C-A	10.00	10.00			10.00				
A-B	3.00	3.00			3.00				
A-C	7.00	7.00			7.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9.00	9.00	125.51	0.072	9.00	0.1	0.1	7.724	A
C-AB	0.00	0.00	151.31	0.000	0.00	0.0	0.0	0.000	A
C-A	14.00	14.00			14.00				
A-B	3.00	3.00			3.00				
A-C	3.00	3.00			3.00				

2021 'With Development', PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.12	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2021 'With Development'	PM	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
From		A	B	C
	A	0.00	8.00	8.00
	B	4.00	0.00	0.00
	C	8.00	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
From		A	B	C
	A	0.00	8.00	6.00
	B	4.00	0.00	0.00
	C	7.00	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A	B	C
From	A	0.00	8.00	6.00
	B	4.00	0.00	0.00
	C	8.00	0.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A	B	C
From	A	0.00	8.00	9.00
	B	4.00	0.00	0.00
	C	6.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.03	7.45	0.0	A	4.00	16.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					7.25	29.00
A-B					8.00	32.00
A-C					7.25	29.00

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	124.75	0.032	3.97	0.0	0.0	7.449	A
C-AB	0.00	0.00	148.94	0.000	0.00	0.0	0.0	0.000	A
C-A	8.00	8.00			8.00				
A-B	8.00	8.00			8.00				
A-C	8.00	8.00			8.00				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	125.38	0.032	4.00	0.0	0.0	7.414	A
C-AB	0.00	0.00	149.41	0.000	0.00	0.0	0.0	0.000	A
C-A	7.00	7.00			7.00				
A-B	8.00	8.00			8.00				
A-C	6.00	6.00			6.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	125.23	0.032	4.00	0.0	0.0	7.423	A
C-AB	0.00	0.00	149.41	0.000	0.00	0.0	0.0	0.000	A
C-A	8.00	8.00			8.00				
A-B	8.00	8.00			8.00				
A-C	6.00	6.00			6.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	124.81	0.032	4.00	0.0	0.0	7.448	A
C-AB	0.00	0.00	148.70	0.000	0.00	0.0	0.0	0.000	A
C-A	6.00	6.00			6.00				
A-B	8.00	8.00			8.00				
A-C	9.00	9.00			9.00				

APPENDIX O Brookside Road / Bedhampton Road Junctions 10 Output

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021											
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Filename: Brookside Road (Phase 2).j10

Path: T:\Projects\12000 Series Project Numbers\12174\ITB Land at Lower Road, Bedhampton\Tech\Junction Assessments\Phase 2

Report generation date: 28/07/2021 17:04:51

- »2017 Observed, AM
- »2017 Observed, PM
- »2021 Baseline, AM
- »2021 Baseline, PM
- »2026 'Without Development', AM
- »2026 'Without Development', PM
- »2026 'Without Development' + Com Dev, AM
- »2026 'Without Development' + Com Dev, PM
- »2026 'With Development' + Com Dev, AM
- »2026 'With Development' + Com Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2017 Observed											
Stream B-AC	D1	0.2	8.15	0.14	A	141 %	D2	0.1	7.70	0.06	A	142 %
Stream C-AB		0.1	8.04	0.10	A	[Stream B-AC]		0.1	6.98	0.09	A	[Stream B-AC]
	2021 Baseline											
Stream B-AC	D3	0.2	8.36	0.15	A	131 %	D4	0.1	7.84	0.06	A	134 %
Stream C-AB		0.1	7.93	0.10	A	[Stream B-AC]		0.1	7.09	0.09	A	[Stream B-AC]
	2026 'Without Development'											
Stream B-AC	D5	0.2	8.29	0.15	A	130 %	D6	0.1	7.84	0.06	A	134 %
Stream C-AB		0.1	7.80	0.10	A	[Stream B-AC]		0.1	7.09	0.09	A	[Stream B-AC]
	2026 'Without Development' + Com Dev											
Stream B-AC	D7	0.2	8.66	0.18	A	118 %	D8	0.1	7.99	0.08	A	127 %
Stream C-AB		0.1	8.04	0.10	A	[Stream B-AC]		0.1	7.29	0.11	A	[Stream B-AC]
	2026 'With Development' + Com Dev											
Stream B-AC	D9	0.3	8.82	0.21	A	110 %	D10	0.1	8.06	0.09	A	124 %
Stream C-AB		0.1	7.89	0.11	A	[Stream B-AC]		0.1	7.36	0.12	A	[Stream B-AC]

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	08/06/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2017 Observed	AM	DIRECT	07:30	08:30	60	15
D2	2017 Observed	PM	DIRECT	16:30	17:30	60	15
D3	2021 Baseline	AM	DIRECT	07:30	08:30	60	15
D4	2021 Baseline	PM	DIRECT	16:30	17:30	60	15
D5	2026 'Without Development'	AM	DIRECT	07:30	08:30	60	15
D6	2026 'Without Development'	PM	DIRECT	16:30	17:30	60	15
D7	2026 'Without Development' + Com Dev	AM	DIRECT	07:30	08:30	60	15
D8	2026 'Without Development' + Com Dev	PM	DIRECT	16:30	17:30	60	15
D9	2026 'With Development' + Com Dev	AM	DIRECT	07:30	08:30	60	15
D10	2026 'With Development' + Com Dev	PM	DIRECT	16:30	17:30	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	Two-way	Two-way		0.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	141	Stream B-AC	0.42	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bedhampton Road (E)		Major
B	Brookside Road		Minor
C	Bedhampton Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bedhampton Road (W)	13.90	✓	3.45	✓	4.28	140.0	✓	5.53

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 - Brookside Road	One lane	4.28	36	33

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	153.478	0.068	0.172	0.108	0.246
B-C	181.797	0.073	0.185	-	-
C-B	200.831	0.204	0.204	-	-

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 period length (min)	Time segment length (min)
D1	2017 Observed	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45	From	To			
			A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
		A - Bedhampton Road (E)	0.00	2.00	214.00
		B - Brookside Road	0.00	0.00	19.00
		C - Bedhampton Road (W)	203.00	3.00	0.00

Demand (Veh/TS)

07:45 - 08:00	From	To			
			A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
		A - Bedhampton Road (E)	0.00	2.00	230.00
		B - Brookside Road	0.00	0.00	11.00
		C - Bedhampton Road (W)	197.00	3.00	0.00

Demand (Veh/TS)

08:00 - 08:15	From	To			
			A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
		A - Bedhampton Road (E)	0.00	2.00	209.00
		B - Brookside Road	0.00	0.00	18.00
		C - Bedhampton Road (W)	195.00	12.00	0.00

Demand (Veh/TS)

08:15 - 08:30	From	To			
			A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
		A - Bedhampton Road (E)	0.00	3.00	236.00
		B - Brookside Road	0.00	0.00	18.00
		C - Bedhampton Road (W)	224.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	From	To			
			A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
		A - Bedhampton Road (E)	0	11	4
		B - Brookside Road	0	0	6
		C - Bedhampton Road (W)	3	26	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.14	8.15	0.2	A
C-AB	0.10	8.04	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.00	132.55	0.143	18.83	0.2	7.904	A
C-AB	3.00	122.97	0.024	2.98	0.0	7.498	A
C-A	203.00			203.00			
A-B	2.00			2.00			
A-C	214.00			214.00			

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11.00	129.65	0.085	11.07	0.1	7.593	A
C-AB	3.00	120.27	0.025	3.00	0.0	7.673	A
C-A	197.00			197.00			
A-B	2.00			2.00			
A-C	230.00			230.00			

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18.00	133.46	0.135	17.94	0.2	7.787	A
C-AB	12.00	123.82	0.097	11.92	0.1	8.037	A
C-A	195.00			195.00			
A-B	2.00			2.00			
A-C	209.00			209.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18.00	128.49	0.140	17.99	0.2	8.145	A
C-AB	4.00	119.08	0.034	4.07	0.0	7.831	A
C-A	224.00			224.00			
A-B	3.00			3.00			
A-C	236.00			236.00			

2017 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	Two-way	Two-way		0.20	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	142	Stream B-AC	0.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2017 Observed	PM	DIRECT	16:30	17:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	275.00
	B - Brookside Road	0.00	0.00	5.00
	C - Bedhampton Road (W)	244.00	6.00	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	9.00	245.00
	B - Brookside Road	0.00	0.00	8.00
	C - Bedhampton Road (W)	241.00	7.00	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	302.00
	B - Brookside Road	0.00	0.00	7.00
	C - Bedhampton Road (W)	223.00	6.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	6.00	278.00
	B - Brookside Road	0.00	0.00	8.00
	C - Bedhampton Road (W)	246.00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	0	3
	B - Brookside Road	0	0	0
	C - Bedhampton Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	7.70	0.1	A
C-AB	0.09	6.98	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5.00	129.09	0.039	4.96	0.0	7.249	A
C-AB	6.00	142.36	0.042	5.96	0.0	6.596	A
C-A	244.00			244.00			
A-B	2.00			2.00			
A-C	275.00			275.00			

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.00	134.31	0.060	7.98	0.1	7.124	A
C-AB	7.00	147.26	0.048	6.99	0.0	6.415	A
C-A	241.00			241.00			
A-B	9.00			9.00			
A-C	245.00			245.00			

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7.00	123.86	0.057	7.00	0.1	7.701	A
C-AB	6.00	136.45	0.044	6.00	0.0	6.901	A
C-A	223.00			223.00			
A-B	3.00			3.00			
A-C	302.00			302.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.00	128.22	0.062	7.99	0.1	7.485	A
C-AB	12.00	140.91	0.085	11.95	0.1	6.978	A
C-A	246.00			246.00			
A-B	6.00			6.00			
A-C	278.00			278.00			

2021 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	Two-way	Two-way		0.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	131	Stream B-AC	0.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2021 Baseline	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	223.00
	B - Brookside Road	0.00	0.00	20.00
	C - Bedhampton Road (W)	211.00	3.00	0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	239.00
	B - Brookside Road	0.00	0.00	11.00
	C - Bedhampton Road (W)	204.00	3.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	218.00
	B - Brookside Road	0.00	0.00	19.00
	C - Bedhampton Road (W)	212.00	12.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	246.00
	B - Brookside Road	0.00	0.00	19.00
	C - Bedhampton Road (W)	233.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	11	4
	B - Brookside Road	0	0	6
	C - Bedhampton Road (W)	3	23	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	8.36	0.2	A
C-AB	0.10	7.93	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20.00	130.92	0.153	19.82	0.2	8.088	A
C-AB	3.00	124.41	0.024	2.98	0.0	7.408	A
C-A	211.00			211.00			
A-B	2.00			2.00			
A-C	223.00			223.00			

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11.00	128.02	0.086	11.08	0.1	7.703	A
C-AB	3.00	121.65	0.025	3.00	0.0	7.584	A
C-A	204.00			204.00			
A-B	2.00			2.00			
A-C	239.00			239.00			

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.00	131.83	0.144	18.93	0.2	7.967	A
C-AB	12.00	125.28	0.096	11.92	0.1	7.933	A
C-A	212.00			212.00			
A-B	2.00			2.00			
A-C	218.00			218.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.00	126.67	0.150	18.99	0.2	8.358	A
C-AB	4.00	120.26	0.033	4.07	0.0	7.750	A
C-A	233.00			233.00			
A-B	3.00			3.00			
A-C	246.00			246.00			

2021 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	134	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 period length (min)	Time segment length (min)
D4	2021 Baseline	PM	DIRECT	16:30	17:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	285.00
	B - Brookside Road	0.00	0.00	5.00
	C - Bedhampton Road (W)	257.00	6.00	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	9.00	254.00
	B - Brookside Road	0.00	0.00	8.00
	C - Bedhampton Road (W)	254.00	7.00	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	313.00
	B - Brookside Road	0.00	0.00	7.00
	C - Bedhampton Road (W)	235.00	6.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	6.00	288.00
	B - Brookside Road	0.00	0.00	8.00
	C - Bedhampton Road (W)	263.00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	0	3
	B - Brookside Road	0	0	0
	C - Bedhampton Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	7.84	0.1	A
C-AB	0.09	7.09	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5.00	127.18	0.039	4.96	0.0	7.362	A
C-AB	6.00	140.25	0.043	5.96	0.0	6.700	A
C-A	257.00			257.00			
A-B	2.00			2.00			
A-C	285.00			285.00			

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.00	132.59	0.060	7.98	0.1	7.222	A
C-AB	7.00	145.36	0.048	6.99	0.1	6.503	A
C-A	254.00			254.00			
A-B	9.00			9.00			
A-C	254.00			254.00			

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7.00	121.75	0.057	7.00	0.1	7.842	A
C-AB	6.00	134.13	0.045	6.00	0.0	7.026	A
C-A	235.00			235.00			
A-B	3.00			3.00			
A-C	313.00			313.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.00	126.31	0.063	7.99	0.1	7.605	A
C-AB	12.00	138.80	0.086	11.95	0.1	7.094	A
C-A	263.00			263.00			
A-B	6.00			6.00			
A-C	288.00			288.00			

2026 'Without Development', AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	Two-way	Two-way		0.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	130	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 period length (min)	Time segment length (min)
D5	2026 'Without Development'	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45

From	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
	A - Bedhampton Road (E)	0.00	2.00	225.00
	B - Brookside Road	0.00	0.00	20.00
	C - Bedhampton Road (W)	213.00	3.00	0.00

Demand (Veh/TS)

07:45 - 08:00

From	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
	A - Bedhampton Road (E)	0.00	2.00	242.00
	B - Brookside Road	0.00	0.00	12.00
	C - Bedhampton Road (W)	206.00	3.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	219.00
	B - Brookside Road	0.00	0.00	19.00
	C - Bedhampton Road (W)	214.00	13.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	248.00
	B - Brookside Road	0.00	0.00	19.00
	C - Bedhampton Road (W)	235.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	9	4
	B - Brookside Road	0	0	5
	C - Bedhampton Road (W)	3	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	8.29	0.2	A
C-AB	0.10	7.80	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20.00	131.80	0.152	19.82	0.2	8.037	A
C-AB	3.00	127.18	0.024	2.98	0.0	7.246	A
C-A	213.00			213.00			
A-B	2.00			2.00			
A-C	225.00			225.00			

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12.00	128.69	0.093	12.07	0.1	7.723	A
C-AB	3.00	124.17	0.024	3.00	0.0	7.426	A
C-A	206.00			206.00			
A-B	2.00			2.00			
A-C	242.00			242.00			

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.00	132.90	0.143	18.94	0.2	7.893	A
C-AB	13.00	128.24	0.101	12.91	0.1	7.798	A
C-A	214.00			214.00			
A-B	2.00			2.00			
A-C	219.00			219.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.00	127.52	0.149	18.99	0.2	8.293	A
C-AB	4.00	122.92	0.033	4.08	0.0	7.576	A
C-A	235.00			235.00			
A-B	3.00			3.00			
A-C	248.00			248.00			

2026 'Without Development', PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	134	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 period length (min)	Time segment length (min)
D6	2026 'Without Development'	PM	DIRECT	16:30	17:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	285.00
	B - Brookside Road	0.00	0.00	5.00
	C - Bedhampton Road (W)	257.00	6.00	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	9.00	254.00
	B - Brookside Road	0.00	0.00	8.00
	C - Bedhampton Road (W)	254.00	7.00	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	313.00
	B - Brookside Road	0.00	0.00	7.00
	C - Bedhampton Road (W)	235.00	6.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	6.00	288.00
	B - Brookside Road	0.00	0.00	8.00
	C - Bedhampton Road (W)	263.00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	0	3
	B - Brookside Road	0	0	0
	C - Bedhampton Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	7.84	0.1	A
C-AB	0.09	7.09	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5.00	127.18	0.039	4.96	0.0	7.362	A
C-AB	6.00	140.25	0.043	5.96	0.0	6.700	A
C-A	257.00			257.00			
A-B	2.00			2.00			
A-C	285.00			285.00			

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.00	132.59	0.060	7.98	0.1	7.222	A
C-AB	7.00	145.36	0.048	6.99	0.1	6.503	A
C-A	254.00			254.00			
A-B	9.00			9.00			
A-C	254.00			254.00			

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7.00	121.75	0.057	7.00	0.1	7.842	A
C-AB	6.00	134.13	0.045	6.00	0.0	7.026	A
C-A	235.00			235.00			
A-B	3.00			3.00			
A-C	313.00			313.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.00	126.31	0.063	7.99	0.1	7.605	A
C-AB	12.00	138.80	0.086	11.95	0.1	7.094	A
C-A	263.00			263.00			
A-B	6.00			6.00			
A-C	288.00			288.00			

2026 'Without Development' + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	Two-way	Two-way		0.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	118	Stream B-AC	0.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2026 'Without Development' + Com Dev	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	226.00
	B - Brookside Road	0.00	0.00	23.00
	C - Bedhampton Road (W)	216.00	4.00	0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	243.00
	B - Brookside Road	0.00	0.00	15.00
	C - Bedhampton Road (W)	209.00	4.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	220.00
	B - Brookside Road	0.00	0.00	22.00
	C - Bedhampton Road (W)	217.00	13.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	4.00	250.00
	B - Brookside Road	0.00	0.00	22.00
	C - Bedhampton Road (W)	237.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	11	4
	B - Brookside Road	0	0	6
	C - Bedhampton Road (W)	2	23	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.18	8.66	0.2	A
C-AB	0.10	8.04	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23.00	130.27	0.177	22.79	0.2	8.360	A
C-AB	4.00	123.69	0.032	3.97	0.0	7.515	A
C-A	216.00			216.00			
A-B	3.00			3.00			
A-C	226.00			226.00			

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15.00	127.19	0.118	15.08	0.1	8.032	A
C-AB	4.00	120.75	0.033	4.00	0.0	7.708	A
C-A	209.00			209.00			
A-B	3.00			3.00			
A-C	243.00			243.00			

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22.00	131.36	0.167	21.94	0.2	8.218	A
C-AB	13.00	124.73	0.104	12.92	0.1	8.043	A
C-A	217.00			217.00			
A-B	3.00			3.00			
A-C	220.00			220.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22.00	125.84	0.175	21.99	0.2	8.664	A
C-AB	5.00	119.36	0.042	5.07	0.0	7.880	A
C-A	237.00			237.00			
A-B	4.00			4.00			
A-C	250.00			250.00			

2026 'Without Development' + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	Two-way	Two-way		0.25	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	127	Stream B-AC	0.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2026 'Without Development' + Com Dev	PM	DIRECT	16:30	17:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 - 16:45

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	286.00
	B - Brookside Road	0.00	0.00	7.00
	C - Bedhampton Road (W)	259.00	8.00	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	10.00	255.00
	B - Brookside Road	0.00	0.00	10.00
	C - Bedhampton Road (W)	255.00	9.00	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	4.00	314.00
	B - Brookside Road	0.00	0.00	9.00
	C - Bedhampton Road (W)	236.00	8.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	7.00	290.00
	B - Brookside Road	0.00	0.00	10.00
	C - Bedhampton Road (W)	264.00	15.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	0	3
	B - Brookside Road	0	0	0
	C - Bedhampton Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	7.99	0.1	A
C-AB	0.11	7.29	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7.00	127.11	0.055	6.94	0.1	7.486	A
C-AB	8.00	140.04	0.057	7.94	0.1	6.809	A
C-A	259.00			259.00			
A-B	3.00			3.00			
A-C	286.00			286.00			

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10.00	132.50	0.075	9.98	0.1	7.346	A
C-AB	9.00	145.14	0.062	8.99	0.1	6.610	A
C-A	255.00			255.00			
A-B	10.00			10.00			
A-C	255.00			255.00			

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9.00	121.70	0.074	9.00	0.1	7.987	A
C-AB	8.00	133.95	0.060	8.00	0.1	7.145	A
C-A	236.00			236.00			
A-B	4.00			4.00			
A-C	314.00			314.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10.00	126.05	0.079	9.99	0.1	7.754	A
C-AB	15.00	138.39	0.108	14.94	0.1	7.287	A
C-A	264.00			264.00			
A-B	7.00			7.00			
A-C	290.00			290.00			

2026 'With Development' + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	110	Stream B-AC	0.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2026 'With Development' + Com Dev	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	226.00
	B - Brookside Road	0.00	0.00	27.00
	C - Bedhampton Road (W)	217.00	5.00	0.00

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	243.00
	B - Brookside Road	0.00	0.00	18.00
	C - Bedhampton Road (W)	210.00	5.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	220.00
	B - Brookside Road	0.00	0.00	25.00
	C - Bedhampton Road (W)	218.00	14.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	4.00	250.00
	B - Brookside Road	0.00	0.00	25.00
	C - Bedhampton Road (W)	238.00	6.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	10	4
	B - Brookside Road	0	0	5
	C - Bedhampton Road (W)	3	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.21	8.82	0.3	A
C-AB	0.11	7.89	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27.00	131.52	0.205	26.74	0.3	8.570	A
C-AB	5.00	126.79	0.039	4.96	0.0	7.386	A
C-A	217.00			217.00			
A-B	3.00			3.00			
A-C	226.00			226.00			

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18.00	128.40	0.140	18.09	0.2	8.166	A
C-AB	5.00	123.78	0.040	5.00	0.0	7.576	A
C-A	210.00			210.00			
A-B	3.00			3.00			
A-C	243.00			243.00			

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.00	132.62	0.189	24.93	0.2	8.352	A
C-AB	14.00	127.86	0.110	13.92	0.1	7.893	A
C-A	218.00			218.00			
A-B	3.00			3.00			
A-C	220.00			220.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.00	127.05	0.197	24.99	0.2	8.817	A
C-AB	6.00	122.35	0.049	6.07	0.1	7.745	A
C-A	238.00			238.00			
A-B	4.00			4.00			
A-C	250.00			250.00			

2026 'With Development' + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	Two-way	Two-way		0.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	124	Stream B-AC	0.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2026 'With Development' + Com Dev	PM	DIRECT	16:30	17:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 - 16:45

From	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
	A - Bedhampton Road (E)	0.00	4.00	286.00
	B - Brookside Road	0.00	0.00	8.00
	C - Bedhampton Road (W)	260.00	10.00	0.00

Demand (Veh/TS)

16:45 - 17:00

From	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
	A - Bedhampton Road (E)	0.00	11.00	255.00
	B - Brookside Road	0.00	0.00	11.00
	C - Bedhampton Road (W)	256.00	11.00	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	5.00	314.00
	B - Brookside Road	0.00	0.00	10.00
	C - Bedhampton Road (W)	237.00	10.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	8.00	290.00
	B - Brookside Road	0.00	0.00	11.00
	C - Bedhampton Road (W)	265.00	16.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	0	3
	B - Brookside Road	0	0	0
	C - Bedhampton Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	8.06	0.1	A
C-AB	0.12	7.36	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.00	127.03	0.063	7.93	0.1	7.554	A
C-AB	10.00	139.84	0.072	9.92	0.1	6.925	A
C-A	260.00			260.00			
A-B	4.00			4.00			
A-C	286.00			286.00			

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11.00	132.42	0.083	10.98	0.1	7.411	A
C-AB	11.00	144.93	0.076	10.99	0.1	6.719	A
C-A	256.00			256.00			
A-B	11.00			11.00			
A-C	255.00			255.00			

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10.00	121.63	0.082	10.00	0.1	8.062	A
C-AB	10.00	133.74	0.075	10.00	0.1	7.275	A
C-A	237.00			237.00			
A-B	5.00			5.00			
A-C	314.00			314.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11.00	125.98	0.087	10.99	0.1	7.827	A
C-AB	16.00	138.18	0.116	15.95	0.1	7.357	A
C-A	265.00			265.00			
A-B	8.00			8.00			
A-C	290.00			290.00			

APPENDIX P Bedhampton Road / Bedhampton Hill
Roundabout Junctions 10 Output

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.0.1.1519		
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Filename: Bedhampton Roundabout (Phase 2).j10

Path: T:\Projects\12000 Series Project Numbers\12174\ITB Land at Lower Road, Bedhampton\Tech\Junction Assessments\Phase 2

Report generation date: 28/07/2021 16:17:41

-
- »2017 Observed Flows, AM
 - »2017 Observed Flows , PM
 - »2021 Baseline, AM
 - »2021 Baseline, PM
 - »2026 'Without Development', AM
 - »2026 'Without Development', PM
 - »2026 'Without Development' + Com Dev, AM
 - »2026 'Without Development' + Com Dev, PM
 - »2026 'With Development' + Com Dev, AM
 - »2026 'With Development' + Com Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2017 Observed Flows								
1 - Bedhampton Road	1.1	3.86	0.52	A	1.6	4.61	0.61	A
2 - Bedhampton Hill	0.8	4.89	0.44	A	1.1	5.67	0.53	A
3 - Portsdown Hill Road	3.2	24.61	0.78	C	7.8	56.48	0.92	F
4 - Maylands Road	0.5	10.17	0.31	B	0.2	9.84	0.16	A
2021 Baseline								
1 - Bedhampton Road	1.2	4.06	0.54	A	1.7	4.90	0.64	A
2 - Bedhampton Hill	0.9	5.16	0.47	A	1.2	6.00	0.56	A
3 - Portsdown Hill Road	4.1	29.77	0.83	D	11.9	80.99	0.97	F
4 - Maylands Road	0.5	10.89	0.33	B	0.2	10.32	0.17	B
2026 'Without Development'								
1 - Bedhampton Road	1.2	4.09	0.55	A	1.7	4.90	0.64	A
2 - Bedhampton Hill	0.9	5.24	0.47	A	1.2	5.99	0.56	A
3 - Portsdown Hill Road	4.3	30.98	0.84	D	11.9	80.83	0.97	F
4 - Maylands Road	0.5	11.01	0.34	B	0.2	10.32	0.17	B
2026 'Without Development' + Com Dev								
1 - Bedhampton Road	1.3	4.24	0.56	A	1.8	4.96	0.64	A
2 - Bedhampton Hill	0.9	5.35	0.48	A	1.3	6.20	0.57	A
3 - Portsdown Hill Road	4.6	32.84	0.85	D	13.2	89.47	0.98	F
4 - Maylands Road	0.5	11.31	0.35	B	0.2	10.49	0.17	B
2026 'With Development' + Com Dev								
1 - Bedhampton Road	1.3	4.27	0.57	A	1.8	4.98	0.64	A
2 - Bedhampton Hill	0.9	5.40	0.49	A	1.3	6.21	0.57	A
3 - Portsdown Hill Road	4.7	33.53	0.85	D	14.8	98.71	0.99	F
4 - Maylands Road	0.5	11.34	0.35	B	0.2	10.62	0.17	B

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

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

File summary

File Description

Title	Bedhampton Roundabout
Location	Lower Road, Bedhampton
Site number	
Date	08/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	ITB12174
Enumerator	RS
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2017 Observed Flows	AM	DIRECT	07:30	08:30	60	15	✓
D2	2017 Observed Flows	PM	DIRECT	16:30	17:30	60	15	✓
D3	2021 Baseline	AM	DIRECT	07:30	08:30	60	15	✓
D4	2021 Baseline	PM	DIRECT	16:30	17:30	60	15	✓
D5	2026 'Without Development'	AM	DIRECT	07:30	08:30	60	15	✓
D6	2026 'Without Development'	PM	DIRECT	16:30	17:30	60	15	✓
D7	2026 'Without Development' + Com Dev	AM	DIRECT	07:30	08:30	60	15	✓
D8	2026 'Without Development' + Com Dev	PM	DIRECT	16:30	17:30	60	15	✓
D9	2026 'With Development' + Com Dev	AM	DIRECT	07:30	08:30	60	15	✓
D10	2026 'With Development' + Com Dev	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

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

2017 Observed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout		1, 2, 3, 4	8.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.67	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Bedhampton Road		
2	Bedhampton Hill		
3	Portsdown Hill Road		
4	Maylands Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Bedhampton Road	4.30	7.30	45.0	15.0	30.0	8.5		
2 - Bedhampton Hill	4.50	7.70	10.0	20.0	30.0	37.5		
3 - Portsdown Hill Road	2.80	4.80	3.0	7.5	30.0	50.0		
4 - Maylands Road	2.80	4.30	3.0	10.0	30.0	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Bedhampton Road	0.773	542.931
2 - Bedhampton Hill	0.669	448.650
3 - Portsdown Hill Road	0.444	221.149
4 - Maylands Road	0.494	243.293

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 period length (min)	Time segment length (min)	Run automatically
D1	2017 Observed Flows	AM	DIRECT	07:30	08:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		DIRECT	✓	100.000
2 - Bedhampton Hill		DIRECT	✓	100.000
3 - Portsdown Hill Road		DIRECT	✓	100.000
4 - Maylands Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 -
07:45

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	100.00	128.00	2.00
	2 - Bedhampton Hill	112.00	1.00	28.00	3.00
	3 - Portsdown Hill Road	82.00	9.00	0.00	1.00
	4 - Maylands Road	8.00	23.00	12.00	0.00

Demand (Veh/TS)

07:45 -
08:00

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	99.00	136.00	2.00
	2 - Bedhampton Hill	111.00	0.00	32.00	4.00
	3 - Portsdown Hill Road	78.00	11.00	0.00	1.00
	4 - Maylands Road	7.00	15.00	7.00	0.00

Demand (Veh/TS)

08:00 -
08:15

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	5.00	103.00	119.00	2.00
	2 - Bedhampton Hill	102.00	1.00	10.00	3.00
	3 - Portsdown Hill Road	91.00	14.00	0.00	2.00
	4 - Maylands Road	9.00	19.00	4.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	127.00	120.00	3.00
	2 - Bedhampton Hill	116.00	1.00	10.00	7.00
	3 - Portsdown Hill Road	105.00	15.00	0.00	2.00
	4 - Maylands Road	3.00	23.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	0	7	2	11
	2 - Bedhampton Hill	5	0	5	6
	3 - Portsdown Hill Road	2	10	0	0
	4 - Maylands Road	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bedhampton Road	0.52	3.86	1.1	A	239.50	958.00
2 - Bedhampton Hill	0.44	4.89	0.8	A	135.25	541.00
3 - Portsdown Hill Road	0.78	24.61	3.2	C	102.75	411.00
4 - Maylands Road	0.31	10.17	0.5	B	33.75	135.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	234.00	234.00	44.50	488.30	0.479	233.09	204.15	0.0	0.9	3.513	A
2 - Bedhampton Hill	144.00	144.00	145.35	333.70	0.432	143.25	132.24	0.0	0.8	4.708	A
3 - Portsdown Hill Road	92.00	92.00	121.37	160.31	0.574	90.70	167.23	0.0	1.3	12.705	B
4 - Maylands Road	43.00	43.00	206.11	136.72	0.315	42.55	5.96	0.0	0.5	9.512	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	241.00	241.00	33.14	497.05	0.485	240.98	200.04	0.9	0.9	3.513	A
2 - Bedhampton Hill	147.00	147.00	149.03	331.11	0.444	146.96	125.08	0.8	0.8	4.886	A
3 - Portsdown Hill Road	90.00	90.00	120.99	160.16	0.562	90.01	175.01	1.3	1.3	12.836	B
4 - Maylands Road	29.00	29.00	204.00	137.72	0.211	29.18	6.99	0.5	0.3	8.305	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	229.00	229.00	37.90	492.37	0.465	229.06	206.71	0.9	0.9	3.418	A
2 - Bedhampton Hill	116.00	116.00	130.10	343.63	0.338	116.28	136.86	0.8	0.5	3.963	A
3 - Portsdown Hill Road	107.00	107.00	113.15	163.66	0.654	106.49	133.23	1.3	1.8	15.588	C
4 - Maylands Road	32.00	32.00	212.65	133.29	0.240	31.96	6.99	0.3	0.3	8.878	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	254.00	254.00	43.75	486.57	0.522	253.79	226.70	0.9	1.1	3.863	A
2 - Bedhampton Hill	134.00	134.00	131.92	342.28	0.392	133.87	165.62	0.5	0.6	4.315	A
3 - Portsdown Hill Road	122.00	122.00	130.87	155.67	0.784	120.56	134.92	1.8	3.2	24.609	C
4 - Maylands Road	31.00	31.00	239.48	119.42	0.260	30.97	11.96	0.3	0.3	10.170	B

2017 Observed Flows , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout		1, 2, 3, 4	15.84	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.84	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2017 Observed Flows	PM	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		DIRECT	✓	100.000
2 - Bedhampton Hill		DIRECT	✓	100.000
3 - Portsdown Hill Road		DIRECT	✓	100.000
4 - Maylands Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 -
16:45

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	3.00	140.00	129.00	9.00
	2 - Bedhampton Hill	146.00	2.00	15.00	17.00
	3 - Portsdown Hill Road	97.00	18.00	0.00	9.00
	4 - Maylands Road	4.00	9.00	1.00	0.00

Demand (Veh/TS)

16:45 -
17:00

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	111.00	126.00	13.00
	2 - Bedhampton Hill	146.00	1.00	11.00	18.00
	3 - Portsdown Hill Road	91.00	16.00	0.00	6.00
	4 - Maylands Road	7.00	7.00	4.00	0.00

Demand (Veh/TS)

17:00 -
17:15

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	2.00	142.00	158.00	7.00
	2 - Bedhampton Hill	117.00	1.00	12.00	18.00
	3 - Portsdown Hill Road	109.00	15.00	0.00	6.00
	4 - Maylands Road	1.00	8.00	1.00	0.00

Demand (Veh/TS)

17:15 -
17:30

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	6.00	148.00	124.00	10.00
	2 - Bedhampton Hill	136.00	1.00	21.00	11.00
	3 - Portsdown Hill Road	111.00	18.00	0.00	3.00
	4 - Maylands Road	5.00	8.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	4	4	0
	2 - Bedhampton Hill	4	0	3	2
	3 - Portsdown Hill Road	2	3	0	0
	4 - Maylands Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bedhampton Road	0.61	4.61	1.6	A	283.00	1132.00
2 - Bedhampton Hill	0.53	5.67	1.1	A	168.25	673.00
3 - Portsdown Hill Road	0.92	56.48	7.8	F	124.75	499.00
4 - Maylands Road	0.16	9.84	0.2	A	14.25	57.00

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	281.00	281.00	29.02	500.54	0.561	279.73	244.39	0.0	1.3	4.054	A
2 - Bedhampton Hill	180.00	180.00	141.35	338.51	0.532	178.88	167.40	0.0	1.1	5.599	A
3 - Portsdown Hill Road	124.00	124.00	175.92	137.94	0.899	118.06	144.31	0.0	5.9	38.101	E
4 - Maylands Road	14.00	14.00	259.56	111.27	0.126	13.86	34.42	0.0	0.1	9.226	A

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	254.00	254.00	28.06	501.75	0.506	254.23	248.08	1.3	1.0	3.638	A
2 - Bedhampton Hill	176.00	176.00	147.02	334.87	0.526	176.01	135.27	1.1	1.1	5.667	A
3 - Portsdown Hill Road	113.00	113.00	181.97	135.24	0.836	113.33	141.06	5.9	5.6	42.548	E
4 - Maylands Road	18.00	18.00	258.19	111.96	0.161	17.95	37.11	0.1	0.2	9.568	A

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	309.00	309.00	25.17	503.18	0.614	308.46	229.08	1.0	1.6	4.609	A
2 - Bedhampton Hill	148.00	148.00	167.77	320.80	0.461	148.25	165.87	1.1	0.9	5.225	A
3 - Portsdown Hill Road	130.00	130.00	145.27	151.77	0.857	129.94	170.74	5.6	5.7	40.514	E
4 - Maylands Road	10.00	10.00	244.15	119.30	0.084	10.10	31.06	0.2	0.1	8.249	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	288.00	288.00	28.57	501.13	0.575	288.21	256.02	1.6	1.4	4.232	A
2 - Bedhampton Hill	169.00	169.00	142.17	337.87	0.500	168.88	174.60	0.9	1.0	5.317	A
3 - Portsdown Hill Road	132.00	132.00	163.90	143.28	0.921	129.87	147.15	5.7	7.8	56.482	F
4 - Maylands Road	15.00	15.00	269.66	106.31	0.141	14.93	24.11	0.1	0.2	9.842	A

2021 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout		1, 2, 3, 4	9.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2021 Baseline	AM	DIRECT	07:30	08:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		DIRECT	✓	100.000
2 - Bedhampton Hill		DIRECT	✓	100.000
3 - Portsdown Hill Road		DIRECT	✓	100.000
4 - Maylands Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 -
07:45

		To			
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	4.00	104.00	133.00	2.00
	2 - Bedhampton Hill	117.00	1.00	29.00	3.00
	3 - Portsdown Hill Road	85.00	9.00	0.00	1.00
	4 - Maylands Road	8.00	24.00	12.00	0.00

Demand (Veh/TS)

07:45 -
08:00

		To			
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	4.00	103.00	142.00	2.00
	2 - Bedhampton Hill	116.00	0.00	33.00	4.00
	3 - Portsdown Hill Road	81.00	11.00	0.00	1.00
	4 - Maylands Road	7.00	16.00	7.00	0.00

Demand (Veh/TS)

08:00 -
08:15

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	5.00	107.00	124.00	2.00
	2 - Bedhampton Hill	106.00	1.00	10.00	3.00
	3 - Portsdown Hill Road	95.00	15.00	0.00	2.00
	4 - Maylands Road	9.00	20.00	4.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	132.00	125.00	3.00
	2 - Bedhampton Hill	121.00	1.00	10.00	7.00
	3 - Portsdown Hill Road	109.00	16.00	0.00	2.00
	4 - Maylands Road	3.00	24.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	7	2	11
	2 - Bedhampton Hill	5	0	5	6
	3 - Portsdown Hill Road	2	10	0	0
	4 - Maylands Road	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bedhampton Road	0.54	4.06	1.2	A	249.00	996.00
2 - Bedhampton Hill	0.47	5.16	0.9	A	140.50	562.00
3 - Portsdown Hill Road	0.83	29.77	4.1	D	106.75	427.00
4 - Maylands Road	0.33	10.89	0.5	B	34.75	139.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	243.00	243.00	45.46	487.56	0.498	242.02	211.96	0.0	1.0	3.650	A
2 - Bedhampton Hill	150.00	150.00	150.30	330.48	0.454	149.18	137.17	0.0	0.8	4.943	A
3 - Portsdown Hill Road	95.00	95.00	126.31	158.08	0.601	93.55	173.17	0.0	1.4	13.661	B
4 - Maylands Road	44.00	44.00	213.90	132.72	0.332	43.51	5.96	0.0	0.5	10.036	B

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	251.00	251.00	34.15	496.30	0.506	250.97	208.04	1.0	1.0	3.668	A
2 - Bedhampton Hill	153.00	153.00	155.03	327.22	0.468	152.95	130.09	0.8	0.9	5.163	A
3 - Portsdown Hill Road	93.00	93.00	125.98	157.92	0.589	93.00	182.00	1.4	1.4	13.870	B
4 - Maylands Road	30.00	30.00	211.99	133.61	0.225	30.19	6.99	0.5	0.3	8.718	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	238.00	238.00	39.86	490.83	0.485	238.07	214.60	1.0	0.9	3.560	A
2 - Bedhampton Hill	120.00	120.00	135.11	340.37	0.353	120.32	142.82	0.9	0.5	4.097	A
3 - Portsdown Hill Road	112.00	112.00	117.18	161.76	0.692	111.32	138.25	1.4	2.1	17.583	C
4 - Maylands Road	33.00	33.00	221.51	128.73	0.256	32.95	6.99	0.3	0.3	9.391	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	264.00	264.00	45.67	485.06	0.544	263.76	235.23	0.9	1.2	4.062	A
2 - Bedhampton Hill	139.00	139.00	136.91	339.04	0.410	138.86	172.52	0.5	0.7	4.493	A
3 - Portsdown Hill Road	127.00	127.00	135.86	153.34	0.828	125.03	139.91	2.1	4.1	29.772	D
4 - Maylands Road	32.00	32.00	248.94	114.56	0.279	31.96	11.95	0.3	0.4	10.889	B

2021 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout		1, 2, 3, 4	21.23	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.23	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2021 Baseline	PM	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		DIRECT	✓	100.000
2 - Bedhampton Hill		DIRECT	✓	100.000
3 - Portsdown Hill Road		DIRECT	✓	100.000
4 - Maylands Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 -
16:45

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	3.00	145.00	134.00	9.00
	2 - Bedhampton Hill	151.00	2.00	16.00	18.00
	3 - Portsdown Hill Road	100.00	19.00	0.00	9.00
	4 - Maylands Road	4.00	9.00	1.00	0.00

Demand (Veh/TS)

16:45 -
17:00

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	115.00	130.00	13.00
	2 - Bedhampton Hill	151.00	1.00	11.00	19.00
	3 - Portsdown Hill Road	94.00	17.00	0.00	6.00
	4 - Maylands Road	7.00	7.00	4.00	0.00

Demand (Veh/TS)

17:00 -
17:15

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	2.00	147.00	164.00	7.00
	2 - Bedhampton Hill	121.00	1.00	12.00	19.00
	3 - Portsdown Hill Road	113.00	16.00	0.00	6.00
	4 - Maylands Road	1.00	8.00	1.00	0.00

Demand (Veh/TS)

17:15 -
17:30

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	6.00	153.00	128.00	10.00
	2 - Bedhampton Hill	141.00	1.00	22.00	11.00
	3 - Portsdown Hill Road	115.00	19.00	0.00	3.00
	4 - Maylands Road	5.00	8.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	4	4	0
	2 - Bedhampton Hill	4	0	3	2
	3 - Portsdown Hill Road	2	3	0	0
	4 - Maylands Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bedhampton Road	0.64	4.90	1.7	A	292.50	1170.00
2 - Bedhampton Hill	0.56	6.00	1.2	A	174.25	697.00
3 - Portsdown Hill Road	0.97	80.99	11.9	F	129.25	517.00
4 - Maylands Road	0.17	10.32	0.2	B	14.25	57.00

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	291.00	291.00	29.71	499.99	0.582	289.62	250.76	0.0	1.4	4.252	A
2 - Bedhampton Hill	187.00	187.00	146.30	335.19	0.558	185.76	173.03	0.0	1.2	5.975	A
3 - Portsdown Hill Road	128.00	128.00	181.81	135.27	0.946	120.09	150.25	0.0	7.9	46.647	E
4 - Maylands Road	14.00	14.00	266.62	107.67	0.130	13.85	35.28	0.0	0.1	9.579	A

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	262.00	262.00	29.02	500.98	0.523	262.27	255.80	1.4	1.1	3.773	A
2 - Bedhampton Hill	182.00	182.00	151.04	332.18	0.548	182.02	140.25	1.2	1.2	5.997	A
3 - Portsdown Hill Road	117.00	117.00	187.97	132.52	0.883	117.03	145.08	7.9	7.9	59.322	F
4 - Maylands Road	18.00	18.00	266.87	107.54	0.167	17.95	38.13	0.1	0.2	10.042	B

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	320.00	320.00	26.22	502.36	0.637	319.38	236.86	1.1	1.7	4.902	A
2 - Bedhampton Hill	153.00	153.00	173.72	316.80	0.483	153.28	171.87	1.2	0.9	5.514	A
3 - Portsdown Hill Road	135.00	135.00	150.30	149.49	0.903	134.74	176.70	7.9	8.1	57.209	F
4 - Maylands Road	10.00	10.00	252.97	114.82	0.087	10.10	32.07	0.2	0.1	8.603	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	297.00	297.00	29.29	500.54	0.593	297.25	263.65	1.7	1.5	4.434	A
2 - Bedhampton Hill	175.00	175.00	146.21	335.14	0.522	174.86	180.34	0.9	1.1	5.610	A
3 - Portsdown Hill Road	137.00	137.00	168.90	141.01	0.972	133.26	152.18	8.1	11.9	80.986	F
4 - Maylands Road	15.00	15.00	278.02	102.05	0.147	14.93	24.14	0.1	0.2	10.321	B

2026 'Without Development', AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout		1, 2, 3, 4	10.21	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.21	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026 'Without Development'	AM	DIRECT	07:30	08:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		DIRECT	✓	100.000
2 - Bedhampton Hill		DIRECT	✓	100.000
3 - Portsdown Hill Road		DIRECT	✓	100.000
4 - Maylands Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 -
07:45

		To			
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	4.00	105.00	134.00	2.00
	2 - Bedhampton Hill	118.00	1.00	29.00	3.00
	3 - Portsdown Hill Road	86.00	9.00	0.00	1.00
	4 - Maylands Road	8.00	24.00	13.00	0.00

Demand (Veh/TS)

07:45 -
08:00

		To			
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	4.00	104.00	143.00	2.00
	2 - Bedhampton Hill	117.00	0.00	34.00	4.00
	3 - Portsdown Hill Road	82.00	12.00	0.00	1.00
	4 - Maylands Road	7.00	16.00	7.00	0.00

Demand (Veh/TS)

08:00 -
08:15

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	5.00	108.00	125.00	2.00
	2 - Bedhampton Hill	107.00	1.00	11.00	3.00
	3 - Portsdown Hill Road	96.00	15.00	0.00	2.00
	4 - Maylands Road	9.00	20.00	4.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	133.00	126.00	3.00
	2 - Bedhampton Hill	122.00	1.00	11.00	7.00
	3 - Portsdown Hill Road	110.00	16.00	0.00	2.00
	4 - Maylands Road	3.00	24.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	7	2	11
	2 - Bedhampton Hill	5	0	5	6
	3 - Portsdown Hill Road	2	10	0	0
	4 - Maylands Road	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bedhampton Road	0.55	4.09	1.2	A	251.00	1004.00
2 - Bedhampton Hill	0.47	5.24	0.9	A	142.25	569.00
3 - Portsdown Hill Road	0.84	30.98	4.3	D	108.00	432.00
4 - Maylands Road	0.34	11.01	0.5	B	35.00	140.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	245.00	245.00	46.44	487.07	0.503	244.00	213.90	0.0	1.0	3.687	A
2 - Bedhampton Hill	151.00	151.00	152.28	329.29	0.459	150.16	138.15	0.0	0.8	5.002	A
3 - Portsdown Hill Road	96.00	96.00	127.30	157.68	0.609	94.50	175.14	0.0	1.5	13.941	B
4 - Maylands Road	45.00	45.00	215.84	131.78	0.341	44.49	5.96	0.0	0.5	10.253	B

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	253.00	253.00	35.15	495.71	0.510	252.97	210.04	1.0	1.0	3.707	A
2 - Bedhampton Hill	155.00	155.00	156.04	326.64	0.475	154.94	132.07	0.8	0.9	5.241	A
3 - Portsdown Hill Road	95.00	95.00	126.98	157.39	0.604	94.99	184.01	1.5	1.5	14.412	B
4 - Maylands Road	30.00	30.00	214.98	132.08	0.227	30.21	6.99	0.5	0.3	8.854	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	240.00	240.00	39.87	491.07	0.489	240.07	216.58	1.0	1.0	3.585	A
2 - Bedhampton Hill	122.00	122.00	136.11	339.81	0.359	122.33	143.84	0.9	0.6	4.145	A
3 - Portsdown Hill Road	113.00	113.00	118.18	161.35	0.700	112.30	140.26	1.5	2.2	18.066	C
4 - Maylands Road	33.00	33.00	223.50	127.74	0.258	32.95	6.99	0.3	0.3	9.489	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	266.00	266.00	45.65	485.36	0.548	265.76	237.12	1.0	1.2	4.094	A
2 - Bedhampton Hill	141.00	141.00	137.91	338.48	0.417	140.86	173.51	0.6	0.7	4.551	A
3 - Portsdown Hill Road	128.00	128.00	136.86	152.93	0.837	125.90	141.91	2.2	4.3	30.979	D
4 - Maylands Road	32.00	32.00	250.81	113.64	0.282	31.96	11.95	0.3	0.4	11.012	B

2026 'Without Development', PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout		1, 2, 3, 4	21.19	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.19	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026 'Without Development'	PM	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		DIRECT	✓	100.000
2 - Bedhampton Hill		DIRECT	✓	100.000
3 - Portsdown Hill Road		DIRECT	✓	100.000
4 - Maylands Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 -
16:45

		To			
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	3.00	145.00	134.00	9.00
	2 - Bedhampton Hill	151.00	2.00	16.00	18.00
	3 - Portsdown Hill Road	100.00	19.00	0.00	9.00
	4 - Maylands Road	4.00	9.00	1.00	0.00

Demand (Veh/TS)

16:45 -
17:00

		To			
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	4.00	115.00	130.00	13.00
	2 - Bedhampton Hill	151.00	1.00	11.00	19.00
	3 - Portsdown Hill Road	94.00	17.00	0.00	6.00
	4 - Maylands Road	7.00	7.00	4.00	0.00

Demand (Veh/TS)

17:00 -
17:15

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	2.00	147.00	164.00	7.00
	2 - Bedhampton Hill	121.00	1.00	12.00	19.00
	3 - Portsdown Hill Road	113.00	16.00	0.00	6.00
	4 - Maylands Road	1.00	8.00	1.00	0.00

Demand (Veh/TS)

17:15 -
17:30

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	6.00	153.00	128.00	10.00
	2 - Bedhampton Hill	141.00	1.00	22.00	11.00
	3 - Portsdown Hill Road	115.00	19.00	0.00	3.00
	4 - Maylands Road	5.00	8.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	4	4	0
	2 - Bedhampton Hill	4	0	3	2
	3 - Portsdown Hill Road	2	3	0	0
	4 - Maylands Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bedhampton Road	0.64	4.90	1.7	A	292.50	1170.00
2 - Bedhampton Hill	0.56	5.99	1.2	A	174.25	697.00
3 - Portsdown Hill Road	0.97	80.83	11.9	F	129.25	517.01
4 - Maylands Road	0.17	10.32	0.2	B	14.25	57.00

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	291.00	291.00	29.71	500.09	0.582	289.63	250.77	0.0	1.4	4.250	A
2 - Bedhampton Hill	187.00	187.00	146.30	335.31	0.558	185.76	173.03	0.0	1.2	5.970	A
3 - Portsdown Hill Road	128.00	128.00	181.81	135.31	0.946	120.10	150.25	0.0	7.9	46.590	E
4 - Maylands Road	14.00	14.00	266.63	107.70	0.130	13.85	35.28	0.0	0.1	9.576	A

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	262.00	262.00	29.02	501.06	0.523	262.27	255.80	1.4	1.1	3.772	A
2 - Bedhampton Hill	182.00	182.00	151.04	332.29	0.548	182.02	140.25	1.2	1.2	5.990	A
3 - Portsdown Hill Road	117.00	117.00	187.97	132.56	0.883	117.03	145.08	7.9	7.9	59.203	F
4 - Maylands Road	18.00	18.00	266.87	107.57	0.167	17.95	38.13	0.1	0.2	10.038	B

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	320.00	320.00	26.22	502.45	0.637	319.38	236.86	1.1	1.7	4.899	A
2 - Bedhampton Hill	153.00	153.00	173.72	316.91	0.483	153.28	171.87	1.2	0.9	5.511	A
3 - Portsdown Hill Road	135.00	135.00	150.30	149.52	0.903	134.74	176.70	7.9	8.1	57.105	F
4 - Maylands Road	10.00	10.00	252.97	114.85	0.087	10.10	32.07	0.2	0.1	8.599	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	297.00	297.00	29.29	500.63	0.593	297.25	263.66	1.7	1.5	4.432	A
2 - Bedhampton Hill	175.00	175.00	146.21	335.25	0.522	174.87	180.34	0.9	1.1	5.606	A
3 - Portsdown Hill Road	137.00	137.00	168.90	141.05	0.971	133.27	152.18	8.1	11.9	80.829	F
4 - Maylands Road	15.00	15.00	278.03	102.08	0.147	14.93	24.14	0.1	0.2	10.318	B

2026 'Without Development' + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout		1, 2, 3, 4	10.62	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.62	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2026 'Without Development' + Com Dev	AM	DIRECT	07:30	08:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		DIRECT	✓	100.000
2 - Bedhampton Hill		DIRECT	✓	100.000
3 - Portsdown Hill Road		DIRECT	✓	100.000
4 - Maylands Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 -
07:45

		To			
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	5.00	108.00	135.00	2.00
	2 - Bedhampton Hill	120.00	1.00	29.00	3.00
	3 - Portsdown Hill Road	86.00	9.00	0.00	1.00
	4 - Maylands Road	8.00	24.00	13.00	0.00

Demand (Veh/TS)

07:45 -
08:00

		To			
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	5.00	107.00	143.00	2.00
	2 - Bedhampton Hill	119.00	0.00	34.00	4.00
	3 - Portsdown Hill Road	82.00	12.00	0.00	1.00
	4 - Maylands Road	7.00	16.00	7.00	0.00

Demand (Veh/TS)

08:00 -
08:15

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	6.00	111.00	126.00	2.00
	2 - Bedhampton Hill	110.00	1.00	11.00	3.00
	3 - Portsdown Hill Road	96.00	15.00	0.00	2.00
	4 - Maylands Road	9.00	20.00	4.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	5.00	137.00	127.00	3.00
	2 - Bedhampton Hill	123.00	1.00	11.00	7.00
	3 - Portsdown Hill Road	111.00	16.00	0.00	2.00
	4 - Maylands Road	3.00	24.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	7	2	11
	2 - Bedhampton Hill	5	0	5	6
	3 - Portsdown Hill Road	2	10	0	0
	4 - Maylands Road	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bedhampton Road	0.56	4.24	1.3	A	256.00	1024.01
2 - Bedhampton Hill	0.48	5.35	0.9	A	144.25	577.00
3 - Portsdown Hill Road	0.85	32.84	4.6	D	108.25	433.00
4 - Maylands Road	0.35	11.31	0.5	B	35.00	140.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	250.00	250.00	46.42	485.66	0.515	248.95	216.83	0.0	1.1	3.785	A
2 - Bedhampton Hill	153.00	153.00	154.25	327.16	0.468	152.13	141.12	0.0	0.9	5.116	A
3 - Portsdown Hill Road	96.00	96.00	130.27	156.19	0.615	94.47	176.12	0.0	1.5	14.254	B
4 - Maylands Road	45.00	45.00	218.78	129.61	0.347	44.48	5.96	0.0	0.5	10.509	B

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	257.00	257.00	35.15	494.27	0.520	256.98	213.04	1.1	1.1	3.792	A
2 - Bedhampton Hill	157.00	157.00	157.05	325.15	0.483	156.95	135.08	0.9	0.9	5.349	A
3 - Portsdown Hill Road	95.00	95.00	129.98	155.90	0.609	94.99	184.01	1.5	1.5	14.765	B
4 - Maylands Road	30.00	30.00	217.98	129.89	0.231	30.22	6.99	0.5	0.3	9.049	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	245.00	245.00	39.86	489.68	0.500	245.07	220.54	1.1	1.0	3.682	A
2 - Bedhampton Hill	125.00	125.00	138.10	337.57	0.370	125.33	146.82	0.9	0.6	4.248	A
3 - Portsdown Hill Road	113.00	113.00	122.18	159.42	0.709	112.25	141.26	1.5	2.3	18.754	C
4 - Maylands Road	33.00	33.00	227.45	125.02	0.264	32.95	6.99	0.3	0.4	9.770	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	272.00	272.00	45.63	483.93	0.562	271.74	239.93	1.0	1.3	4.236	A
2 - Bedhampton Hill	142.00	142.00	139.90	336.25	0.422	141.87	177.47	0.6	0.7	4.627	A
3 - Portsdown Hill Road	129.00	129.00	138.87	151.89	0.849	126.68	142.90	2.3	4.6	32.840	D
4 - Maylands Road	32.00	32.00	253.60	111.45	0.287	31.96	11.94	0.4	0.4	11.313	B

2026 'Without Development' + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout		1, 2, 3, 4	22.92	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.92	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2026 'Without Development' + Com Dev	PM	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		DIRECT	✓	100.000
2 - Bedhampton Hill		DIRECT	✓	100.000
3 - Portsdown Hill Road		DIRECT	✓	100.000
4 - Maylands Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 -
16:45

		To			
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	4.00	147.00	134.00	9.00
	2 - Bedhampton Hill	155.00	2.00	16.00	18.00
	3 - Portsdown Hill Road	101.00	19.00	0.00	9.00
	4 - Maylands Road	4.00	9.00	1.00	0.00

Demand (Veh/TS)

16:45 -
17:00

		To			
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	5.00	117.00	131.00	13.00
	2 - Bedhampton Hill	154.00	1.00	11.00	19.00
	3 - Portsdown Hill Road	95.00	17.00	0.00	6.00
	4 - Maylands Road	7.00	7.00	4.00	0.00

Demand (Veh/TS)

17:00 -
17:15

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	3.00	149.00	164.00	7.00
	2 - Bedhampton Hill	124.00	1.00	12.00	19.00
	3 - Portsdown Hill Road	113.00	16.00	0.00	6.00
	4 - Maylands Road	1.00	8.00	1.00	0.00

Demand (Veh/TS)

17:15 -
17:30

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	7.00	156.00	129.00	10.00
	2 - Bedhampton Hill	143.00	1.00	22.00	11.00
	3 - Portsdown Hill Road	115.00	19.00	0.00	3.00
	4 - Maylands Road	5.00	8.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	4	4	0
	2 - Bedhampton Hill	4	0	4	2
	3 - Portsdown Hill Road	2	0	0	0
	4 - Maylands Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bedhampton Road	0.64	4.96	1.8	A	296.25	1185.00
2 - Bedhampton Hill	0.57	6.20	1.3	A	177.25	709.00
3 - Portsdown Hill Road	0.98	89.47	13.2	F	129.75	519.00
4 - Maylands Road	0.17	10.49	0.2	B	14.25	57.00

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	294.00	294.00	29.55	500.96	0.587	292.60	255.79	0.0	1.4	4.292	A
2 - Bedhampton Hill	191.00	191.00	147.29	333.93	0.572	189.68	174.85	0.0	1.3	6.185	A
3 - Portsdown Hill Road	129.00	129.00	186.73	133.21	0.968	119.95	150.24	0.0	9.0	51.531	F
4 - Maylands Road	14.00	14.00	271.48	105.21	0.133	13.85	35.20	0.0	0.2	9.835	A

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	266.00	266.00	29.02	501.80	0.530	266.27	260.76	1.4	1.1	3.824	A
2 - Bedhampton Hill	185.00	185.00	153.03	330.27	0.560	185.03	142.25	1.3	1.3	6.197	A
3 - Portsdown Hill Road	118.00	118.00	191.98	130.85	0.902	118.00	146.08	9.0	9.0	69.464	F
4 - Maylands Road	18.00	18.00	271.83	105.03	0.171	17.95	38.15	0.2	0.2	10.328	B

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	323.00	323.00	26.24	503.16	0.642	322.37	240.89	1.1	1.8	4.961	A
2 - Bedhampton Hill	156.00	156.00	174.72	315.57	0.494	156.30	173.89	1.3	1.0	5.663	A
3 - Portsdown Hill Road	135.00	135.00	154.32	147.75	0.914	134.78	176.70	9.0	9.3	64.738	F
4 - Maylands Road	10.00	10.00	257.03	112.75	0.089	10.11	32.08	0.2	0.1	8.777	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	302.00	302.00	29.25	501.41	0.602	302.24	266.53	1.8	1.5	4.524	A
2 - Bedhampton Hill	177.00	177.00	148.20	333.18	0.531	176.87	183.28	1.0	1.1	5.752	A
3 - Portsdown Hill Road	137.00	137.00	171.90	139.80	0.980	133.12	153.17	9.3	13.1	89.470	F
4 - Maylands Road	15.00	15.00	280.85	100.62	0.149	14.93	24.16	0.1	0.2	10.494	B

2026 'With Development' + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout		1, 2, 3, 4	10.76	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.76	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2026 'With Development' + Com Dev	AM	DIRECT	07:30	08:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		DIRECT	✓	100.000
2 - Bedhampton Hill		DIRECT	✓	100.000
3 - Portsdown Hill Road		DIRECT	✓	100.000
4 - Maylands Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 -
07:45

		To			
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	6.00	109.00	136.00	2.00
	2 - Bedhampton Hill	121.00	1.00	29.00	3.00
	3 - Portsdown Hill Road	87.00	9.00	0.00	1.00
	4 - Maylands Road	8.00	24.00	13.00	0.00

Demand (Veh/TS)

07:45 -
08:00

		To			
From		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
	1 - Bedhampton Road	6.00	108.00	144.00	2.00
	2 - Bedhampton Hill	120.00	0.00	34.00	4.00
	3 - Portsdown Hill Road	82.00	12.00	0.00	1.00
	4 - Maylands Road	7.00	16.00	7.00	0.00

Demand (Veh/TS)

08:00 -
08:15

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	7.00	112.00	126.00	2.00
	2 - Bedhampton Hill	110.00	1.00	11.00	3.00
	3 - Portsdown Hill Road	96.00	15.00	0.00	2.00
	4 - Maylands Road	9.00	20.00	4.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	6.00	139.00	127.00	3.00
	2 - Bedhampton Hill	124.00	1.00	11.00	7.00
	3 - Portsdown Hill Road	111.00	16.00	0.00	2.00
	4 - Maylands Road	3.00	24.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	7	2	11
	2 - Bedhampton Hill	5	0	5	6
	3 - Portsdown Hill Road	2	10	0	0
	4 - Maylands Road	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bedhampton Road	0.57	4.27	1.3	A	258.75	1035.00
2 - Bedhampton Hill	0.49	5.40	0.9	A	145.00	580.00
3 - Portsdown Hill Road	0.85	33.53	4.7	D	108.50	434.00
4 - Maylands Road	0.35	11.34	0.5	B	35.00	140.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	253.00	253.00	46.41	487.11	0.519	251.93	219.76	0.0	1.1	3.809	A
2 - Bedhampton Hill	154.00	154.00	156.24	326.74	0.471	153.12	142.10	0.0	0.9	5.158	A
3 - Portsdown Hill Road	97.00	97.00	132.25	155.49	0.624	95.41	177.11	0.0	1.6	14.622	B
4 - Maylands Road	45.00	45.00	221.70	128.83	0.349	44.47	5.96	0.0	0.5	10.605	B

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	260.00	260.00	35.15	495.68	0.525	259.98	215.06	1.1	1.1	3.817	A
2 - Bedhampton Hill	158.00	158.00	159.05	324.71	0.487	157.94	136.08	0.9	0.9	5.396	A
3 - Portsdown Hill Road	95.00	95.00	131.98	155.17	0.612	95.00	185.01	1.6	1.6	14.962	B
4 - Maylands Road	30.00	30.00	219.99	129.56	0.232	30.22	6.99	0.5	0.3	9.081	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	247.00	247.00	39.87	491.07	0.503	247.08	221.58	1.1	1.0	3.689	A
2 - Bedhampton Hill	125.00	125.00	139.11	337.88	0.370	125.35	147.83	0.9	0.6	4.242	A
3 - Portsdown Hill Road	113.00	113.00	123.19	159.12	0.710	112.29	141.27	1.6	2.3	18.894	C
4 - Maylands Road	33.00	33.00	228.50	125.22	0.264	32.95	6.99	0.3	0.4	9.749	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	275.00	275.00	45.62	485.34	0.567	274.73	241.84	1.0	1.3	4.268	A
2 - Bedhampton Hill	143.00	143.00	140.90	336.56	0.425	142.86	179.45	0.6	0.7	4.643	A
3 - Portsdown Hill Road	129.00	129.00	140.86	151.18	0.853	126.59	142.90	2.3	4.7	33.533	D
4 - Maylands Road	32.00	32.00	255.51	111.29	0.288	31.96	11.94	0.4	0.4	11.336	B

2026 'With Development' + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout		1, 2, 3, 4	24.92	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.92	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2026 'With Development' + Com Dev	PM	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		DIRECT	✓	100.000
2 - Bedhampton Hill		DIRECT	✓	100.000
3 - Portsdown Hill Road		DIRECT	✓	100.000
4 - Maylands Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:30 -
16:45

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	147.00	134.00	9.00
	2 - Bedhampton Hill	156.00	2.00	16.00	18.00
	3 - Portsdown Hill Road	102.00	19.00	0.00	9.00
	4 - Maylands Road	4.00	9.00	1.00	0.00

Demand (Veh/TS)

16:45 -
17:00

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	5.00	117.00	131.00	13.00
	2 - Bedhampton Hill	155.00	1.00	11.00	19.00
	3 - Portsdown Hill Road	95.00	17.00	0.00	6.00
	4 - Maylands Road	7.00	7.00	4.00	0.00

Demand (Veh/TS)

17:00 -
17:15

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	3.00	149.00	164.00	7.00
	2 - Bedhampton Hill	125.00	1.00	12.00	19.00
	3 - Portsdown Hill Road	114.00	16.00	0.00	6.00
	4 - Maylands Road	1.00	8.00	1.00	0.00

Demand (Veh/TS)

17:15 -
17:30

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	7.00	157.00	129.00	10.00
	2 - Bedhampton Hill	145.00	1.00	22.00	11.00
	3 - Portsdown Hill Road	116.00	19.00	0.00	3.00
	4 - Maylands Road	5.00	8.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	4	4	0
	2 - Bedhampton Hill	4	0	3	2
	3 - Portsdown Hill Road	2	3	0	0
	4 - Maylands Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bedhampton Road	0.64	4.98	1.8	A	296.50	1186.00
2 - Bedhampton Hill	0.57	6.21	1.3	A	178.50	714.00
3 - Portsdown Hill Road	0.99	98.71	14.8	F	130.50	522.01
4 - Maylands Road	0.17	10.62	0.2	B	14.25	57.00

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	294.00	294.00	29.46	500.34	0.588	292.59	257.23	0.0	1.4	4.303	A
2 - Bedhampton Hill	192.00	192.00	147.29	334.65	0.574	190.68	174.76	0.0	1.3	6.197	A
3 - Portsdown Hill Road	130.00	130.00	187.72	132.64	0.980	120.28	150.24	0.0	9.7	54.172	F
4 - Maylands Road	14.00	14.00	272.84	104.54	0.134	13.85	35.16	0.0	0.2	9.909	A

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	266.00	266.00	29.01	501.12	0.531	266.27	261.76	1.4	1.1	3.838	A
2 - Bedhampton Hill	186.00	186.00	153.03	330.96	0.562	186.03	142.25	1.3	1.3	6.211	A
3 - Portsdown Hill Road	118.00	118.00	192.98	130.31	0.906	118.00	146.08	9.7	9.7	73.720	F
4 - Maylands Road	18.00	18.00	272.82	104.55	0.172	17.95	38.16	0.2	0.2	10.386	B

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	323.00	323.00	26.25	502.48	0.643	322.37	242.75	1.1	1.8	4.978	A
2 - Bedhampton Hill	157.00	157.00	174.72	316.24	0.496	157.30	173.90	1.3	1.0	5.672	A
3 - Portsdown Hill Road	136.00	136.00	155.32	147.26	0.924	135.65	176.70	9.7	10.1	70.256	F
4 - Maylands Road	10.00	10.00	258.89	111.84	0.089	10.11	32.08	0.2	0.1	8.856	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bedhampton Road	303.00	303.00	29.12	500.81	0.605	303.22	268.79	1.8	1.5	4.560	A
2 - Bedhampton Hill	179.00	179.00	148.19	333.93	0.536	178.86	184.15	1.0	1.1	5.797	A
3 - Portsdown Hill Road	138.00	138.00	173.89	138.81	0.994	133.26	153.16	10.1	14.8	98.706	F
4 - Maylands Road	15.00	15.00	282.99	99.56	0.151	14.92	24.16	0.1	0.2	10.624	B

