

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

Filtering Summary:

Land Use: 02/C EMPLOYMENT/INDUSTRIAL UNIT

Selected Trip Rate Calculation Parameter Range: 1000 - 20000 sqm GFA

Actual Trip Rate Calculation Parameter Range: N/A sqm GFA

Date Range: Minimum: 1/1/2016 Maximum: 11/8/2023

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Monday	1
Thursday	7
Tuesday	1
Wednesday	3

Main Location Types selected:

Edge of Town	8
Suburban Area (PPS6 Out of Centre)	4

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	8
Servicing Vehicles Included	4

Population <1 Mile ranges selected:

10,001 to 15,000	2
15,001 to 20,000	2
20,001 to 25,000	1
25,001 to 50,000	4
5,001 to 10,000	3

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	5
250,001 to 500,000	2
50,001 to 75,000	2
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	8

PTAL Rating:

No PTAL Present	12
-----------------	----

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
	HF	HERTFORDSHIRE	1 day
03	SOUTH WEST		
	DV	DEVON	1 day
	GS	GLOUCESTERSHIRE	1 day
	SM	SOMERSET	1 day
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	BP	BLACKPOOL	1 day
	EC	CHESHIRE EAST	2 days
10	WALES		
	CF	CARDIFF	1 day
	VG	VALE OF GLAMORGAN	1 day

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

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

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:	GFA
Actual Range:	0.182 to 2.67 (units:sqm)
Range Selected by User:	1000 to 20000 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 08/11/23

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:

Friday	2 days
Monday	1 days
Thursday	7 days
Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	14
Direction ATC Count	0

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

Selected Locations:

Edge of Town	10 days
Suburban Area (PPS6 Out of Centre)	4 days

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:

Development Zone	1 days
Industrial Zone	12 days
No Sub Category	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	10 days
Servicing vehicles Included	4 days

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

Secondary Filtering Selection:

Use Class:

Not Known

14 surveys

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

Population within 500m Range:

0 - 5200

Population within 1 mile:

10,001 to 15,000	4 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	4 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	6 surveys
250,001 to 500,000	2 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	3 surveys

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	5 surveys
1.1 to 1.5	9 surveys

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.

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	14 surveys
----	------------

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	14 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

LIST OF SITES relevant to selection parameters:

Site 1:	BP-02-C-01	Site area:	0.182 hect
Development Name:	POWDER COATINGS	Gross floor area:	1010 sqm
Location:	BLACKPOOL	Parking Spaces:	10
Postcode:	FY3 7XQ	Number of employees:	5
Main Location Type:	Edge of Town	Survey Date:	20/06/2019
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 2:	CF-02-C-02	Site area:	2.67 hect
Development Name:	BAKERY	Gross floor area:	14125 sqm
Location:	CARDIFF	Parking Spaces:	147
Postcode:	CF14 4UZ	Number of employees:	225
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/10/2016
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 3:	DV-02-C-02	Site area:	0.95 hect
Development Name:	ENERGY RECOVERY FACILITY	Gross floor area:	3513 sqm
Location:	EXETER	Parking Spaces:	42
Postcode:	EX2 8QE	Number of employees:	17
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/07/2017
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 4:	EC-02-C-01	Site area:	0.91 hect
Development Name:	OFFICE FURNITURE	Gross floor area:	6658 sqm
Location:	MACCLESFIELD	Parking Spaces:	97
Postcode:	SK11 0TA	Number of employees:	122
Main Location Type:	Edge of Town	Survey Date:	19/09/2016
Sub Location Type:	Development Zone	Survey Day:	Monday
PTAL:	n/a		
Site 5:	EC-02-C-02	Site area:	0.5135 hect
Development Name:	FABRICS MANUFACTURE	Gross floor area:	3200 sqm
Location:	MACCLESFIELD	Parking Spaces:	12
Postcode:	SK10 2NG	Number of employees:	28
Main Location Type:	Edge of Town	Survey Date:	07/05/2021
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 6:	GS-02-C-02	Site area:	0.42 hect
Development Name:	MARINE ENGINE PRODUCTION	Gross floor area:	1630 sqm
Location:	GLOUCESTER	Parking Spaces:	31
Postcode:	GL2 2AD	Number of employees:	43
Main Location Type:	Edge of Town	Survey Date:	23/04/2021
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 7:	HC-02-C-01	Site area:	1.12 hect
Development Name:	ENGINEERING COMPANY	Gross floor area:	3000 sqm
Location:	BASINGSTOKE	Parking Spaces:	124
Postcode:	RG22 4LT	Number of employees:	110
Main Location Type:	Edge of Town	Survey Date:	16/06/2016
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

Site 8:	HF-02-C-02	Site area:	1.93 hect
Development Name:	FRESH PRODUCE	Gross floor area:	17834 sqm
Location:	STEVENAGE	Parking Spaces:	105
Postcode:	SG1 2NB	Number of employees:	200
Main Location Type:	Edge of Town	Survey Date:	08/11/2023
Sub Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 9:	NY-02-C-03	Site area:	0.35 hect
Development Name:	WORKWEAR MANUFACTURER	Gross floor area:	1500 sqm
Location:	KNARESBOROUGH	Parking Spaces:	27
Postcode:	HG5 8LJ	Number of employees:	27
Main Location Type:	Edge of Town	Survey Date:	29/06/2023
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 10:	PB-02-C-01	Site area:	0.26 hect
Development Name:	STEEL FABRICATOR	Gross floor area:	1772 sqm
Location:	PETERBOROUGH	Parking Spaces:	21
Postcode:	PE1 5UA	Number of employees:	30
Main Location Type:	Edge of Town	Survey Date:	29/09/2022
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 11:	SM-02-C-01	Site area:	0.4 hect
Development Name:	WET BLASTING EQUIPMENT	Gross floor area:	2300 sqm
Location:	BRIDGWATER	Parking Spaces:	40
Postcode:	TA6 4DL	Number of employees:	43
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/09/2022
Sub Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a		
Site 12:	VG-02-C-01	Site area:	0.52 hect
Development Name:	ALCOHOL ANALYSIS PRODUCTS	Gross floor area:	1500 sqm
Location:	BARRY	Parking Spaces:	62
Postcode:	CF63 2BE	Number of employees:	63
Main Location Type:	Edge of Town	Survey Date:	06/05/2021
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 13:	WK-02-C-01	Site area:	2.03 hect
Development Name:	MACHINE ENGINEERING	Gross floor area:	9216 sqm
Location:	RUGBY	Parking Spaces:	102
Postcode:	CV23 0WB	Number of employees:	133
Main Location Type:	Edge of Town	Survey Date:	10/11/2021
Sub Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 14:	WM-02-C-04	Site area:	0.63 hect
Development Name:	FOUNDRY	Gross floor area:	4324 sqm
Location:	STOURBRIDGE	Parking Spaces:	40
Postcode:	DY9 8PR	Number of employees:	30
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/11/2017
Sub Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-C-01	15-10-2020	COVID
CS-02-C-02	06-09-2023	ROI
FI-02-C-02	20-04-2023	Scotland

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

Site Ref	Survey Date	Reason for Deselection
KK-02-C-01	26-10-2017	ROI
KK-02-C-02	04-10-2019	ROI
LT-02-C-01	22-05-2017	ROI
MA-02-C-01	09-10-2020	COVID
MG-02-C-02	16-11-2016	ROI
TV-02-C-02	04-09-2020	COVID
WX-02-C-01	20-04-2023	ROI

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	4	7938	0.072	0.006	0.078
06:00-07:00	5	6676	0.204	0.120	0.324
07:00-08:00	14	5113	0.260	0.043	0.303
08:00-09:00	14	5113	0.334	0.036	0.370
09:00-10:00	14	5113	0.163	0.094	0.257
10:00-11:00	14	5113	0.138	0.099	0.237
11:00-12:00	14	5113	0.089	0.113	0.202
12:00-13:00	14	5113	0.119	0.152	0.271
13:00-14:00	14	5113	0.116	0.137	0.253
14:00-15:00	14	5113	0.074	0.109	0.183
15:00-16:00	14	5113	0.059	0.148	0.207
16:00-17:00	14	5113	0.035	0.210	0.245
17:00-18:00	14	5113	0.073	0.268	0.341
18:00-19:00	14	5113	0.063	0.117	0.180
19:00-20:00	4	7938	0.003	0.035	0.038
20:00-21:00	4	7938	0.000	0.016	0.016
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.802	1.703	3.505

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

Parameter Summary:

Trip rate parameter range selected:	1000 - 20000 (units: sqm)
Survey date date range:	16/06/2016 - 08/11/2023
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

Audit Code: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: G - PARCEL DISTRIBUTION CENTRES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	HO	HOUNSLOW	1 day
02	SOUTH EAST		
	SO	SLOUGH	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day

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

Audit Code: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

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:	GFA
Actual Range:	763 to 50000 (units:sqm)
Range Selected by User:	1000 to 30000 (units:sqm)
Parking Spaces Range:	20 - 798

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 23/11/23

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:

Friday	2 days
Tuesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Suburban Area (PPS6 Out of Centre)	1 days

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:

Commercial Zone	1 days
Development Zone	1 days
Industrial Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days

Audit Code: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

Secondary Filtering Selection:

Use Class:

B8	3 surveys
----	-----------

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

Population within 500m Range:

0 - 3570

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
250,001 to 500,000	2 surveys

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	1 surveys
1.1 to 1.5	2 surveys

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.

Audit Code: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
Yes	2 surveys

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:

1b - Very poor	1 surveys
No PTAL Present	2 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

1	HO-02-G-06	DPD & DPD LOCAL	HOUNSLOW
FOREST ROAD FELTHAM Suburban Area (PPS6 Out of Centre) Commercial Zone Gross floor area: 3862 sqm Survey date: Friday 26/04/2019			
			Survey Type: Unknown
2	LN-02-G-01	PARCELFORCE WORLDWIDE	LINCOLNSHIRE
WHISBY WAY LINCOLN BIRCHWOOD Edge of Town Industrial Zone Gross floor area: 1496 sqm Survey date: Friday 28/06/2019			
			Survey Type: Unknown
3	SO-02-G-02	DHL	SLOUGH
HORTON ROAD SLOUGH COLNBROOK Edge of Town Development Zone Gross floor area: 15583 sqm Survey date: Tuesday 11/05/2021			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CS-02-G-01	06-09-2023	ROI

Audit Code: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	15583	0.039	0.032	0.071
01:00-02:00	1	15583	0.096	0.071	0.167
02:00-03:00	1	15583	0.141	0.135	0.276
03:00-04:00	1	15583	0.205	0.193	0.398
04:00-05:00	1	15583	0.308	0.225	0.533
05:00-06:00	3	6980	0.525	0.153	0.678
06:00-07:00	3	6980	0.831	0.315	1.146
07:00-08:00	3	6980	0.578	0.778	1.356
08:00-09:00	3	6980	0.478	0.473	0.951
09:00-10:00	3	6980	0.320	0.454	0.774
10:00-11:00	3	6980	0.215	0.377	0.592
11:00-12:00	3	6980	0.191	0.320	0.511
12:00-13:00	3	6980	0.306	0.329	0.635
13:00-14:00	3	6980	0.382	0.392	0.774
14:00-15:00	3	6980	0.291	0.325	0.616
15:00-16:00	3	6980	0.334	0.454	0.788
16:00-17:00	3	6980	0.597	0.497	1.094
17:00-18:00	3	6980	0.415	0.645	1.060
18:00-19:00	3	6980	0.334	0.353	0.687
19:00-20:00	2	8540	0.580	0.422	1.002
20:00-21:00	2	8540	0.281	0.222	0.503
21:00-22:00	1	15583	0.218	0.520	0.738
22:00-23:00	1	15583	0.340	0.314	0.654
23:00-00:00	1	15583	0.039	0.077	0.116
Total Rates:			8.044	8.076	16.120

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

Parameter Summary:

Trip rate parameter range selected:	1000 - 30000 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Havant, Tuesday 8th July 2025

Junction: 1

Approach: B2150 Hulbert Road North

	Left to Fitzwygram Way					Ahead to B21	
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
07:00 - 07:15	17	2	0	19	21.6	81	0
07:15 - 07:30	20	0	0	20	20.0	93	6
07:30 - 07:45	12	0	0	12	12.0	96	2
07:45 - 08:00	26	3	0	29	32.9	151	4
Hourly Total	75	5	0	80	86.5	421	12
08:00 - 08:15	18	0	0	18	18.0	138	6
08:15 - 08:30	10	0	0	10	10.0	151	3
08:30 - 08:45	14	1	0	15	16.3	165	3
08:45 - 09:00	6	2	0	8	10.6	174	2
Hourly Total	48	3	0	51	54.9	628	14
09:00 - 09:15	5	2	0	7	9.6	115	4
09:15 - 09:30	8	1	0	9	10.3	127	5
09:30 - 09:45	9	2	0	11	13.6	75	3
09:45 - 10:00	8	2	0	10	12.6	116	8
Hourly Total	30	7	0	37	46.1	433	20

TOTAL	153	15	0	168	187.5	1482	46
-------	-----	----	---	-----	-------	------	----

16:00 - 16:15	5	0	0	5	5.0	169	6
16:15 - 16:30	6	0	0	6	6.0	173	5
16:30 - 16:45	8	0	0	8	8.0	165	6
16:45 - 17:00	10	0	0	10	10.0	183	4
Hourly Total	29	0	0	29	29.0	690	21
17:00 - 17:15	2	0	0	2	2.0	143	1
17:15 - 17:30	10	1	0	11	12.3	175	4
17:30 - 17:45	9	0	0	9	9.0	189	5
17:45 - 18:00	6	0	0	6	6.0	160	0
Hourly Total	27	1	0	28	29.3	667	10
18:00 - 18:15	0	0	0	0	0.0	124	1
18:15 - 18:30	1	1	0	2	3.3	137	2
18:30 - 18:45	1	0	0	1	1.0	122	2
18:45 - 19:00	1	0	0	1	1.0	98	1
Hourly Total	3	1	0	4	5.3	481	6

TOTAL	59	2	0	61	63.6	1838	37
-------	----	---	---	----	------	------	----

50 Hulbert Road (South)			Right to Access Road					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
0	81	81.0	0	0	0	0	0.0	3
0	99	106.8	0	0	0	0	0.0	2
0	98	100.6	0	0	0	0	0.0	1
0	155	160.2	0	0	0	0	0.0	2
0	433	448.6	0	0	0	0	0.0	8
1	145	153.8	0	0	0	0	0.0	3
0	154	157.9	0	0	0	0	0.0	3
1	169	173.9	0	0	0	0	0.0	1
0	176	178.6	0	0	0	0	0.0	0
2	644	664.2	0	0	0	0	0.0	7
0	119	124.2	0	0	0	0	0.0	4
0	132	138.5	0	0	0	0	0.0	1
0	78	81.9	0	0	0	0	0.0	3
0	124	134.4	0	0	0	0	0.0	0
0	453	479.0	0	0	0	0	0.0	8

2	1530	1591.8	0	0	0	0	0.0	23
---	------	--------	---	---	---	---	-----	----

0	175	182.8	0	0	0	0	0.0	0
0	178	184.5	0	0	0	0	0.0	1
0	171	178.8	0	0	0	0	0.0	0
0	187	192.2	0	0	0	0	0.0	0
0	711	738.3	0	0	0	0	0.0	1
0	144	145.3	0	0	0	0	0.0	0
0	179	184.2	0	0	0	0	0.0	1
0	194	200.5	0	0	0	0	0.0	1
0	160	160.0	0	0	0	0	0.0	3
0	677	690.0	0	0	0	0	0.0	5
0	125	126.3	0	0	0	0	0.0	2
0	139	141.6	0	0	0	0	0.0	5
0	124	126.6	0	0	0	0	0.0	2
0	99	100.3	0	0	0	0	0.0	0
0	487	494.8	0	0	0	0	0.0	9

0	1875	1923.1	0	0	0	0	0.0	15
---	------	--------	---	---	---	---	-----	----



U-Turn			
HEAVY	BUS	TOTAL	PCUs
1	0	4	5.3
0	0	2	2.0
0	0	1	1.0
0	0	2	2.0
1	0	9	10.3
0	0	3	3.0
1	0	4	5.3
0	0	1	1.0
0	0	0	0.0
1	0	8	9.3
0	0	4	4.0
0	0	1	1.0
0	0	3	3.0
0	0	0	0.0
0	0	8	8.0

2	0	25	27.6
---	---	----	------

0	0	0	0.0
0	0	1	1.0
0	0	0	0.0
0	0	0	0.0
0	0	1	1.0
1	0	1	2.3
0	0	1	1.0
1	0	2	3.3
0	0	3	3.0
2	0	7	9.6
0	0	2	2.0
0	0	5	5.0
0	0	2	2.0
0	0	0	0.0
0	0	9	9.0

2	0	17	19.6
---	---	----	------

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Havant, Tuesday 8th July 2025

Junction: 1

Approach: Fitzwygram Way

	Left to B2150 Hulbert Road (South)					Ahead	
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
07:00 - 07:15	2	0	0	2	2.0	0	0
07:15 - 07:30	2	0	0	2	2.0	0	0
07:30 - 07:45	0	0	0	0	0.0	0	0
07:45 - 08:00	0	0	0	0	0.0	0	0
Hourly Total	4	0	0	4	4.0	0	0
08:00 - 08:15	0	0	0	0	0.0	0	0
08:15 - 08:30	1	0	0	1	1.0	0	0
08:30 - 08:45	2	0	0	2	2.0	0	0
08:45 - 09:00	0	0	0	0	0.0	0	0
Hourly Total	3	0	0	3	3.0	0	0
09:00 - 09:15	2	0	0	2	2.0	0	0
09:15 - 09:30	4	0	0	4	4.0	0	0
09:30 - 09:45	10	1	0	11	12.3	0	0
09:45 - 10:00	3	0	0	3	3.0	0	0
Hourly Total	19	1	0	20	21.3	0	0

TOTAL	26	1	0	27	28.3	0	0
-------	----	---	---	----	------	---	---

16:00 - 16:15	6	0	0	6	6.0	0	0
16:15 - 16:30	1	0	0	1	1.0	0	0
16:30 - 16:45	4	0	0	4	4.0	0	0
16:45 - 17:00	1	0	0	1	1.0	0	0
Hourly Total	12	0	0	12	12.0	0	0
17:00 - 17:15	5	0	0	5	5.0	0	0
17:15 - 17:30	6	0	0	6	6.0	0	0
17:30 - 17:45	2	0	0	2	2.0	0	0
17:45 - 18:00	2	0	0	2	2.0	0	0
Hourly Total	15	0	0	15	15.0	0	0
18:00 - 18:15	4	0	0	4	4.0	0	0
18:15 - 18:30	1	0	0	1	1.0	0	0
18:30 - 18:45	0	0	0	0	0.0	0	0
18:45 - 19:00	0	0	0	0	0.0	0	0
Hourly Total	5	0	0	5	5.0	0	0

TOTAL	32	0	0	32	32.0	0	0
-------	----	---	---	----	------	---	---

Left to Access Road			Right to B2150 Hulbert Road (North)					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
0	0	0.0	10	0	0	10	10.0	0
0	0	0.0	2	2	0	4	6.6	0
0	0	0.0	7	0	0	7	7.0	0
0	0	0.0	1	1	0	2	3.3	0
0	0	0.0	20	3	0	23	26.9	0
0	0	0.0	6	1	0	7	8.3	0
0	0	0.0	6	0	0	6	6.0	0
0	0	0.0	2	1	0	3	4.3	0
0	0	0.0	1	0	0	1	1.0	0
0	0	0.0	15	2	0	17	19.6	0
0	0	0.0	5	4	0	9	14.2	0
0	0	0.0	33	0	0	33	33.0	0
0	0	0.0	21	1	0	22	23.3	0
0	0	0.0	8	4	0	12	17.2	2
0	0	0.0	67	9	0	76	87.7	2

0	0	0.0	102	14	0	116	134.2	2
---	---	-----	-----	----	---	-----	-------	---

0	0	0.0	21	1	0	22	23.3	0
0	0	0.0	7	1	0	8	9.3	0
0	0	0.0	19	0	0	19	19.0	0
0	0	0.0	14	0	0	14	14.0	0
0	0	0.0	61	2	0	63	65.6	0
0	0	0.0	20	0	0	20	20.0	0
0	0	0.0	16	0	0	16	16.0	1
0	0	0.0	16	2	0	18	20.6	0
0	0	0.0	9	0	0	9	9.0	0
0	0	0.0	61	2	0	63	65.6	1
0	0	0.0	12	0	0	12	12.0	0
0	0	0.0	2	0	0	2	2.0	0
0	0	0.0	4	0	0	4	4.0	0
0	0	0.0	2	1	0	3	4.3	0
0	0	0.0	20	1	0	21	22.3	0

0	0	0.0	142	5	0	147	153.5	1
---	---	-----	-----	---	---	-----	-------	---



U-Turn			
HEAVY	BUS	TOTAL	PCUs
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	2	2.0
0	0	2	2.0

0	0	2	2.0
---	---	---	-----

[illegible]

0	0	1	1.0
---	---	---	-----

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Havant, Tuesday 8th July 2025

Junction: 1

Approach: B2150 Hulbert Road South

	Left to Access Road					Ahead to B21	
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
07:00 - 07:15	0	0	0	0	0.0	97	5
07:15 - 07:30	0	0	0	0	0.0	112	4
07:30 - 07:45	1	0	0	1	1.0	128	4
07:45 - 08:00	0	0	0	0	0.0	168	3
Hourly Total	1	0	0	1	1.0	505	16
08:00 - 08:15	0	0	0	0	0.0	162	3
08:15 - 08:30	1	0	0	1	1.0	166	3
08:30 - 08:45	0	0	0	0	0.0	158	4
08:45 - 09:00	0	0	0	0	0.0	173	7
Hourly Total	1	0	0	1	1.0	659	17
09:00 - 09:15	0	0	0	0	0.0	118	1
09:15 - 09:30	0	0	0	0	0.0	97	1
09:30 - 09:45	0	0	0	0	0.0	103	7
09:45 - 10:00	0	0	0	0	0.0	109	4
Hourly Total	0	0	0	0	0.0	427	13

TOTAL	2	0	0	2	2.0	1591	46
--------------	----------	----------	----------	----------	------------	-------------	-----------

16:00 - 16:15	0	0	0	0	0.0	149	5
16:15 - 16:30	0	0	0	0	0.0	168	3
16:30 - 16:45	0	0	0	0	0.0	150	2
16:45 - 17:00	0	0	0	0	0.0	174	2
Hourly Total	0	0	0	0	0.0	641	12
17:00 - 17:15	0	0	0	0	0.0	138	0
17:15 - 17:30	0	0	0	0	0.0	160	2
17:30 - 17:45	0	0	0	0	0.0	123	2
17:45 - 18:00	0	0	0	0	0.0	139	1
Hourly Total	0	0	0	0	0.0	560	5
18:00 - 18:15	0	0	0	0	0.0	137	0
18:15 - 18:30	0	0	0	0	0.0	116	0
18:30 - 18:45	0	0	0	0	0.0	127	2
18:45 - 19:00	0	0	0	0	0.0	123	2
Hourly Total	0	0	0	0	0.0	503	4

TOTAL	0	0	0	0	0.0	1704	21
--------------	----------	----------	----------	----------	------------	-------------	-----------

50 Hulbert Road (North)			Right to Fitzwygram Way					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
0	102	108.5	9	0	0	9	9.0	0
0	116	121.2	7	0	0	7	7.0	0
0	132	137.2	2	0	0	2	2.0	0
0	171	174.9	8	0	0	8	8.0	0
0	521	541.8	26	0	0	26	26.0	0
0	165	168.9	1	0	0	1	1.0	0
0	169	172.9	3	0	0	3	3.0	0
0	162	167.2	2	0	0	2	2.0	0
1	181	191.1	2	0	0	2	2.0	0
1	677	700.1	8	0	0	8	8.0	0
0	119	120.3	3	0	0	3	3.0	0
0	98	99.3	4	1	0	5	6.3	0
0	110	119.1	2	0	0	2	2.0	0
0	113	118.2	0	0	0	0	0.0	0
0	440	456.9	9	1	0	10	11.3	0

1	1638	1698.8	43	1	0	44	45.3	0
---	------	--------	----	---	---	----	------	---

0	154	160.5	0	0	0	0	0.0	1
0	171	174.9	4	0	0	4	4.0	0
0	152	154.6	1	0	0	1	1.0	0
0	176	178.6	4	0	0	4	4.0	0
0	653	668.6	9	0	0	9	9.0	1
0	138	138.0	1	0	0	1	1.0	0
0	162	164.6	3	0	0	3	3.0	0
0	125	127.6	0	0	0	0	0.0	0
0	140	141.3	4	0	0	4	4.0	0
0	565	571.5	8	0	0	8	8.0	0
0	137	137.0	0	0	0	0	0.0	0
0	116	116.0	1	0	0	1	1.0	0
0	129	131.6	1	0	0	1	1.0	0
0	125	127.6	0	0	0	0	0.0	0
0	507	512.2	2	0	0	2	2.0	0

0	1725	1752.3	19	0	0	19	19.0	1
---	------	--------	----	---	---	----	------	---

[illegible]

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

0	0	0	0.0
---	---	---	-----

[illegible]

1	0	2	3.3
---	---	---	-----

Havant, Tuesday 8th July 2025

Junction: 1

Approach: Access Road

	Left to B2150 Hulbert Road (North)					Ahead t	
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
07:00 - 07:15	0	0	0	0	0.0	0	0
07:15 - 07:30	1	0	0	1	1.0	0	0
07:30 - 07:45	2	0	0	2	2.0	0	0
07:45 - 08:00	1	0	0	1	1.0	0	0
Hourly Total	4	0	0	4	4.0	0	0
08:00 - 08:15	0	1	0	1	2.3	0	0
08:15 - 08:30	0	1	0	1	2.3	0	0
08:30 - 08:45	0	0	0	0	0.0	0	0
08:45 - 09:00	3	1	0	4	5.3	0	0
Hourly Total	3	3	0	6	9.9	0	0
09:00 - 09:15	2	1	0	3	4.3	0	0
09:15 - 09:30	2	0	0	2	2.0	0	0
09:30 - 09:45	3	0	0	3	3.0	0	0
09:45 - 10:00	1	0	0	1	1.0	0	0
Hourly Total	8	1	0	9	10.3	0	0

TOTAL	15	4	0	19	24.2	0	0
-------	----	---	---	----	------	---	---

16:00 - 16:15	1	0	0	1	1.0	0	0
16:15 - 16:30	1	0	0	1	1.0	0	0
16:30 - 16:45	2	1	0	3	4.3	0	0
16:45 - 17:00	0	1	0	1	2.3	0	0
Hourly Total	4	2	0	6	8.6	0	0
17:00 - 17:15	1	1	0	2	3.3	0	0
17:15 - 17:30	0	0	0	0	0.0	0	0
17:30 - 17:45	1	0	0	1	1.0	0	0
17:45 - 18:00	0	0	0	0	0.0	0	0
Hourly Total	2	1	0	3	4.3	0	0
18:00 - 18:15	0	0	0	0	0.0	0	0
18:15 - 18:30	2	0	0	2	2.0	0	0
18:30 - 18:45	4	0	0	4	4.0	0	0
18:45 - 19:00	3	0	0	3	3.0	0	0
Hourly Total	9	0	0	9	9.0	0	0

TOTAL	15	3	0	18	21.9	0	0
-------	----	---	---	----	------	---	---



Left of Fitzwygram Way			Right to B2150 Hulbert Road (South)				
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
0	0	0.0	0	0	0	0	0.0
0	0	0.0	1	0	0	1	1.0
0	0	0.0	1	1	0	2	3.3
0	0	0.0	1	0	0	1	1.0
0	0	0.0	3	1	0	4	5.3
0	0	0.0	0	0	0	0	0.0
0	0	0.0	1	0	0	1	1.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	1	0	0	1	1.0
0	0	0.0	2	0	0	2	2.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	2	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	2	0	0	2	2.0

0	0	0.0	7	1	0	8	9.3
---	---	-----	---	---	---	---	-----

0	0	0.0	2	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	1	0	0	1	1.0
0	0	0.0	3	0	0	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	0.0	1	0	0	1	1.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	1	0	0	1	1.0
0	0	0.0	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	2	0	0	2	2.0

0	0	0.0	6	0	0	6	6.0
---	---	-----	---	---	---	---	-----



PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

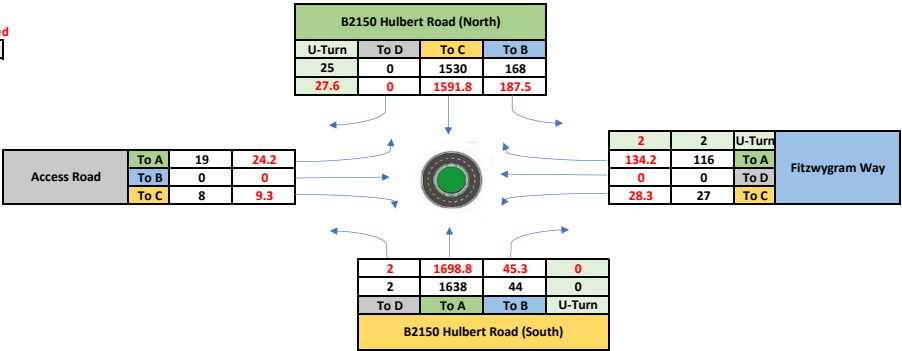
Havant, Tuesday 8th July 2025

From: 1) 07:00
To: 1) 10:00
Class: All Vehicles

Show Peak Hour: ☐
Show PCUs: ☒
Show Session 2



PCUs in red
U-Turn



Havant, Tuesday 8th July 2025



Site 1

Queues are stationary vehicles each 5 minutes

LANE 1 is nearside lane

TIME	B2150 (North)		Fitzwygram Way		B2150 (South)		Access Road
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	
07:00	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:05	0	0	0	0	2	0	0
09:10	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
16:50	0	0	0	1	0	0	0
16:55	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0
17:10	0	0	0	0	2	0	0
17:15	0	0	0	1	0	0	0
17:20	0	0	0	2	0	0	0
17:25	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	1
18:20	0	0	0	0	0	0	1
18:25	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
03	SOUTH WEST		
	DV	DEVON	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
10	WALES		
	CF	CARDIFF	1 day

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

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

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:	GFA
Actual Range:	620 to 67459 (units:sqm)
Range Selected by User:	1 to 20000 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 08/11/23

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:

Thursday	4 days
Wednesday	2 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
Suburban Area (PPS6 Out of Centre)	3 days

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:

Industrial Zone	6 days
-----------------	--------

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	5 days

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

Secondary Filtering Selection:

Use Class:

Not Known

6 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

15,001 to 20,000

2 surveys

25,001 to 50,000

2 surveys

5,001 to 10,000

2 surveys

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

Population within 5 miles:

125,001 to 250,000

3 surveys

250,001 to 500,000

1 surveys

75,001 to 100,000

2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0

3 surveys

1.1 to 1.5

3 surveys

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.

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 surveys

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

PTAL Rating:

No PTAL Present 6 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

1	CF-02-C-02	BAKERY	CARDIFF
MAES-Y-COED ROAD CARDIFF Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 2.67 hect Survey date: Thursday 06/10/2016			
		Survey Type: Manual	
2	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.95 hect Survey date: Thursday 06/07/2017			
		Survey Type: Manual	
3	HF-02-C-02	FRESH PRODUCE	HERTFORDSHIRE
COCKERELL CLOSE STEVENAGE Edge of Town Industrial Zone Site area: 1.93 hect Survey date: Wednesday 08/11/2023			
		Survey Type: Manual	
4	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.086 hect Survey date: Thursday 14/11/2019			
		Survey Type: Manual	
5	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
WETHERBY ROAD KNARESBOROUGH Edge of Town Industrial Zone Site area: 0.35 hect Survey date: Thursday 29/06/2023			
		Survey Type: Manual	
6	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Site area: 2.03 hect Survey date: Wednesday 10/11/2021			
		Survey Type: Manual	

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	13525	0.078	0.007	0.085
06:00-07:00	2	13525	0.214	0.148	0.362
07:00-08:00	6	7813	0.203	0.034	0.237
08:00-09:00	6	7813	0.192	0.043	0.235
09:00-10:00	6	7813	0.126	0.077	0.203
10:00-11:00	6	7813	0.109	0.083	0.192
11:00-12:00	6	7813	0.055	0.092	0.147
12:00-13:00	6	7813	0.107	0.128	0.235
13:00-14:00	6	7813	0.079	0.085	0.164
14:00-15:00	6	7813	0.058	0.077	0.135
15:00-16:00	6	7813	0.045	0.137	0.182
16:00-17:00	6	7813	0.026	0.198	0.224
17:00-18:00	6	7813	0.105	0.113	0.218
18:00-19:00	6	7813	0.090	0.126	0.216
19:00-20:00	2	13525	0.000	0.033	0.033
20:00-21:00	2	13525	0.000	0.011	0.011
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.487	1.392	2.879

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

Parameter Summary:

Trip rate parameter range selected:	1 - 20000 (units: sqm)
Survey date date range:	06/10/2016 - 08/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	13525	0.000	0.000	0.000
06:00-07:00	2	13525	0.022	0.004	0.026
07:00-08:00	6	7813	0.004	0.006	0.010
08:00-09:00	6	7813	0.004	0.000	0.004
09:00-10:00	6	7813	0.002	0.000	0.002
10:00-11:00	6	7813	0.000	0.002	0.002
11:00-12:00	6	7813	0.002	0.000	0.002
12:00-13:00	6	7813	0.000	0.000	0.000
13:00-14:00	6	7813	0.006	0.000	0.006
14:00-15:00	6	7813	0.000	0.006	0.006
15:00-16:00	6	7813	0.000	0.004	0.004
16:00-17:00	6	7813	0.000	0.004	0.004
17:00-18:00	6	7813	0.013	0.009	0.022
18:00-19:00	6	7813	0.015	0.006	0.021
19:00-20:00	2	13525	0.000	0.007	0.007
20:00-21:00	2	13525	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.068	0.048	0.116

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

Parameter Summary:

Trip rate parameter range selected:	1 - 20000 (units: sqm)
Survey date date range:	06/10/2016 - 08/11/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	13525	0.000	0.000	0.000
06:00-07:00	2	13525	0.000	0.000	0.000
07:00-08:00	6	7813	0.026	0.006	0.032
08:00-09:00	6	7813	0.011	0.006	0.017
09:00-10:00	6	7813	0.009	0.006	0.015
10:00-11:00	6	7813	0.011	0.011	0.022
11:00-12:00	6	7813	0.011	0.011	0.022
12:00-13:00	6	7813	0.015	0.017	0.032
13:00-14:00	6	7813	0.023	0.023	0.046
14:00-15:00	6	7813	0.013	0.013	0.026
15:00-16:00	6	7813	0.015	0.015	0.030
16:00-17:00	6	7813	0.021	0.021	0.042
17:00-18:00	6	7813	0.036	0.026	0.062
18:00-19:00	6	7813	0.019	0.013	0.032
19:00-20:00	2	13525	0.000	0.000	0.000
20:00-21:00	2	13525	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.210	0.168	0.378

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

Parameter Summary:

Trip rate parameter range selected:	1 - 20000 (units: sqm)
Survey date date range:	06/10/2016 - 08/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	13525	0.004	0.000	0.004
06:00-07:00	2	13525	0.089	0.078	0.167
07:00-08:00	6	7813	0.009	0.002	0.011
08:00-09:00	6	7813	0.021	0.000	0.021
09:00-10:00	6	7813	0.002	0.000	0.002
10:00-11:00	6	7813	0.004	0.002	0.006
11:00-12:00	6	7813	0.000	0.002	0.002
12:00-13:00	6	7813	0.000	0.000	0.000
13:00-14:00	6	7813	0.002	0.002	0.004
14:00-15:00	6	7813	0.002	0.015	0.017
15:00-16:00	6	7813	0.002	0.017	0.019
16:00-17:00	6	7813	0.000	0.004	0.004
17:00-18:00	6	7813	0.006	0.028	0.034
18:00-19:00	6	7813	0.087	0.019	0.106
19:00-20:00	2	13525	0.000	0.070	0.070
20:00-21:00	2	13525	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.228	0.239	0.467

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

Parameter Summary:

Trip rate parameter range selected:	1 - 20000 (units: sqm)
Survey date date range:	06/10/2016 - 08/11/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



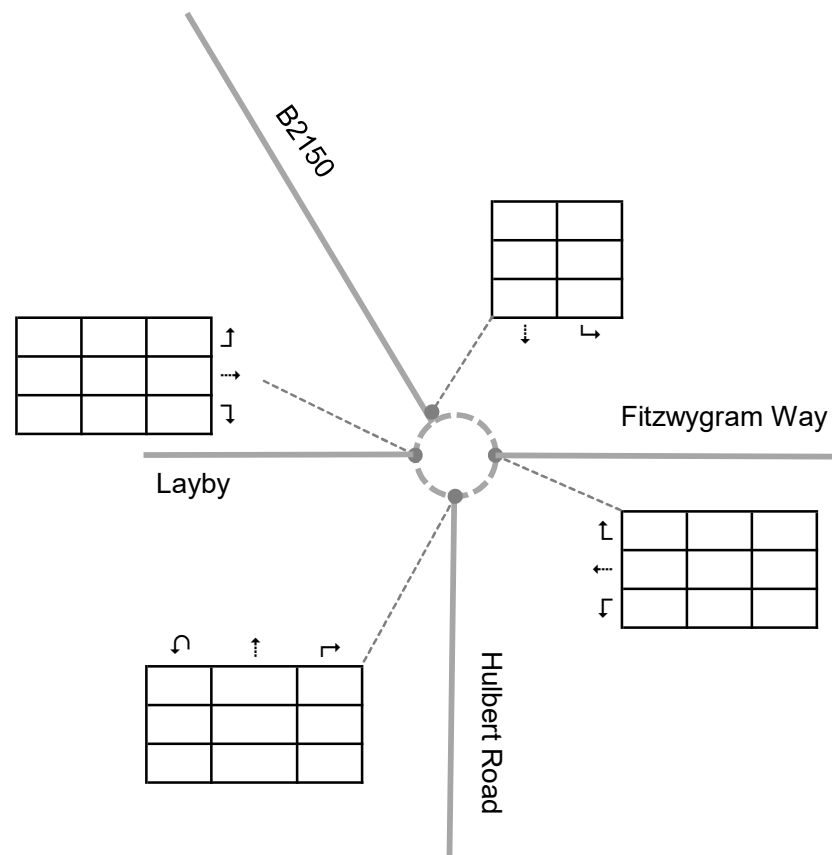
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Diagram





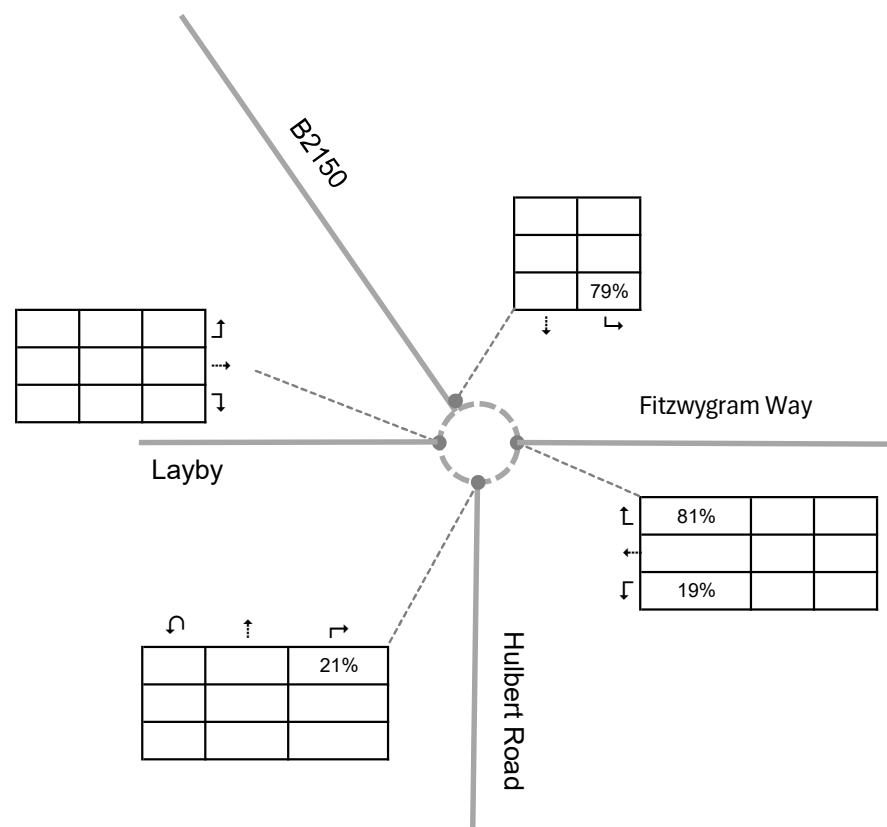
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Trip Distributions (AM)





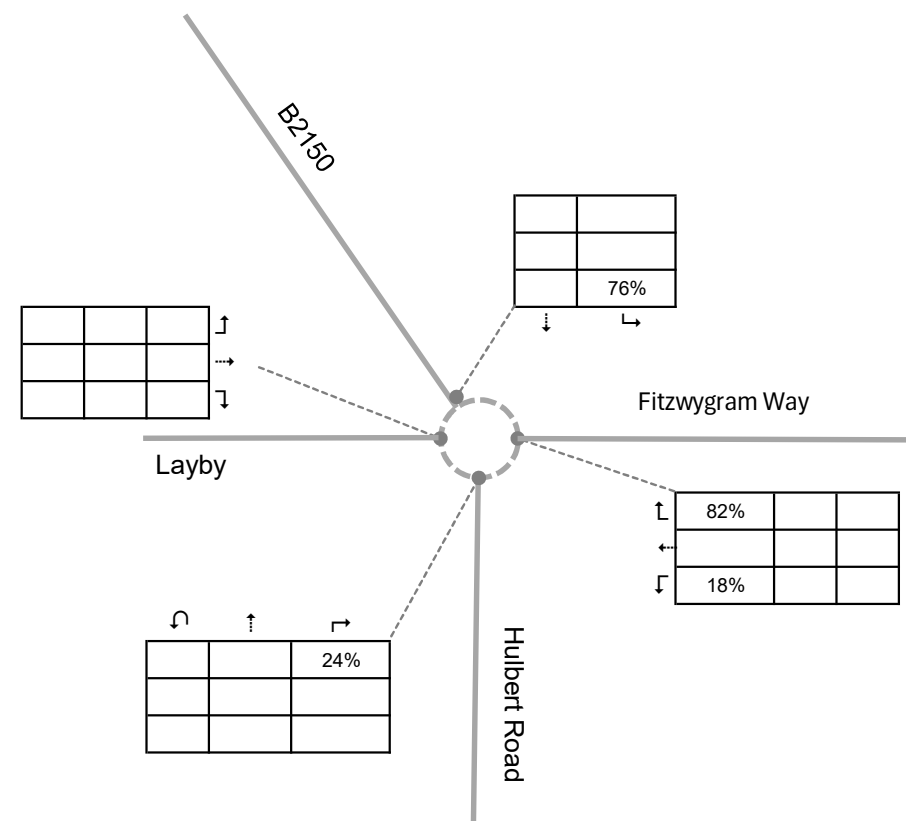
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

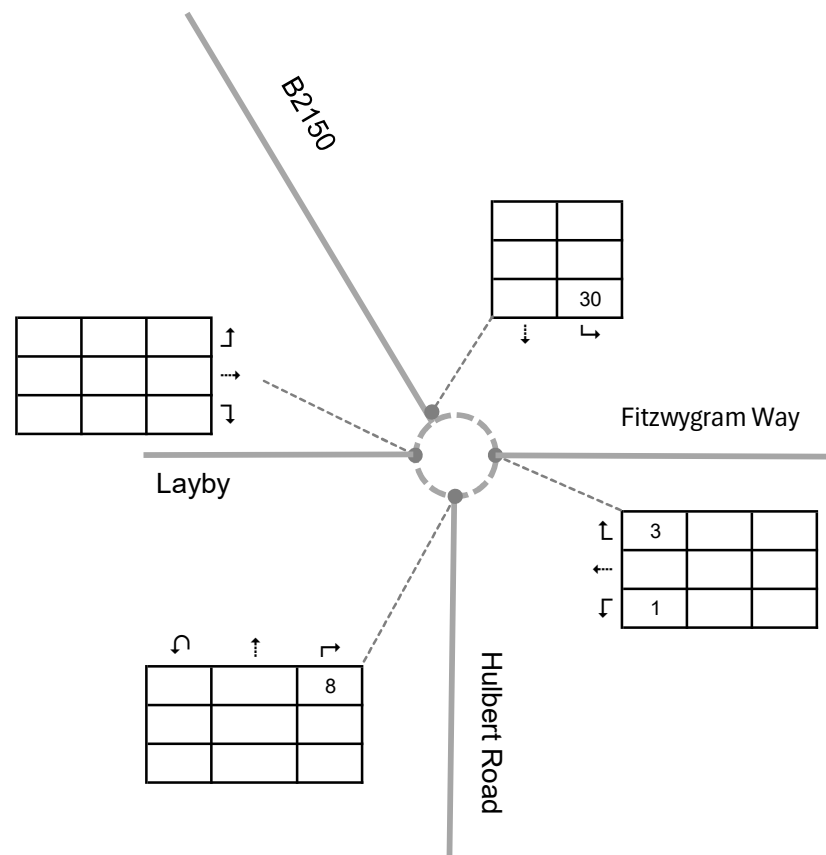
Scenario: Trip Distributions (PM)





Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

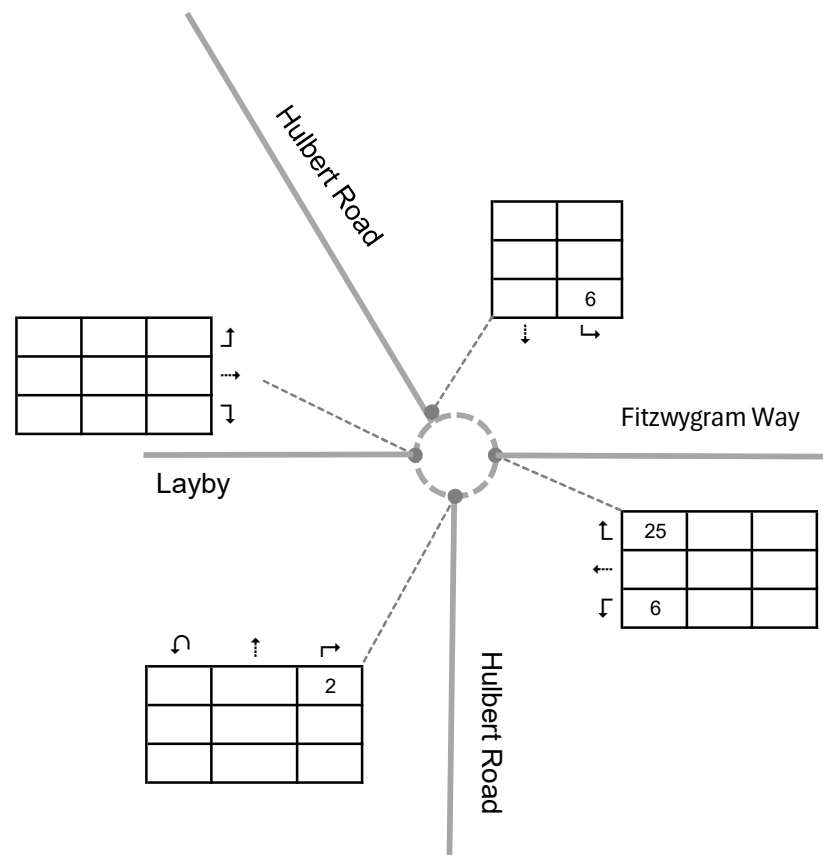
Scenario: Trip Generation (AM)





Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

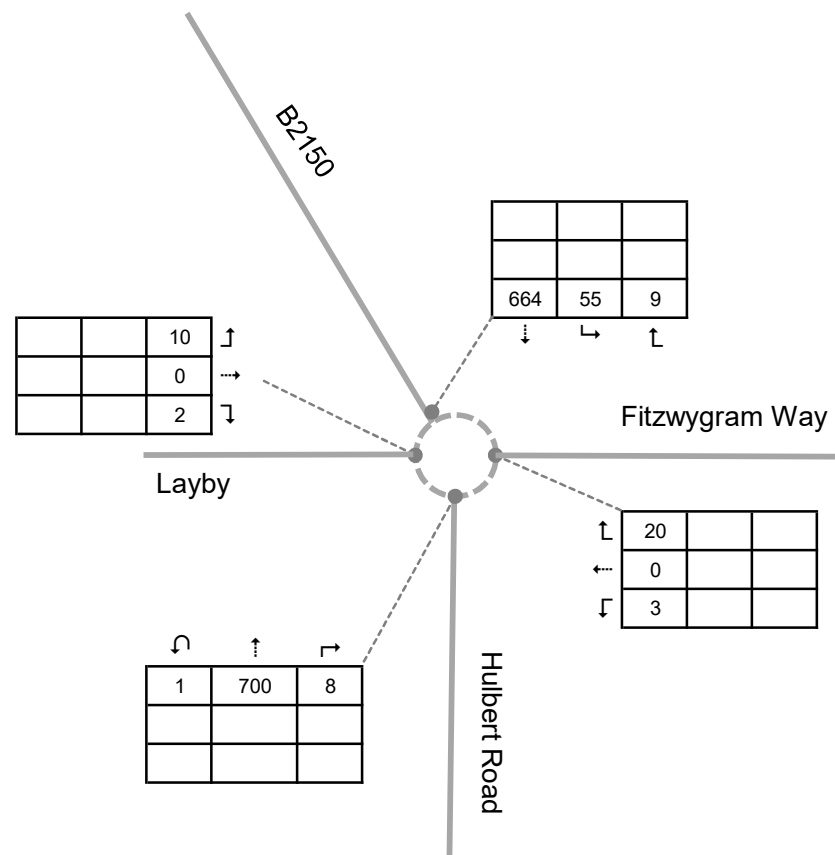
Scenario: Trip Generation (PM)





Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

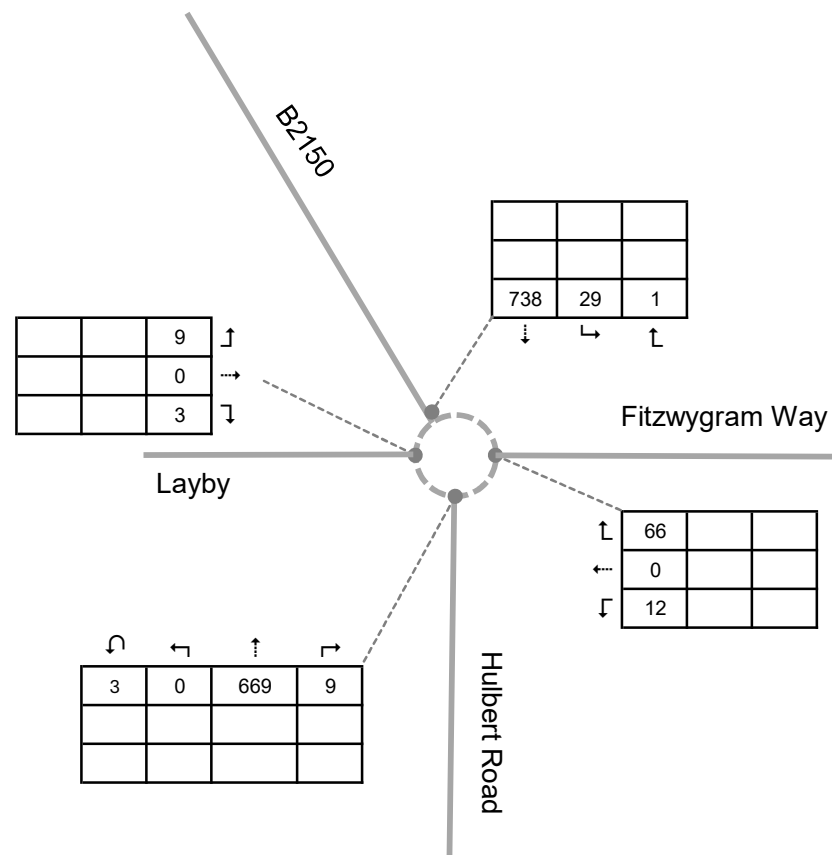
Scenario: Baseline 2025 (AM)





Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

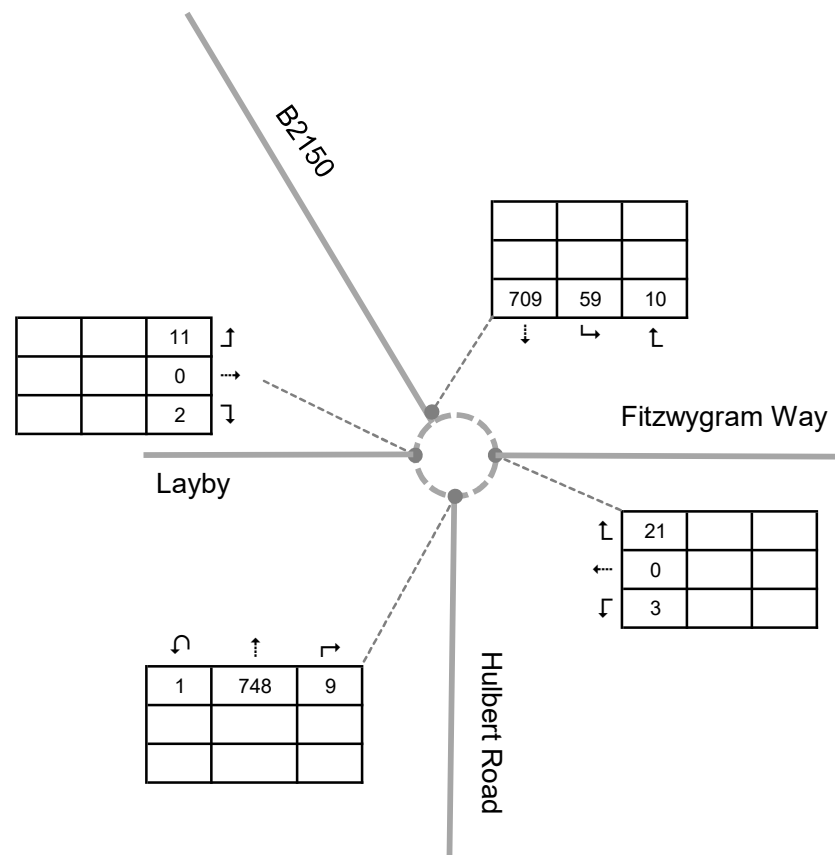
Scenario: Baseline 2025 (PM)





Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

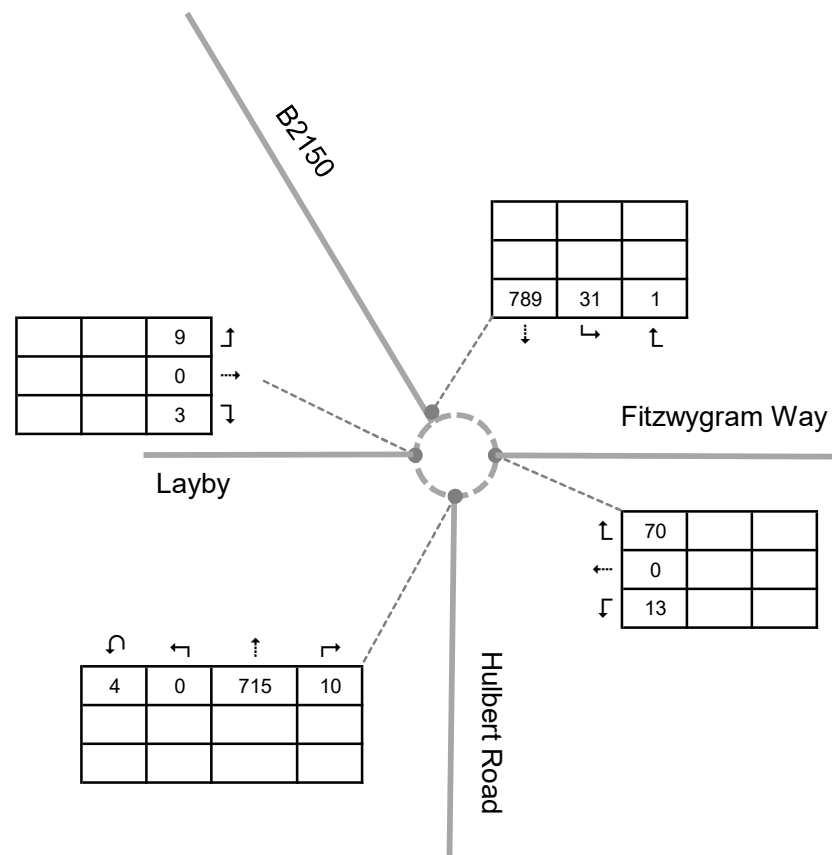
Scenario: Baseline 2030 (AM)





Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

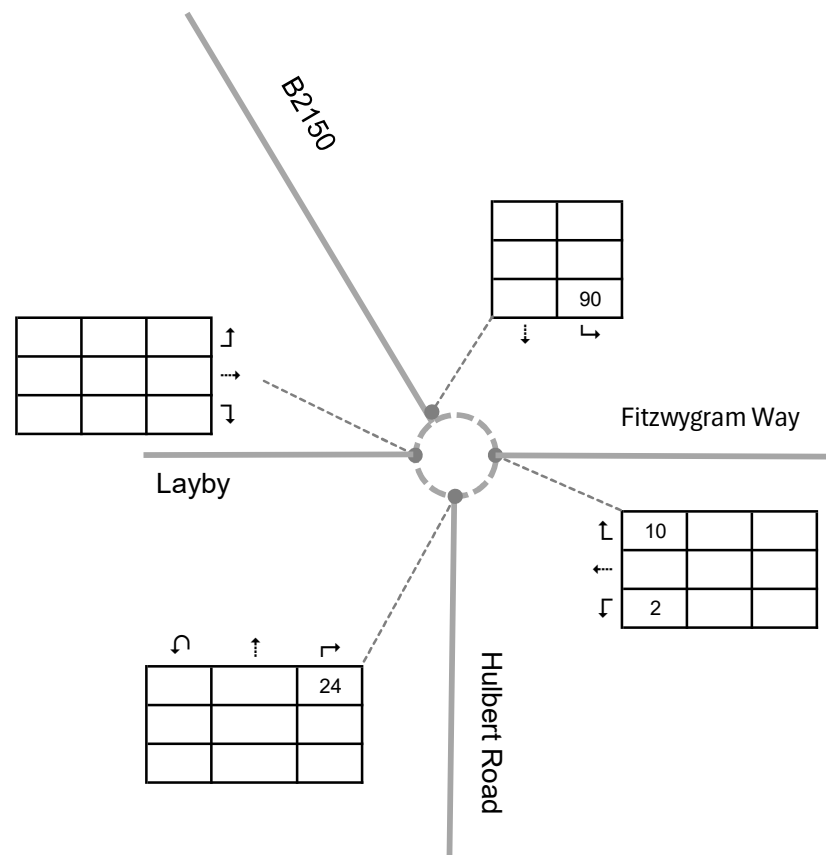
Scenario: Baseline 2030 (PM)





Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

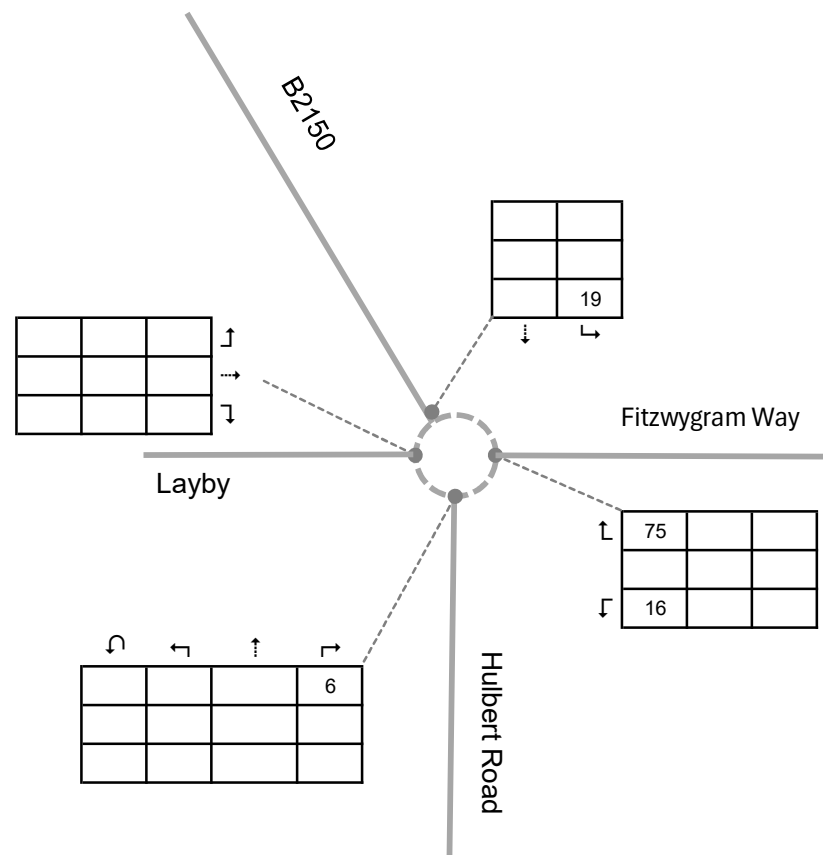
Scenario: Trip Generation (AM) CD1





Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

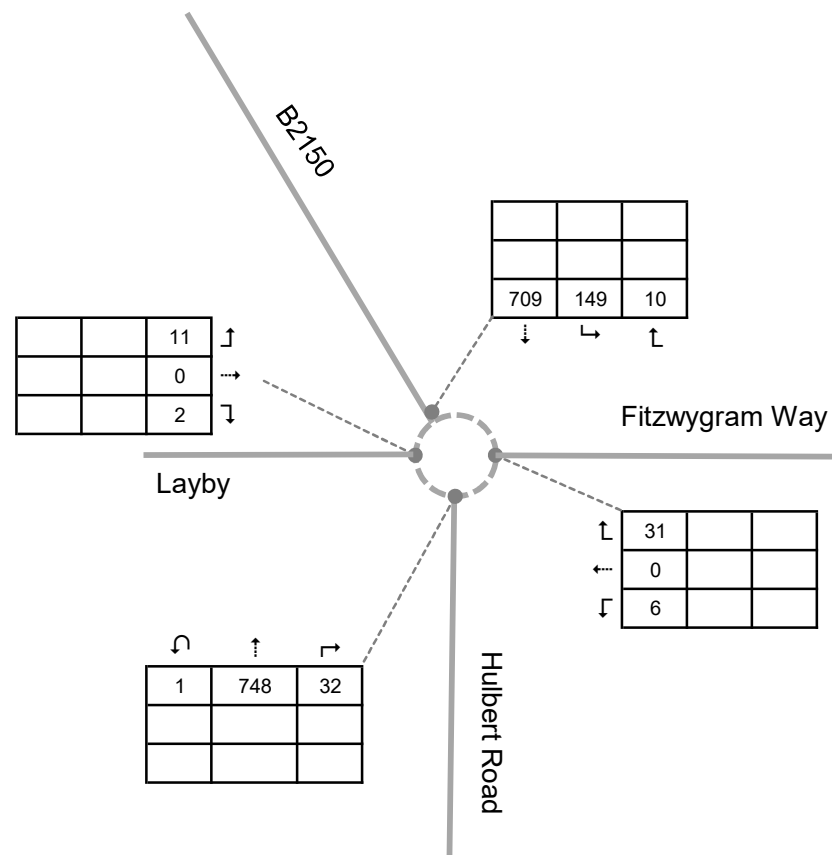
Scenario: Trip Generation (PM) CD1





Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

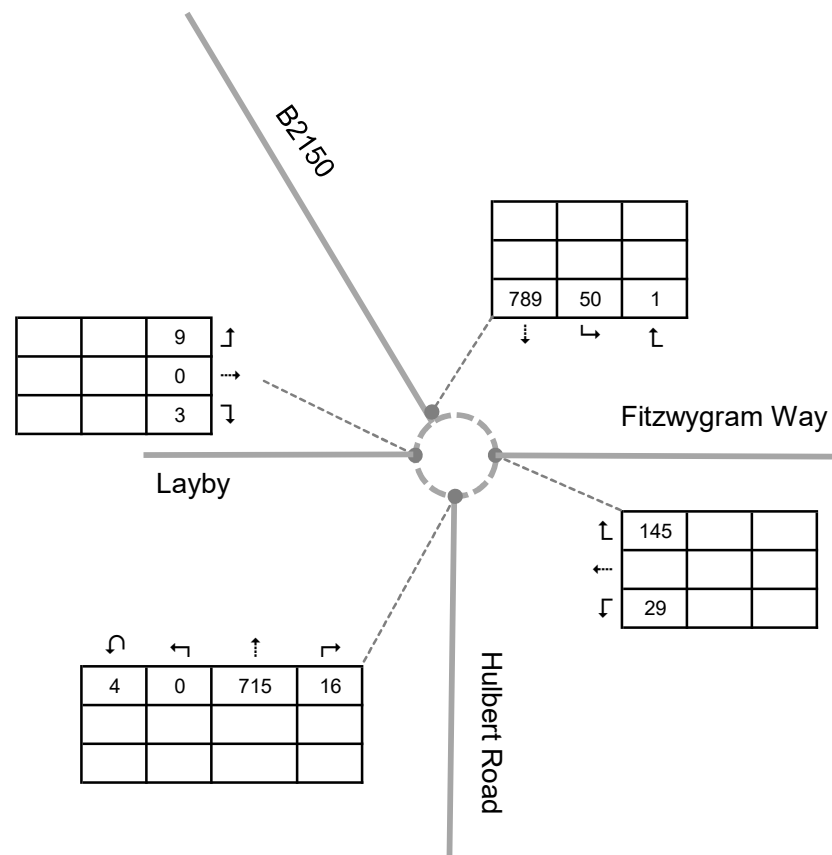
Scenario: Baseline 2030 (AM) + CD1





Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

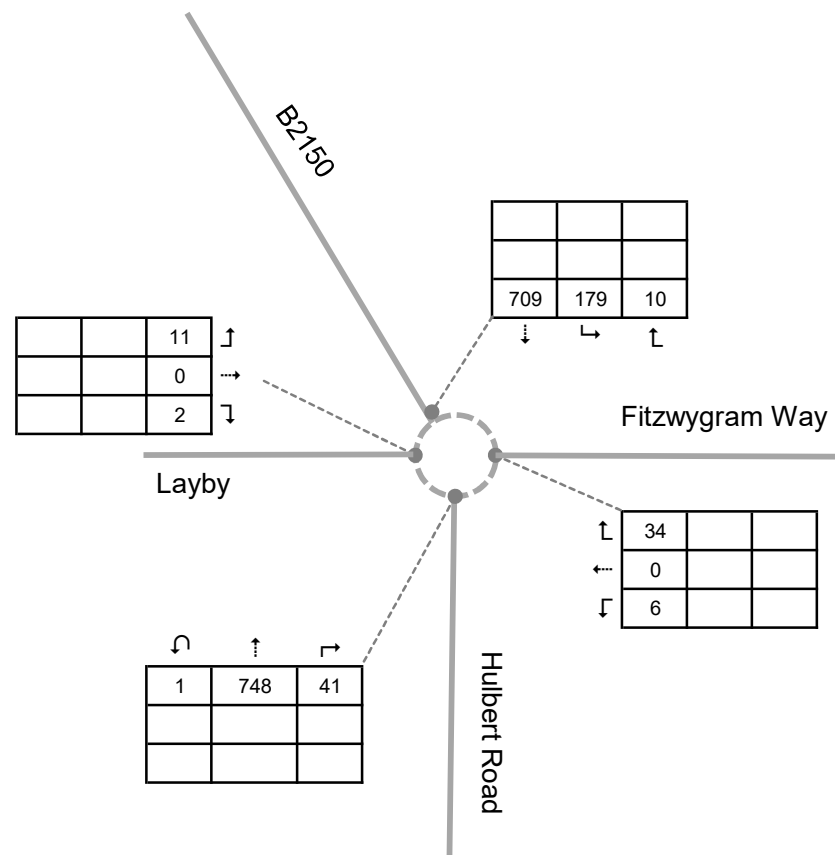
Scenario: Baseline 2030 (PM) + CD1





Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

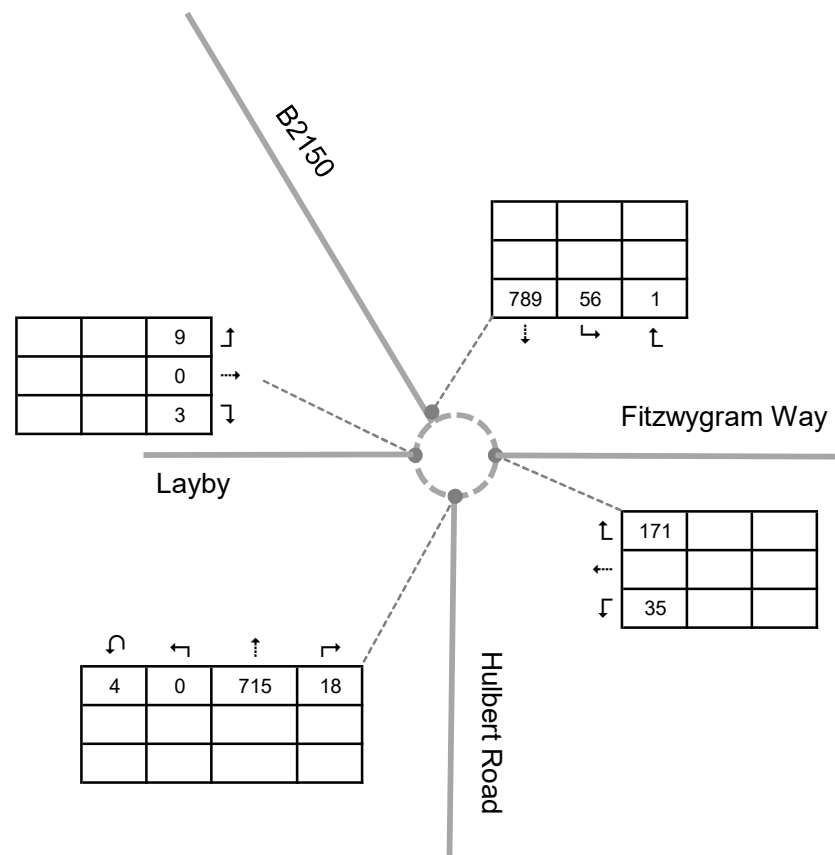
Scenario: Baseline 2030 (AM) + CD1 + PD





Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

Scenario: Baseline 2030 (PM) + CD1 + PD



Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.0.0.2177		
© Copyright TRL Software Limited, 2024		
For sales and distribution information, program advice and maintenance, contact TRL Software:		
+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: Fitzwygram Way_B2150 RAB_Unit_600_601.j11

Path: P:\Southern\270-279\273 Avison Young\273.0003 Dunsbury Park Units 400, 600 & 601\03 Technical\TPL\Modelling

Report generation date: 12/05/2026 14:05:43

-
- »2025 | Base | AM
 - »2025 | Base | PM
 - »2030 | Base | AM
 - »2030 | Base | PM
 - »2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601) | AM
 - »2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601) | PM
 - »2030 | Baseline 2030 + Fully Occupied Dunsbury Park | AM
 - »2030 | Baseline 2030 + Fully Occupied Dunsbury Park | PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2025 - Base															
1 - Hulbert Way (B2150) (N)	D1	1.1	5.59	0.51	A	4.47	A	82 %	D2	1.4	6.26	0.56	A	4.79	A	65 %
2 - Fitzwygram Way		0.0	2.67	0.02	A			[1 - Hulbert Way (B2150) (N)]		0.1	2.89	0.06	A			[1 - Hulbert Way (B2150) (N)]
3 - Hulbert Way (B2150) (S)		0.7	3.35	0.40	A			0.7		3.34	0.39	A				
4 - Lay-by		0.0	5.42	0.02	A			0.0		5.47	0.02	A				
	2030 - Base															
1 - Hulbert Way (B2150) (N)	D3	1.3	6.03	0.55	A	4.77	A	70 %	D4	1.6	6.88	0.60	A	5.18	A	55 %
2 - Fitzwygram Way		0.0	2.74	0.02	A			[1 - Hulbert Way (B2150) (N)]		0.1	2.98	0.06	A			[1 - Hulbert Way (B2150) (N)]
3 - Hulbert Way (B2150) (S)		0.8	3.52	0.43	A			0.8		3.51	0.42	A				
4 - Lay-by		0.0	5.65	0.02	A			0.0		5.69	0.02	A				
	2030 - Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601)															
1 - Hulbert Way (B2150) (N)	D5	1.3	6.16	0.55	A	4.92	A	67 %	D6	1.7	6.92	0.60	A	5.21	A	54 %
2 - Fitzwygram Way		0.0	2.76	0.03	A			[1 - Hulbert Way (B2150) (N)]		0.2	3.23	0.14	A			[1 - Hulbert Way (B2150) (N)]
3 - Hulbert Way (B2150) (S)		0.9	3.62	0.44	A			0.8		3.71	0.43	A				
4 - Lay-by		0.0	5.80	0.02	A			0.0		6.09	0.02	A				
	2030 - Baseline 2030 + Fully Occupied Dunsbury Park															
1 - Hulbert Way (B2150) (N)	D7	1.4	6.21	0.55	A	4.97	A	66 %	D8	1.7	6.94	0.60	A	5.23	A	54 %
2 - Fitzwygram Way		0.0	2.77	0.03	A			[1 - Hulbert Way (B2150) (N)]		0.2	3.32	0.16	A			[1 - Hulbert Way (B2150) (N)]
3 - Hulbert Way (B2150) (S)		0.9	3.66	0.45	A			0.8		3.78	0.44	A				
4 - Lay-by		0.0	5.86	0.02	A			0.0		6.24	0.02	A				

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

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

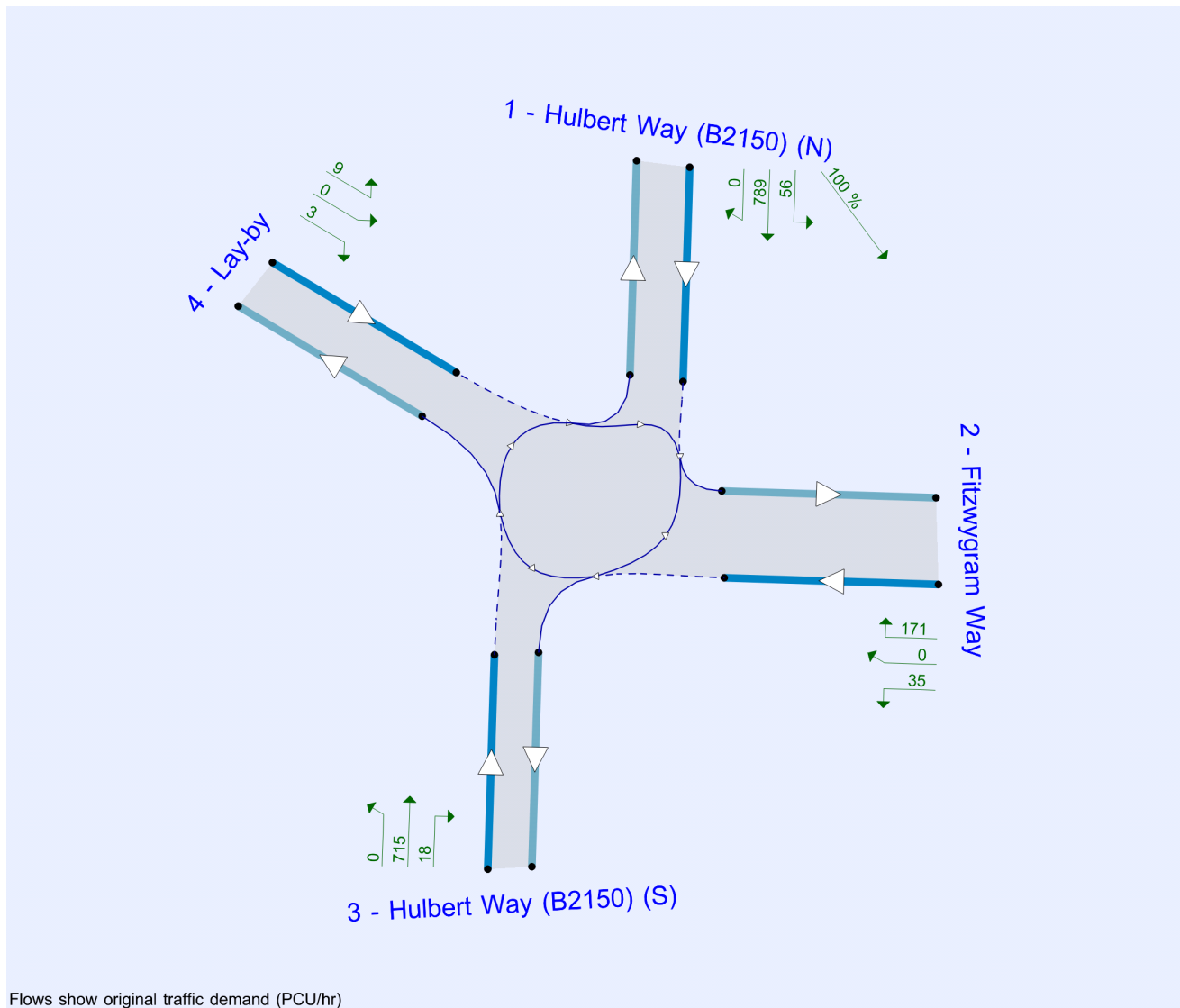
File summary

File Description

Title	
Location	
Site number	
Date	08/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\la.ford
Description	

Units

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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	00:00	01:30	15	✓
D2	2025	Base	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030	Base	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030	Base	PM	ONE HOUR	00:00	01:30	15	✓
D5	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601)	AM	ONE HOUR	00:00	01:30	15	✓
D6	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601)	PM	ONE HOUR	00:00	01:30	15	✓
D7	2030	Baseline 2030 + Fully Occupied Dunsbury Park	AM	ONE HOUR	00:00	01:30	15	✓
D8	2030	Baseline 2030 + Fully Occupied Dunsbury Park	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
AL	✓	✓	D1,D2,D3,D4,D5,D6,D7,D8	100.000	100.000

2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - 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	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	82	1 - Hulbert Way (B2150) (N)	4.47	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Hulbert Way (B2150) (N)		
2	Fitzwygram Way		
3	Hulbert Way (B2150) (S)		
4	Lay-by		

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 - Hulbert Way (B2150) (N)	4.20	5.50	15.2	11.2	48.8	42.0		
2 - Fitzwygram Way	3.80	7.70	41.5	19.2	48.9	38.0		
3 - Hulbert Way (B2150) (S)	5.70	7.70	9.5	17.8	48.9	43.0		
4 - Lay-by	3.85	3.85	0.0	15.6	48.9	29.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Hulbert Way (B2150) (N)	✓	100
2 - Fitzwygram Way		
3 - Hulbert Way (B2150) (S)		
4 - Lay-by		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hulbert Way (B2150) (N)	0.544	1455
2 - Fitzwygram Way	0.662	1999
3 - Hulbert Way (B2150) (S)	0.652	1982
4 - Lay-by	0.506	1155

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	728	100.000
2 - Fitzwygram Way		ONE HOUR	✓	23	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	709	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	9	55	664	0
	2 - Fitzwygram Way	20	0	3	0
	3 - Hulbert Way (B2150) (S)	700	8	1	0
	4 - Lay-by	10	0	2	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.01	0.08	0.91	0.
	2 - Fitzwygram Way	0.87	0.00	0.13	0.
	3 - Hulbert Way (B2150) (S)	0.99	0.01	0.00	0.
	4 - Lay-by	0.83	0.00	0.17	0.

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.
	2 - Fitzwygram Way	1.100	1.100	1.100	1.
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.
	4 - Lay-by	1.100	1.100	1.100	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	548	548
	2 - Fitzwygram Way	17	17
	3 - Hulbert Way (B2150) (S)	534	534
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	654	654
	2 - Fitzwygram Way	21	21
	3 - Hulbert Way (B2150) (S)	637	637
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	802	802
	2 - Fitzwygram Way	25	25
	3 - Hulbert Way (B2150) (S)	781	781
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	802	802
	2 - Fitzwygram Way	25	25
	3 - Hulbert Way (B2150) (S)	781	781
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	654	654
	2 - Fitzwygram Way	21	21
	3 - Hulbert Way (B2150) (S)	637	637
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	548	548
	2 - Fitzwygram Way	17	17
	3 - Hulbert Way (B2150) (S)	534	534
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.51	5.59	1.1	A	668	926
2 - Fitzwygram Way	0.02	2.67	0.0	A	21	32
3 - Hulbert Way (B2150) (S)	0.40	3.35	0.7	A	651	976
4 - Lay-by	0.02	5.42	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	548	507	127	41	0	8	1451	0.349	504	555	0.0	0.6	4.174
2 - Fitzwygram Way	17	17	4	0	41	507	1663	0.010	17	6	0.0	0.0	2.405
3 - Hulbert Way (B2150) (S)	534	534	133	0	0	22	1968	0.271	532	502	0.0	0.4	2.755
4 - Lay-by	9	9	2	0	0	554	874	0.010	9	0	0.0	0.0	4.577

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	654	605	151	49	0	10	1450	0.417	604	664	0.6	0.8	4.679
2 - Fitzwygram Way	21	21	5	0	49	607	1597	0.013	21	7	0.0	0.0	2.511
3 - Hulbert Way (B2150) (S)	637	637	159	0	0	26	1965	0.324	637	602	0.4	0.5	2.981
4 - Lay-by	11	11	3	0	0	663	819	0.013	11	0	0.0	0.0	4.899

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	802	741	185	61	0	12	1449	0.512	740	813	0.8	1.1	5.573
2 - Fitzwygram Way	25	25	6	0	61	743	1507	0.017	25	9	0.0	0.0	2.671
3 - Hulbert Way (B2150) (S)	781	781	195	0	0	32	1962	0.398	780	736	0.5	0.7	3.350
4 - Lay-by	13	13	3	0	0	812	744	0.018	13	0	0.0	0.0	5.421

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	802	741	185	61	0	12	1449	0.512	741	814	1.1	1.1	5.595
2 - Fitzwygram Way	25	25	6	0	61	744	1506	0.017	25	9	0.0	0.0	2.673
3 - Hulbert Way (B2150) (S)	781	781	195	0	0	32	1961	0.398	781	738	0.7	0.7	3.352
4 - Lay-by	13	13	3	0	0	813	743	0.018	13	0	0.0	0.0	5.424

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	654	605	151	49	0	10	1450	0.417	606	665	1.1	0.8	4.702
2 - Fitzwygram Way	21	21	5	0	49	609	1596	0.013	21	7	0.0	0.0	2.514
3 - Hulbert Way (B2150) (S)	637	637	159	0	0	26	1965	0.324	638	604	0.7	0.5	2.987
4 - Lay-by	11	11	3	0	0	664	818	0.013	11	0	0.0	0.0	4.905

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	548	507	127	41	0	8	1451	0.349	507	557	0.8	0.6	4.201
2 - Fitzwygram Way	17	17	4	0	41	510	1661	0.010	17	6	0.0	0.0	2.408
3 - Hulbert Way (B2150) (S)	534	534	133	0	0	22	1968	0.271	534	505	0.5	0.4	2.764
4 - Lay-by	9	9	2	0	0	556	873	0.010	9	0	0.0	0.0	4.583

2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - 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	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.79	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	65	1 - Hulbert Way (B2150) (N)	4.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	768	100.000
2 - Fitzwygram Way		ONE HOUR	✓	78	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	681	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	1	29	738	0
	2 - Fitzwygram Way	66	0	12	0
	3 - Hulbert Way (B2150) (S)	669	9	3	0
	4 - Lay-by	9	0	3	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.00	0.04	0.96	0.
	2 - Fitzwygram Way	0.85	0.00	0.15	0.
	3 - Hulbert Way (B2150) (S)	0.98	0.01	0.00	0.
	4 - Lay-by	0.75	0.00	0.25	0.

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	578	578
	2 - Fitzwygram Way	59	59
	3 - Hulbert Way (B2150) (S)	513	513
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	690	690
	2 - Fitzwygram Way	70	70
	3 - Hulbert Way (B2150) (S)	612	612
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	846	846
	2 - Fitzwygram Way	86	86
	3 - Hulbert Way (B2150) (S)	750	750
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	846	846
	2 - Fitzwygram Way	86	86
	3 - Hulbert Way (B2150) (S)	750	750
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	690	690
	2 - Fitzwygram Way	70	70
	3 - Hulbert Way (B2150) (S)	612	612
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	578	578
	2 - Fitzwygram Way	59	59
	3 - Hulbert Way (B2150) (S)	513	513
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.56	6.26	1.4	A	705	1017
2 - Fitzwygram Way	0.06	2.89	0.1	A	72	107
3 - Hulbert Way (B2150) (S)	0.39	3.34	0.7	A	625	937
4 - Lay-by	0.02	5.47	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	578	556	139	22	0	11	1449	0.384	554	559	0.0	0.7	4.409
2 - Fitzwygram Way	59	59	15	0	22	558	1629	0.036	59	7	0.0	0.0	2.520
3 - Hulbert Way (B2150) (S)	513	513	128	0	0	50	1949	0.263	511	566	0.0	0.4	2.751
4 - Lay-by	9	9	2	0	0	561	870	0.010	9	0	0.0	0.0	4.597

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	690	664	166	26	0	13	1448	0.459	663	669	0.7	0.9	5.041
2 - Fitzwygram Way	70	70	18	0	26	669	1556	0.045	70	8	0.0	0.1	2.664
3 - Hulbert Way (B2150) (S)	612	612	153	0	0	60	1943	0.315	612	679	0.4	0.5	2.974
4 - Lay-by	11	11	3	0	0	672	814	0.013	11	0	0.0	0.0	4.927

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	846	814	203	32	0	16	1446	0.563	812	819	0.9	1.4	6.222
2 - Fitzwygram Way	86	86	21	0	32	818	1457	0.059	86	10	0.1	0.1	2.887
3 - Hulbert Way (B2150) (S)	750	750	187	0	0	74	1934	0.388	749	830	0.5	0.7	3.339
4 - Lay-by	13	13	3	0	0	823	738	0.018	13	0	0.0	0.0	5.462

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	846	814	203	32	0	17	1446	0.563	814	820	1.4	1.4	6.259
2 - Fitzwygram Way	86	86	21	0	32	820	1456	0.059	86	10	0.1	0.1	2.889
3 - Hulbert Way (B2150) (S)	750	750	187	0	0	74	1934	0.388	750	832	0.7	0.7	3.342
4 - Lay-by	13	13	3	0	0	824	738	0.018	13	0	0.0	0.0	5.465

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	690	664	166	26	0	14	1448	0.459	666	671	1.4	0.9	5.077
2 - Fitzwygram Way	70	70	18	0	26	672	1554	0.045	70	8	0.1	0.1	2.667
3 - Hulbert Way (B2150) (S)	612	612	153	0	0	60	1943	0.315	613	681	0.7	0.5	2.978
4 - Lay-by	11	11	3	0	0	673	814	0.013	11	0	0.0	0.0	4.931

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	578	556	139	22	0	11	1449	0.384	557	561	0.9	0.7	4.445
2 - Fitzwygram Way	59	59	15	0	22	562	1627	0.036	59	7	0.1	0.0	2.527
3 - Hulbert Way (B2150) (S)	513	513	128	0	0	50	1949	0.263	513	570	0.5	0.4	2.757
4 - Lay-by	9	9	2	0	0	564	869	0.010	9	0	0.0	0.0	4.603

2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - 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	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	70	1 - Hulbert Way (B2150) (N)	4.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Base	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	778	100.000
2 - Fitzwygram Way		ONE HOUR	✓	24	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	758	100.000
4 - Lay-by		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	10	59	709	0
	2 - Fitzwygram Way	21	0	3	0
	3 - Hulbert Way (B2150) (S)	748	9	1	0
	4 - Lay-by	11	0	2	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.01	0.08	0.91	0.
	2 - Fitzwygram Way	0.88	0.00	0.13	0.
	3 - Hulbert Way (B2150) (S)	0.99	0.01	0.00	0.
	4 - Lay-by	0.85	0.00	0.15	0.

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	586	586
	2 - Fitzwygram Way	18	18
	3 - Hulbert Way (B2150) (S)	571	571
	4 - Lay-by	10	10
00:15-00:30	1 - Hulbert Way (B2150) (N)	699	699
	2 - Fitzwygram Way	22	22
	3 - Hulbert Way (B2150) (S)	681	681
	4 - Lay-by	12	12
00:30-00:45	1 - Hulbert Way (B2150) (N)	857	857
	2 - Fitzwygram Way	26	26
	3 - Hulbert Way (B2150) (S)	835	835
	4 - Lay-by	14	14
00:45-01:00	1 - Hulbert Way (B2150) (N)	857	857
	2 - Fitzwygram Way	26	26
	3 - Hulbert Way (B2150) (S)	835	835
	4 - Lay-by	14	14
01:00-01:15	1 - Hulbert Way (B2150) (N)	699	699
	2 - Fitzwygram Way	22	22
	3 - Hulbert Way (B2150) (S)	681	681
	4 - Lay-by	12	12
01:15-01:30	1 - Hulbert Way (B2150) (N)	586	586
	2 - Fitzwygram Way	18	18
	3 - Hulbert Way (B2150) (S)	571	571
	4 - Lay-by	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.55	6.03	1.3	A	714	990
2 - Fitzwygram Way	0.02	2.74	0.0	A	22	33
3 - Hulbert Way (B2150) (S)	0.43	3.52	0.8	A	696	1043
4 - Lay-by	0.02	5.65	0.0	A	12	18

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	586	541	135	44	0	9	1450	0.373	539	593	0.0	0.7	4.332
2 - Fitzwygram Way	18	18	5	0	44	541	1641	0.011	18	7	0.0	0.0	2.440
3 - Hulbert Way (B2150) (S)	571	571	143	0	0	23	1967	0.290	569	536	0.0	0.4	2.828
4 - Lay-by	10	10	2	0	0	592	855	0.011	10	0	0.0	0.0	4.686

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	699	646	162	53	0	11	1449	0.446	645	710	0.7	0.9	4.921
2 - Fitzwygram Way	22	22	5	0	53	648	1570	0.014	22	8	0.0	0.0	2.557
3 - Hulbert Way (B2150) (S)	681	681	170	0	0	28	1964	0.347	681	642	0.4	0.6	3.084
4 - Lay-by	12	12	3	0	0	709	796	0.015	12	0	0.0	0.0	5.050

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	857	792	198	65	0	13	1448	0.547	790	869	0.9	1.3	6.001
2 - Fitzwygram Way	26	26	7	0	65	793	1474	0.018	26	10	0.0	0.0	2.735
3 - Hulbert Way (B2150) (S)	835	835	209	0	0	34	1960	0.426	834	786	0.6	0.8	3.512
4 - Lay-by	14	14	4	0	0	868	715	0.020	14	0	0.0	0.0	5.648

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	857	792	198	65	0	13	1448	0.547	792	870	1.3	1.3	6.032
2 - Fitzwygram Way	26	26	7	0	65	795	1473	0.018	26	10	0.0	0.0	2.737
3 - Hulbert Way (B2150) (S)	835	835	209	0	0	34	1960	0.426	835	787	0.8	0.8	3.517
4 - Lay-by	14	14	4	0	0	869	715	0.020	14	0	0.0	0.0	5.652

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	699	646	162	53	0	11	1449	0.446	648	711	1.3	0.9	4.954
2 - Fitzwygram Way	22	22	5	0	53	651	1568	0.014	22	8	0.0	0.0	2.562
3 - Hulbert Way (B2150) (S)	681	681	170	0	0	28	1964	0.347	682	644	0.8	0.6	3.090
4 - Lay-by	12	12	3	0	0	710	795	0.015	12	0	0.0	0.0	5.057

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	586	541	135	44	0	9	1450	0.373	542	595	0.9	0.7	4.365
2 - Fitzwygram Way	18	18	5	0	44	544	1638	0.011	18	7	0.0	0.0	2.445
3 - Hulbert Way (B2150) (S)	571	571	143	0	0	23	1967	0.290	571	539	0.6	0.5	2.837
4 - Lay-by	10	10	2	0	0	595	854	0.011	10	0	0.0	0.0	4.693

2030 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - 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	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.18	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	55	1 - Hulbert Way (B2150) (N)	5.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	821	100.000
2 - Fitzwygram Way		ONE HOUR	✓	83	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	729	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	1	31	789	0
	2 - Fitzwygram Way	70	0	13	0
	3 - Hulbert Way (B2150) (S)	715	10	4	0
	4 - Lay-by	9	0	3	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.00	0.04	0.96	0.
	2 - Fitzwygram Way	0.84	0.00	0.16	0.
	3 - Hulbert Way (B2150) (S)	0.98	0.01	0.01	0.
	4 - Lay-by	0.75	0.00	0.25	0.

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	618	618
	2 - Fitzwygram Way	62	62
	3 - Hulbert Way (B2150) (S)	549	549
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	738	738
	2 - Fitzwygram Way	75	75
	3 - Hulbert Way (B2150) (S)	655	655
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	904	904
	2 - Fitzwygram Way	91	91
	3 - Hulbert Way (B2150) (S)	803	803
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	904	904
	2 - Fitzwygram Way	91	91
	3 - Hulbert Way (B2150) (S)	803	803
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	738	738
	2 - Fitzwygram Way	75	75
	3 - Hulbert Way (B2150) (S)	655	655
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	618	618
	2 - Fitzwygram Way	62	62
	3 - Hulbert Way (B2150) (S)	549	549
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.60	6.88	1.6	A	753	1087
2 - Fitzwygram Way	0.06	2.98	0.1	A	76	114
3 - Hulbert Way (B2150) (S)	0.42	3.51	0.8	A	669	1003
4 - Lay-by	0.02	5.69	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	618	595	149	23	0	13	1448	0.411	592	597	0.0	0.8	4.608
2 - Fitzwygram Way	62	62	16	0	23	597	1604	0.039	62	8	0.0	0.0	2.569
3 - Hulbert Way (B2150) (S)	549	549	137	0	0	53	1948	0.282	547	606	0.0	0.4	2.823
4 - Lay-by	9	9	2	0	0	600	851	0.011	9	0	0.0	0.0	4.705

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	738	710	178	28	0	15	1447	0.491	709	714	0.8	1.0	5.357
2 - Fitzwygram Way	75	75	19	0	28	715	1525	0.049	75	9	0.0	0.1	2.729
3 - Hulbert Way (B2150) (S)	655	655	164	0	0	64	1941	0.338	655	726	0.4	0.6	3.077
4 - Lay-by	11	11	3	0	0	719	791	0.014	11	0	0.0	0.0	5.076

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	904	870	217	34	0	19	1445	0.602	867	874	1.0	1.6	6.829
2 - Fitzwygram Way	91	91	23	0	34	875	1420	0.064	91	11	0.1	0.1	2.980
3 - Hulbert Way (B2150) (S)	803	803	201	0	0	78	1931	0.416	802	888	0.6	0.8	3.500
4 - Lay-by	13	13	3	0	0	880	709	0.019	13	0	0.0	0.0	5.689

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	904	870	217	34	0	19	1445	0.602	870	875	1.6	1.6	6.880
2 - Fitzwygram Way	91	91	23	0	34	877	1418	0.064	91	11	0.1	0.1	2.984
3 - Hulbert Way (B2150) (S)	803	803	201	0	0	78	1931	0.416	803	891	0.8	0.8	3.507
4 - Lay-by	13	13	3	0	0	881	709	0.019	13	0	0.0	0.0	5.693

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	738	710	178	28	0	15	1447	0.491	712	716	1.6	1.1	5.410
2 - Fitzwygram Way	75	75	19	0	28	719	1523	0.049	75	9	0.1	0.1	2.735
3 - Hulbert Way (B2150) (S)	655	655	164	0	0	64	1941	0.338	656	730	0.8	0.6	3.086
4 - Lay-by	11	11	3	0	0	720	790	0.014	11	0	0.0	0.0	5.081

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	618	595	149	23	0	13	1448	0.411	596	599	1.1	0.8	4.652
2 - Fitzwygram Way	62	62	16	0	23	601	1601	0.039	63	8	0.1	0.0	2.573
3 - Hulbert Way (B2150) (S)	549	549	137	0	0	53	1947	0.282	549	610	0.6	0.4	2.832
4 - Lay-by	9	9	2	0	0	603	849	0.011	9	0	0.0	0.0	4.712

2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - 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	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.92	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	67	1 - Hulbert Way (B2150) (N)	4.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601)	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	868	100.000
2 - Fitzwygram Way		ONE HOUR	✓	37	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	781	100.000
4 - Lay-by		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	10	149	709	0
	2 - Fitzwygram Way	31	0	6	0
	3 - Hulbert Way (B2150) (S)	748	32	1	0
	4 - Lay-by	11	0	2	0

Proportions

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	0.01	0.17	0.82	0.
	2 - Fitzwygram Way	0.84	0.00	0.16	0.
	3 - Hulbert Way (B2150) (S)	0.96	0.04	0.00	0.
	4 - Lay-by	0.85	0.00	0.15	0.

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	653	653
	2 - Fitzwygram Way	28	28
	3 - Hulbert Way (B2150) (S)	588	588
	4 - Lay-by	10	10
00:15-00:30	1 - Hulbert Way (B2150) (N)	780	780
	2 - Fitzwygram Way	33	33
	3 - Hulbert Way (B2150) (S)	702	702
	4 - Lay-by	12	12
00:30-00:45	1 - Hulbert Way (B2150) (N)	956	956
	2 - Fitzwygram Way	41	41
	3 - Hulbert Way (B2150) (S)	860	860
	4 - Lay-by	14	14
00:45-01:00	1 - Hulbert Way (B2150) (N)	956	956
	2 - Fitzwygram Way	41	41
	3 - Hulbert Way (B2150) (S)	860	860
	4 - Lay-by	14	14
01:00-01:15	1 - Hulbert Way (B2150) (N)	780	780
	2 - Fitzwygram Way	33	33
	3 - Hulbert Way (B2150) (S)	702	702
	4 - Lay-by	12	12
01:15-01:30	1 - Hulbert Way (B2150) (N)	653	653
	2 - Fitzwygram Way	28	28
	3 - Hulbert Way (B2150) (S)	588	588
	4 - Lay-by	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.55	6.16	1.3	A	796	990
2 - Fitzwygram Way	0.03	2.76	0.0	A	34	51
3 - Hulbert Way (B2150) (S)	0.44	3.62	0.9	A	717	1075
4 - Lay-by	0.02	5.80	0.0	A	12	18

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	653	541	135	112	0	26	1441	0.376	539	600	0.0	0.7	4.377
2 - Fitzwygram Way	28	28	7	0	112	541	1641	0.017	28	24	0.0	0.0	2.454
3 - Hulbert Way (B2150) (S)	588	588	147	0	0	31	1962	0.300	586	538	0.0	0.5	2.874
4 - Lay-by	10	10	2	0	0	617	842	0.012	10	0	0.0	0.0	4.756

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	780	646	162	134	0	31	1438	0.449	645	719	0.7	0.9	4.989
2 - Fitzwygram Way	33	33	8	0	134	648	1570	0.021	33	29	0.0	0.0	2.576
3 - Hulbert Way (B2150) (S)	702	702	176	0	0	37	1958	0.359	702	645	0.5	0.6	3.149
4 - Lay-by	12	12	3	0	0	738	781	0.015	12	0	0.0	0.0	5.148

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	956	792	198	164	0	38	1434	0.552	790	880	0.9	1.3	6.127
2 - Fitzwygram Way	41	41	10	0	164	793	1474	0.028	41	35	0.0	0.0	2.762
3 - Hulbert Way (B2150) (S)	860	860	215	0	0	45	1953	0.440	859	789	0.6	0.9	3.616
4 - Lay-by	14	14	4	0	0	904	697	0.021	14	0	0.0	0.0	5.800

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	956	792	198	164	0	39	1434	0.552	792	881	1.3	1.3	6.161
2 - Fitzwygram Way	41	41	10	0	164	795	1473	0.028	41	35	0.0	0.0	2.764
3 - Hulbert Way (B2150) (S)	860	860	215	0	0	45	1953	0.440	860	790	0.9	0.9	3.622
4 - Lay-by	14	14	4	0	0	905	696	0.021	14	0	0.0	0.0	5.805

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	780	646	162	134	0	32	1438	0.449	648	720	1.3	0.9	5.025
2 - Fitzwygram Way	33	33	8	0	134	651	1568	0.021	33	29	0.0	0.0	2.581
3 - Hulbert Way (B2150) (S)	702	702	176	0	0	37	1958	0.359	703	647	0.9	0.6	3.159
4 - Lay-by	12	12	3	0	0	740	780	0.015	12	0	0.0	0.0	5.156

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	653	541	135	112	0	26	1441	0.376	542	603	0.9	0.7	4.412
2 - Fitzwygram Way	28	28	7	0	112	545	1638	0.017	28	24	0.0	0.0	2.460
3 - Hulbert Way (B2150) (S)	588	588	147	0	0	31	1962	0.300	589	542	0.6	0.5	2.883
4 - Lay-by	10	10	2	0	0	619	841	0.012	10	0	0.0	0.0	4.766

2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - 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	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	54	1 - Hulbert Way (B2150) (N)	5.21	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601)	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	840	100.000
2 - Fitzwygram Way		ONE HOUR	✓	174	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	735	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To	1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	1	50	789	0
	2 - Fitzwygram Way	145	0	29	0
	3 - Hulbert Way (B2150) (S)	715	16	4	0
	4 - Lay-by	9	0	3	0

Proportions

	To	1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	0.00	0.06	0.94	0.
	2 - Fitzwygram Way	0.83	0.00	0.17	0.
	3 - Hulbert Way (B2150) (S)	0.97	0.02	0.01	0.
	4 - Lay-by	0.75	0.00	0.25	0.

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	632	632
	2 - Fitzwygram Way	131	131
	3 - Hulbert Way (B2150) (S)	553	553
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	755	755
	2 - Fitzwygram Way	156	156
	3 - Hulbert Way (B2150) (S)	661	661
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	925	925
	2 - Fitzwygram Way	192	192
	3 - Hulbert Way (B2150) (S)	809	809
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	925	925
	2 - Fitzwygram Way	192	192
	3 - Hulbert Way (B2150) (S)	809	809
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	755	755
	2 - Fitzwygram Way	156	156
	3 - Hulbert Way (B2150) (S)	661	661
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	632	632
	2 - Fitzwygram Way	131	131
	3 - Hulbert Way (B2150) (S)	553	553
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.60	6.92	1.7	A	771	1087
2 - Fitzwygram Way	0.14	3.23	0.2	A	160	239
3 - Hulbert Way (B2150) (S)	0.43	3.71	0.8	A	674	1012
4 - Lay-by	0.02	6.09	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	632	595	149	38	0	17	1446	0.411	592	653	0.0	0.8	4.619
2 - Fitzwygram Way	131	131	33	0	38	597	1604	0.082	131	12	0.0	0.1	2.688
3 - Hulbert Way (B2150) (S)	553	553	138	0	0	110	1911	0.290	552	618	0.0	0.4	2.909
4 - Lay-by	9	9	2	0	0	661	820	0.011	9	0	0.0	0.0	4.883

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	755	710	178	45	0	21	1444	0.492	709	781	0.8	1.1	5.379
2 - Fitzwygram Way	156	156	39	0	45	715	1525	0.103	156	14	0.1	0.1	2.892
3 - Hulbert Way (B2150) (S)	661	661	165	0	0	131	1897	0.348	660	740	0.4	0.6	3.200
4 - Lay-by	11	11	3	0	0	791	754	0.014	11	0	0.0	0.0	5.328

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	925	870	217	55	0	25	1441	0.603	867	957	1.1	1.6	6.869
2 - Fitzwygram Way	192	192	48	0	55	875	1420	0.135	191	18	0.1	0.2	3.224
3 - Hulbert Way (B2150) (S)	809	809	202	0	0	161	1878	0.431	808	906	0.6	0.8	3.700
4 - Lay-by	13	13	3	0	0	969	664	0.020	13	0	0.0	0.0	6.083

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	925	870	217	55	0	25	1441	0.603	870	958	1.6	1.7	6.923
2 - Fitzwygram Way	192	192	48	0	55	877	1418	0.135	192	18	0.2	0.2	3.228
3 - Hulbert Way (B2150) (S)	809	809	202	0	0	161	1877	0.431	809	908	0.8	0.8	3.706
4 - Lay-by	13	13	3	0	0	970	664	0.020	13	0	0.0	0.0	6.088

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	755	710	178	45	0	21	1444	0.492	713	783	1.7	1.1	5.430
2 - Fitzwygram Way	156	156	39	0	45	719	1523	0.103	157	14	0.2	0.1	2.900
3 - Hulbert Way (B2150) (S)	661	661	165	0	0	131	1897	0.348	662	744	0.8	0.6	3.211
4 - Lay-by	11	11	3	0	0	793	753	0.014	11	0	0.0	0.0	5.337

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	632	595	149	38	0	17	1446	0.411	596	656	1.1	0.8	4.667
2 - Fitzwygram Way	131	131	33	0	38	601	1601	0.082	131	12	0.1	0.1	2.694
3 - Hulbert Way (B2150) (S)	553	553	138	0	0	110	1911	0.290	554	622	0.6	0.5	2.921
4 - Lay-by	9	9	2	0	0	664	818	0.011	9	0	0.0	0.0	4.892

2030 | Baseline 2030 + Fully Occupied Dunsbury Park | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - 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	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.97	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	66	1 - Hulbert Way (B2150) (N)	4.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Baseline 2030 + Fully Occupied Dunsbury Park	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	898	100.000
2 - Fitzwygram Way		ONE HOUR	✓	40	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	790	100.000
4 - Lay-by		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	179	709	0
	2 - Fitzwygram Way	34	0	6	0
	3 - Hulbert Way (B2150) (S)	748	41	1	0
	4 - Lay-by	11	0	2	0

Proportions

	To				
From		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 La b
	1 - Hulbert Way (B2150) (N)	0.01	0.20	0.79	0.
	2 - Fitzwygram Way	0.85	0.00	0.15	0.
	3 - Hulbert Way (B2150) (S)	0.95	0.05	0.00	0.
	4 - Lay-by	0.85	0.00	0.15	0.

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	676	676
	2 - Fitzwygram Way	30	30
	3 - Hulbert Way (B2150) (S)	595	595
	4 - Lay-by	10	10
00:15-00:30	1 - Hulbert Way (B2150) (N)	807	807
	2 - Fitzwygram Way	36	36
	3 - Hulbert Way (B2150) (S)	710	710
	4 - Lay-by	12	12
00:30-00:45	1 - Hulbert Way (B2150) (N)	989	989
	2 - Fitzwygram Way	44	44
	3 - Hulbert Way (B2150) (S)	870	870
	4 - Lay-by	14	14
00:45-01:00	1 - Hulbert Way (B2150) (N)	989	989
	2 - Fitzwygram Way	44	44
	3 - Hulbert Way (B2150) (S)	870	870
	4 - Lay-by	14	14
01:00-01:15	1 - Hulbert Way (B2150) (N)	807	807
	2 - Fitzwygram Way	36	36
	3 - Hulbert Way (B2150) (S)	710	710
	4 - Lay-by	12	12
01:15-01:30	1 - Hulbert Way (B2150) (N)	676	676
	2 - Fitzwygram Way	30	30
	3 - Hulbert Way (B2150) (S)	595	595
	4 - Lay-by	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.55	6.21	1.4	A	824	990
2 - Fitzwygram Way	0.03	2.77	0.0	A	37	55
3 - Hulbert Way (B2150) (S)	0.45	3.66	0.9	A	725	1087
4 - Lay-by	0.02	5.86	0.0	A	12	18

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	676	541	135	135	0	33	1437	0.377	539	603	0.0	0.7	4.395
2 - Fitzwygram Way	30	30	8	0	135	541	1641	0.018	30	31	0.0	0.0	2.458
3 - Hulbert Way (B2150) (S)	595	595	149	0	0	33	1961	0.303	593	538	0.0	0.5	2.891
4 - Lay-by	10	10	2	0	0	626	838	0.012	10	0	0.0	0.0	4.782

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	807	646	162	161	0	40	1434	0.451	645	721	0.7	0.9	5.017
2 - Fitzwygram Way	36	36	9	0	161	648	1570	0.023	36	37	0.0	0.0	2.581
3 - Hulbert Way (B2150) (S)	710	710	178	0	0	40	1957	0.363	710	645	0.5	0.6	3.174
4 - Lay-by	12	12	3	0	0	749	775	0.015	12	0	0.0	0.0	5.185

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	989	792	198	197	0	48	1429	0.554	790	883	0.9	1.3	6.179
2 - Fitzwygram Way	44	44	11	0	197	793	1474	0.030	44	45	0.0	0.0	2.769
3 - Hulbert Way (B2150) (S)	870	870	217	0	0	48	1951	0.446	869	789	0.6	0.9	3.656
4 - Lay-by	14	14	4	0	0	917	690	0.021	14	0	0.0	0.0	5.858

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	989	792	198	197	0	48	1429	0.554	792	884	1.3	1.4	6.213
2 - Fitzwygram Way	44	44	11	0	197	795	1473	0.030	44	45	0.0	0.0	2.771
3 - Hulbert Way (B2150) (S)	870	870	217	0	0	48	1951	0.446	870	790	0.9	0.9	3.662
4 - Lay-by	14	14	4	0	0	918	690	0.021	14	0	0.0	0.0	5.862

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	807	646	162	161	0	40	1434	0.451	648	723	1.4	0.9	5.052
2 - Fitzwygram Way	36	36	9	0	161	651	1568	0.023	36	37	0.0	0.0	2.586
3 - Hulbert Way (B2150) (S)	710	710	178	0	0	40	1956	0.363	711	647	0.9	0.6	3.184
4 - Lay-by	12	12	3	0	0	751	774	0.015	12	0	0.0	0.0	5.193

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	676	541	135	135	0	33	1437	0.377	542	605	0.9	0.7	4.431
2 - Fitzwygram Way	30	30	8	0	135	545	1638	0.018	30	31	0.0	0.0	2.463
3 - Hulbert Way (B2150) (S)	595	595	149	0	0	33	1961	0.303	595	542	0.6	0.5	2.903
4 - Lay-by	10	10	2	0	0	629	836	0.012	10	0	0.0	0.0	4.792

2030 | Baseline 2030 + Fully Occupied Dunsbury Park | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - 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	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	54	1 - Hulbert Way (B2150) (N)	5.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Baseline 2030 + Fully Occupied Dunsbury Park	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	846	100.000
2 - Fitzwygram Way		ONE HOUR	✓	206	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	737	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	1	56	789	0
	2 - Fitzwygram Way	171	0	35	0
	3 - Hulbert Way (B2150) (S)	715	18	4	0
	4 - Lay-by	9	0	3	0

Proportions

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	0.00	0.07	0.93	0.
	2 - Fitzwygram Way	0.83	0.00	0.17	0.
	3 - Hulbert Way (B2150) (S)	0.97	0.02	0.01	0.
	4 - Lay-by	0.75	0.00	0.25	0.

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	637	637
	2 - Fitzwygram Way	155	155
	3 - Hulbert Way (B2150) (S)	555	555
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	761	761
	2 - Fitzwygram Way	185	185
	3 - Hulbert Way (B2150) (S)	663	663
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	931	931
	2 - Fitzwygram Way	227	227
	3 - Hulbert Way (B2150) (S)	811	811
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	931	931
	2 - Fitzwygram Way	227	227
	3 - Hulbert Way (B2150) (S)	811	811
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	761	761
	2 - Fitzwygram Way	185	185
	3 - Hulbert Way (B2150) (S)	663	663
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	637	637
	2 - Fitzwygram Way	155	155
	3 - Hulbert Way (B2150) (S)	555	555
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.60	6.94	1.7	A	776	1087
2 - Fitzwygram Way	0.16	3.32	0.2	A	189	284
3 - Hulbert Way (B2150) (S)	0.44	3.78	0.8	A	676	1014
4 - Lay-by	0.02	6.24	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	637	595	149	42	0	19	1445	0.412	592	672	0.0	0.8	4.624
2 - Fitzwygram Way	155	155	39	0	42	597	1604	0.097	155	14	0.0	0.1	2.733
3 - Hulbert Way (B2150) (S)	555	555	139	0	0	129	1898	0.292	553	622	0.0	0.5	2.940
4 - Lay-by	9	9	2	0	0	682	809	0.011	9	0	0.0	0.0	4.948

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	761	710	178	50	0	22	1443	0.492	709	805	0.8	1.1	5.386
2 - Fitzwygram Way	185	185	46	0	50	715	1525	0.121	185	16	0.1	0.2	2.954
3 - Hulbert Way (B2150) (S)	663	663	166	0	0	155	1882	0.352	662	746	0.5	0.6	3.245
4 - Lay-by	11	11	3	0	0	816	741	0.015	11	0	0.0	0.0	5.421

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	931	870	217	62	0	27	1440	0.604	867	985	1.1	1.6	6.883
2 - Fitzwygram Way	227	227	57	0	62	875	1420	0.160	227	20	0.2	0.2	3.319
3 - Hulbert Way (B2150) (S)	811	811	203	0	0	189	1859	0.437	810	913	0.6	0.8	3.773
4 - Lay-by	13	13	3	0	0	1000	648	0.020	13	0	0.0	0.0	6.232

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	931	870	217	62	0	28	1440	0.604	870	986	1.6	1.7	6.938
2 - Fitzwygram Way	227	227	57	0	62	877	1418	0.160	227	20	0.2	0.2	3.323
3 - Hulbert Way (B2150) (S)	811	811	203	0	0	189	1859	0.437	811	915	0.8	0.8	3.780
4 - Lay-by	13	13	3	0	0	1001	648	0.020	13	0	0.0	0.0	6.238

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	761	710	178	50	0	23	1443	0.492	713	807	1.7	1.1	5.438
2 - Fitzwygram Way	185	185	46	0	50	719	1523	0.122	185	16	0.2	0.2	2.962
3 - Hulbert Way (B2150) (S)	663	663	166	0	0	155	1881	0.352	664	749	0.8	0.6	3.256
4 - Lay-by	11	11	3	0	0	818	740	0.015	11	0	0.0	0.0	5.428

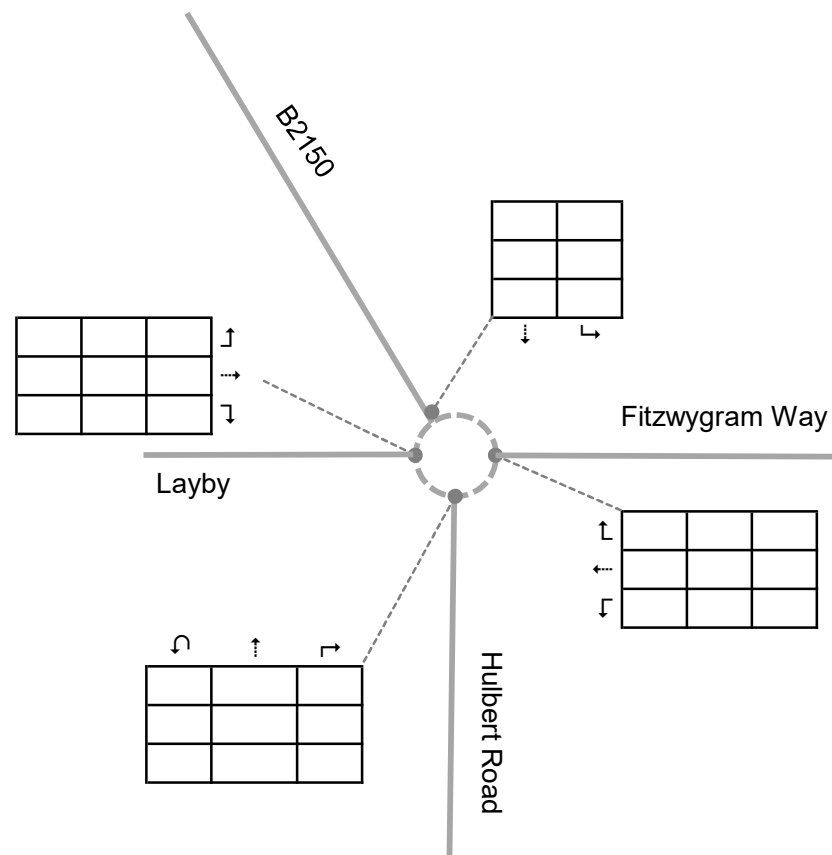
01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	637	595	149	42	0	19	1445	0.412	596	675	1.1	0.8	4.670
2 - Fitzwygram Way	155	155	39	0	42	601	1601	0.097	155	14	0.2	0.1	2.739
3 - Hulbert Way (B2150) (S)	555	555	139	0	0	130	1898	0.292	555	627	0.6	0.5	2.953
4 - Lay-by	9	9	2	0	0	685	808	0.011	9	0	0.0	0.0	4.957



Project Name: Unit 600_601 Dunsbury Park, Havant
Project Number: 273.0003b
Drawn By: AJF
Approved By: KCH

Scenario: Diagram (Parcel Dist Sensitivty Test)





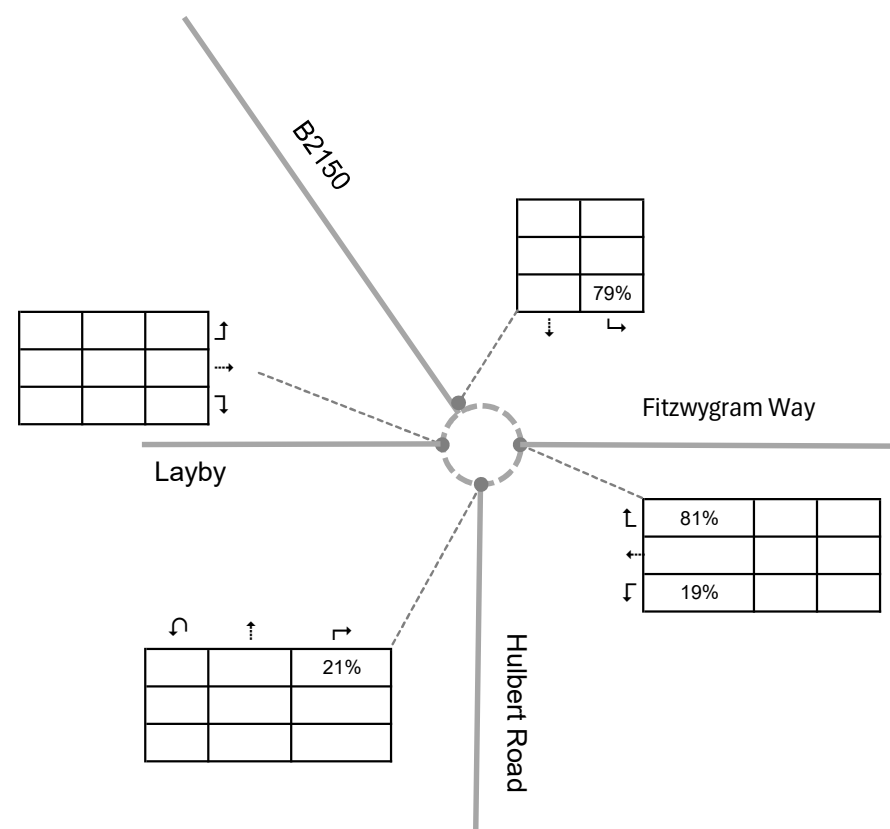
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Trip Distributions (AM) (Parcel Dist Sensitivity Test)





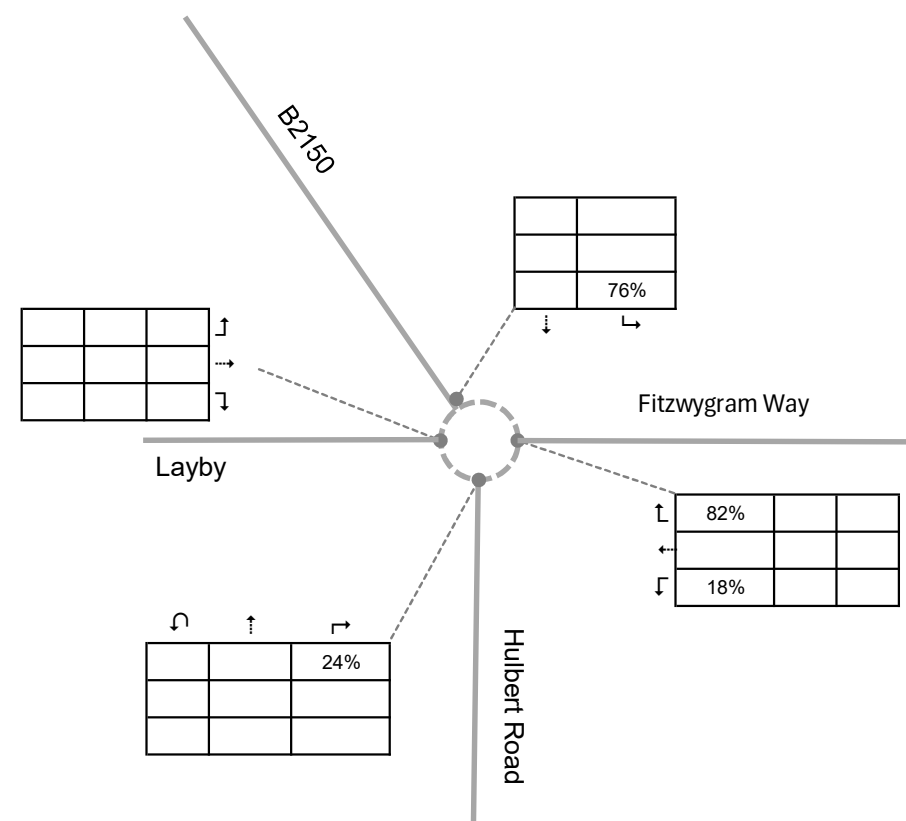
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Trip Distributions (PM) (Parcel Dist Sensitivty Test)





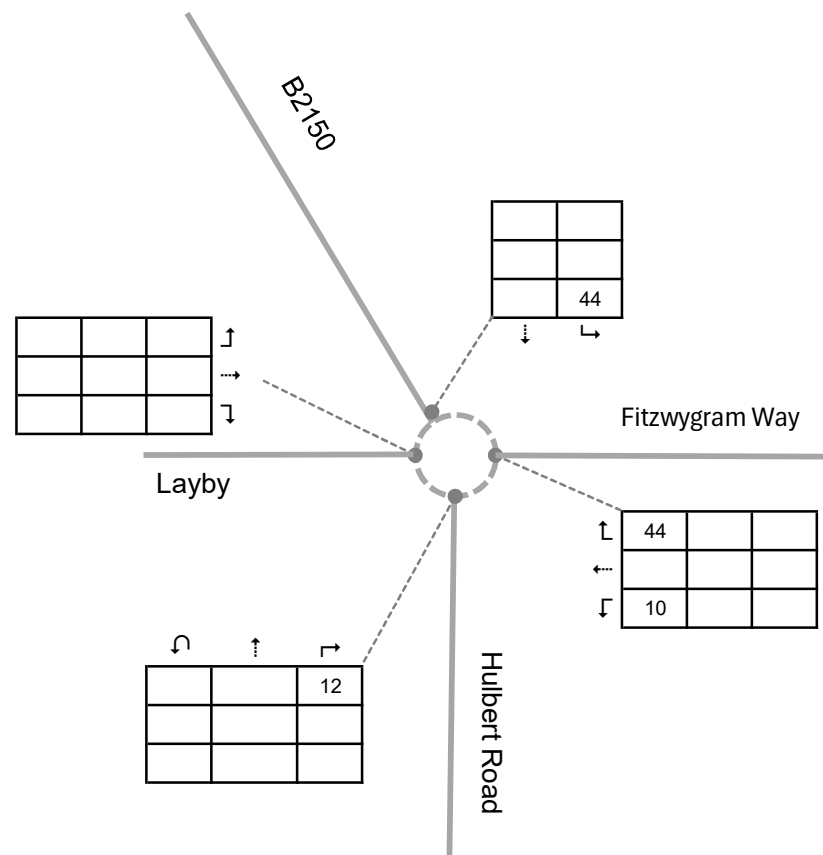
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Trip Generation (AM) (Parcel Dist Sensitivity Test)





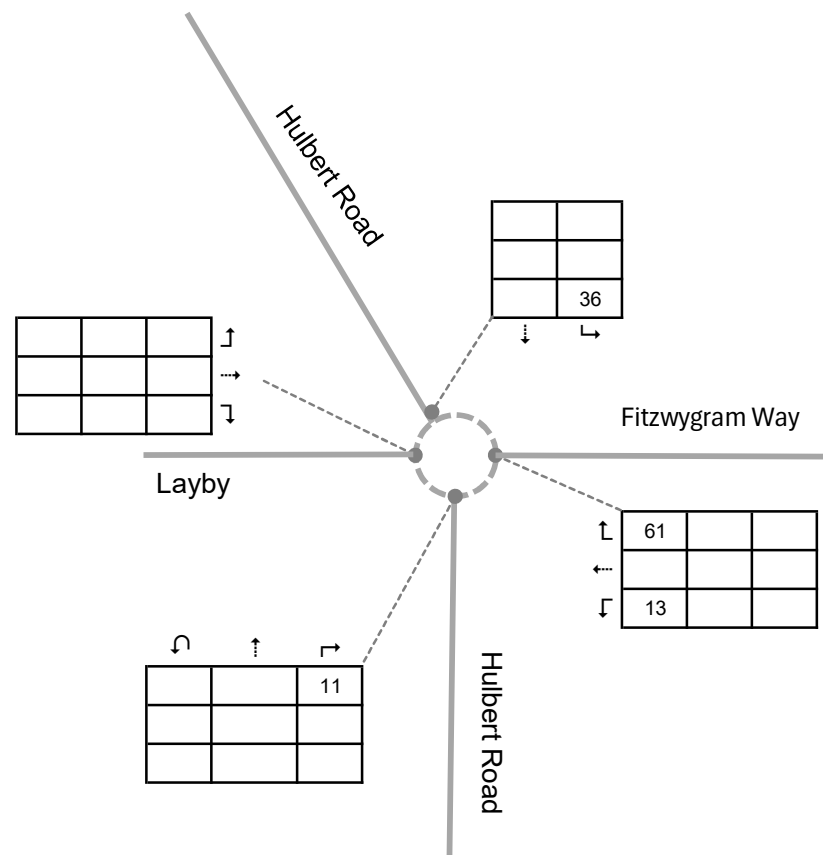
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Trip Generation (PM) (Parcel Dist Sensitivity Test)





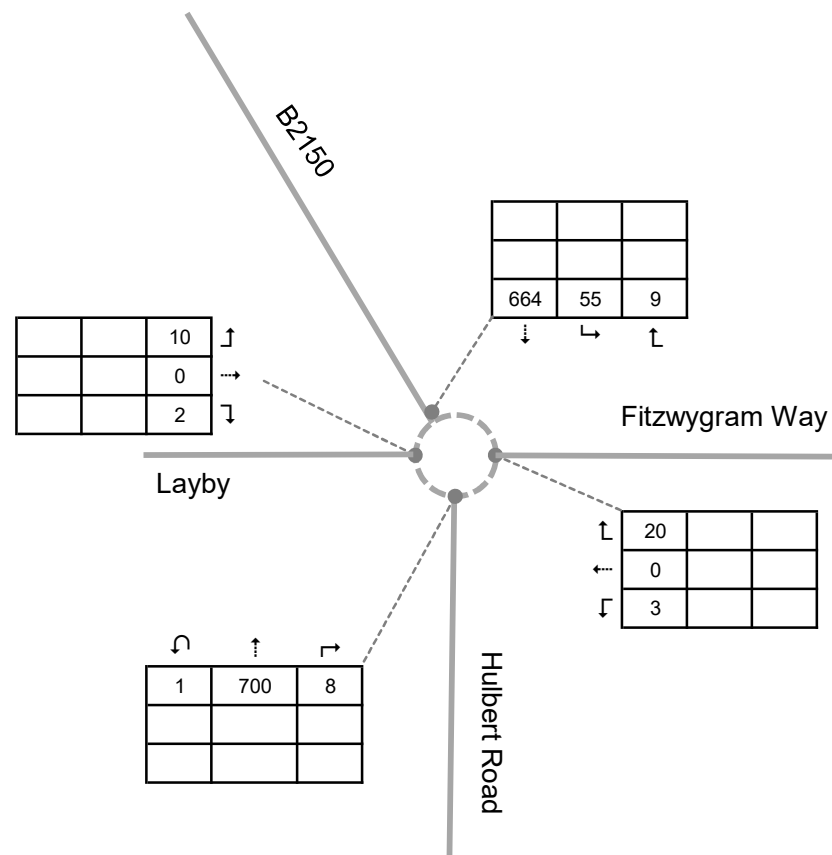
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Baseline 2025 (AM) (Parcel Dist Sensitivity Test)





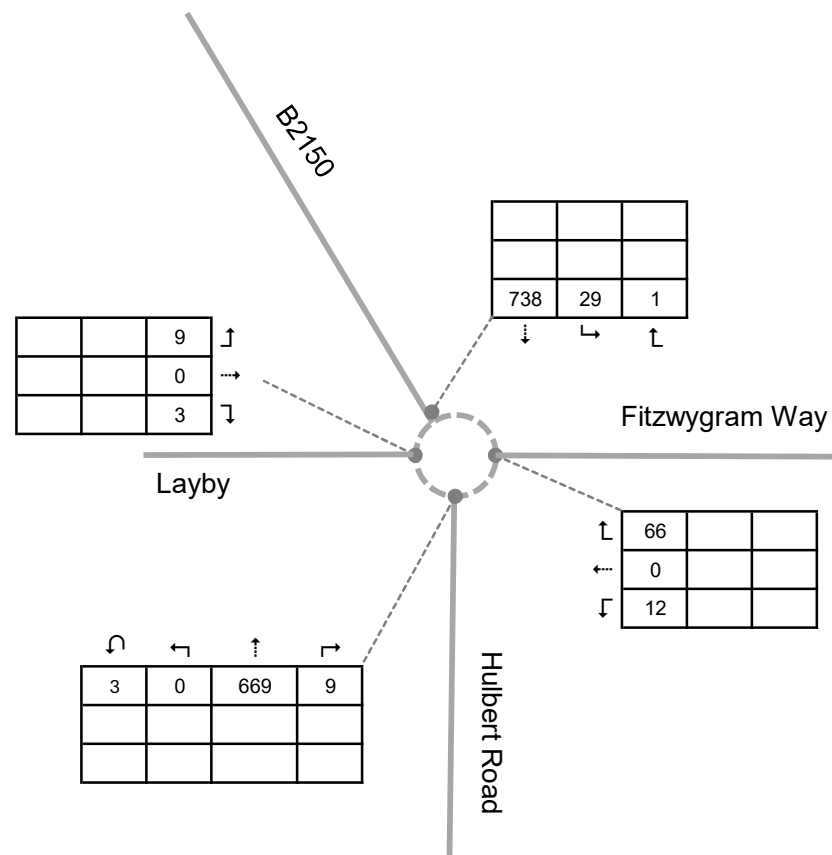
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Baseline 2025 (PM) (Parcel Dist Sensitivity Test)





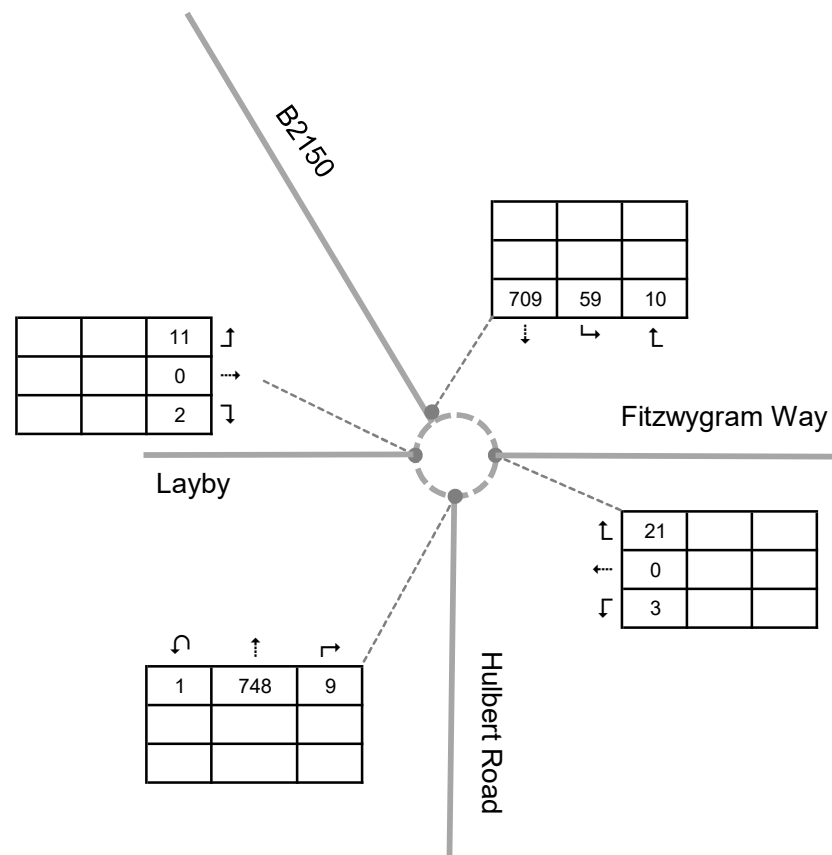
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Baseline 2030 (AM) (Parcel Dist Sensitivity Test)





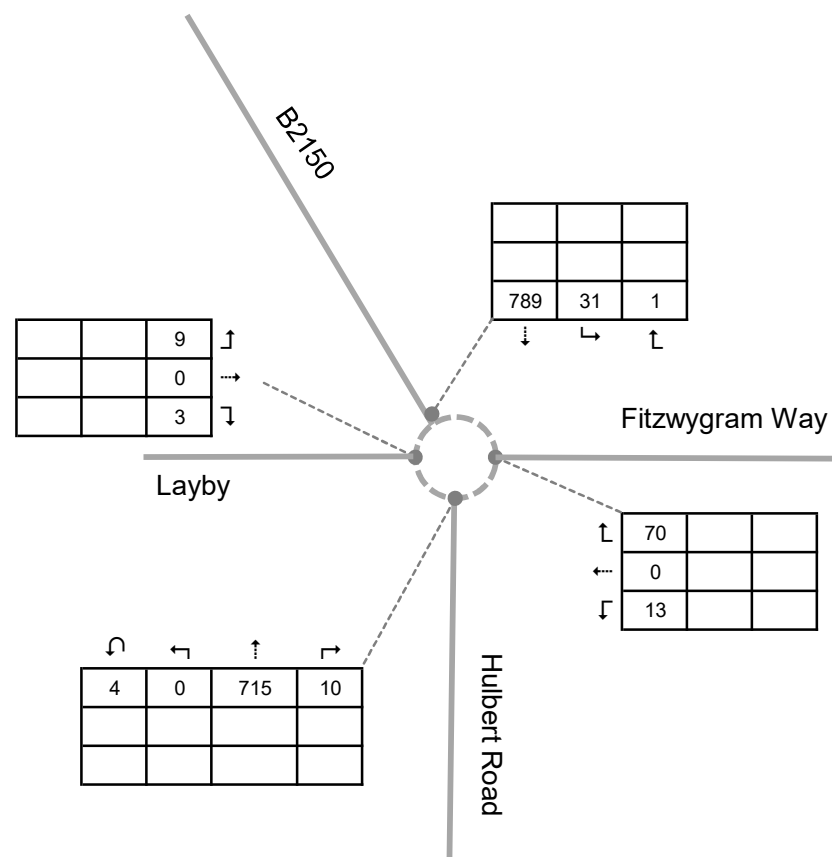
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Baseline 2030 (PM) (Parcel Dist Sensitivity Test)





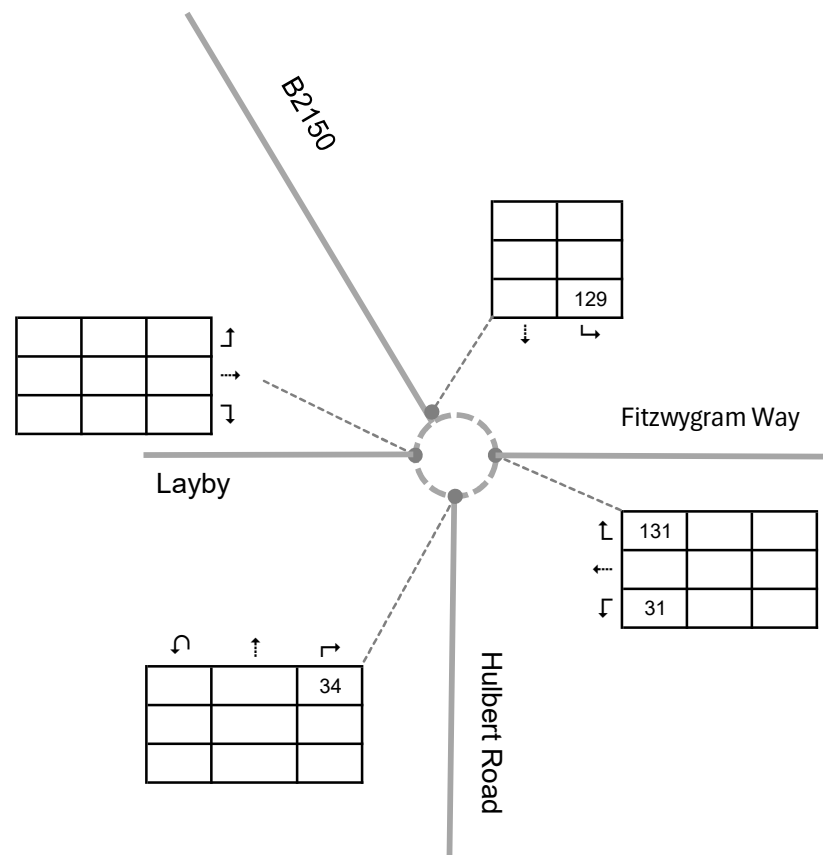
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Trip Generation (AM) CD1 (Parcel Dist Sensitivity Test)





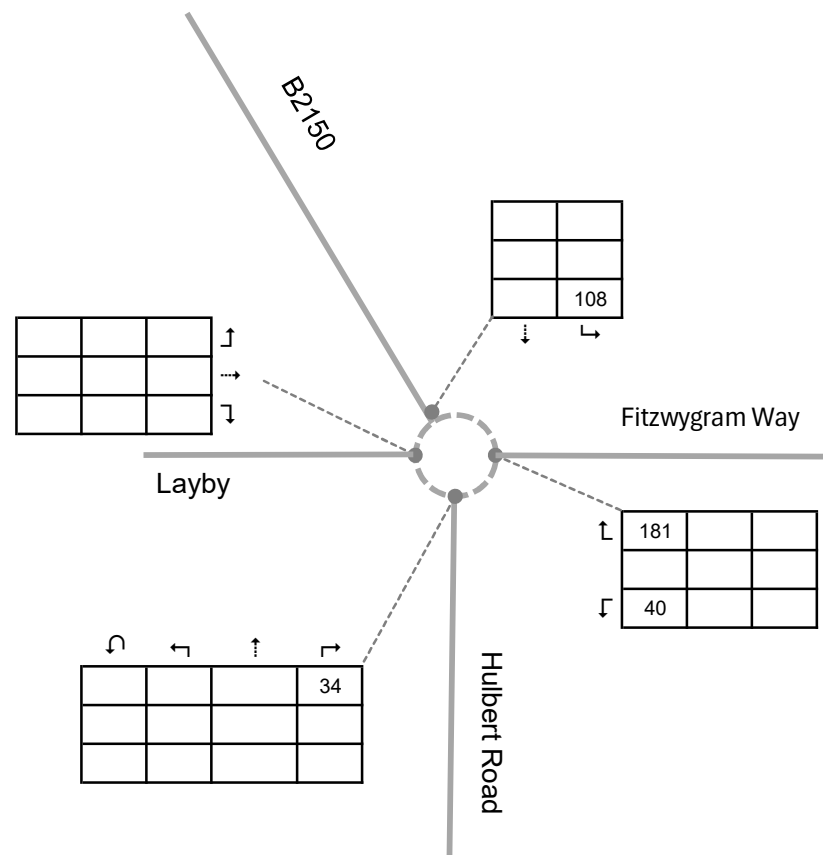
Project Name: Unit 600_601 Dunsbury Park, Havant

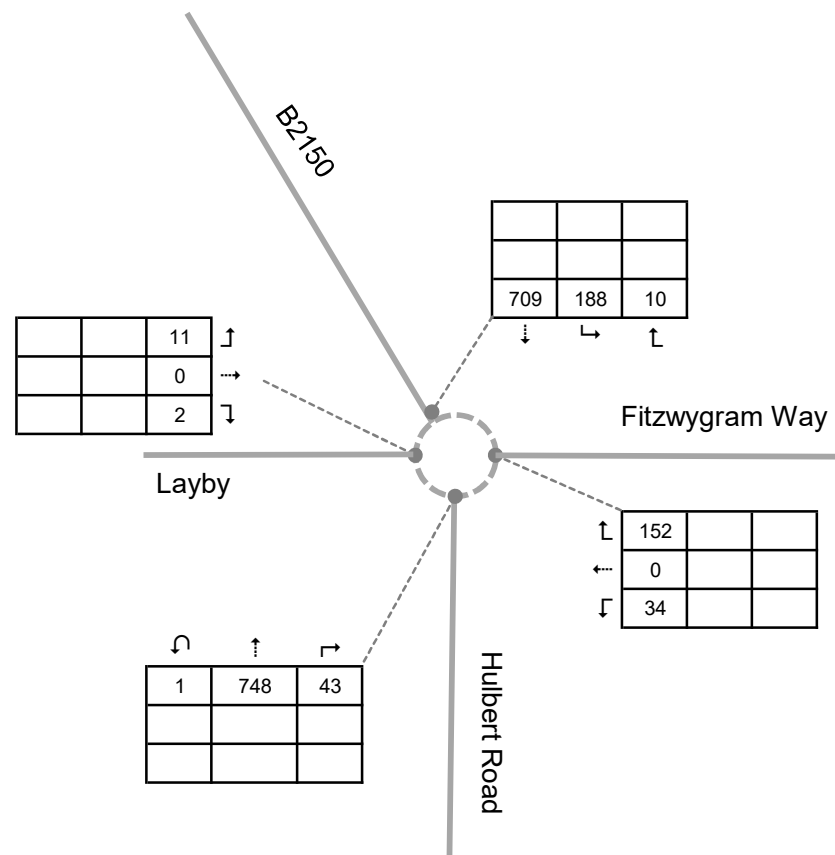
Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Trip Generation (PM) CD1 (Parcel Dist Sensitivity Test)







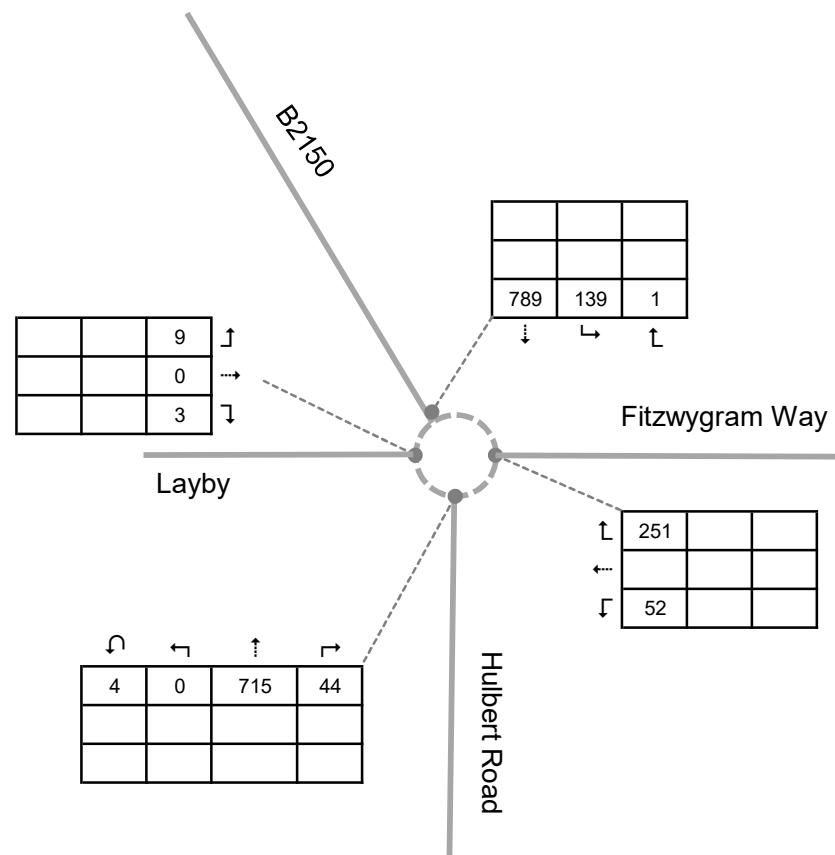
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Baseline 2030 (PM) + CD1 (Parcel Dist Sensitivity Test)





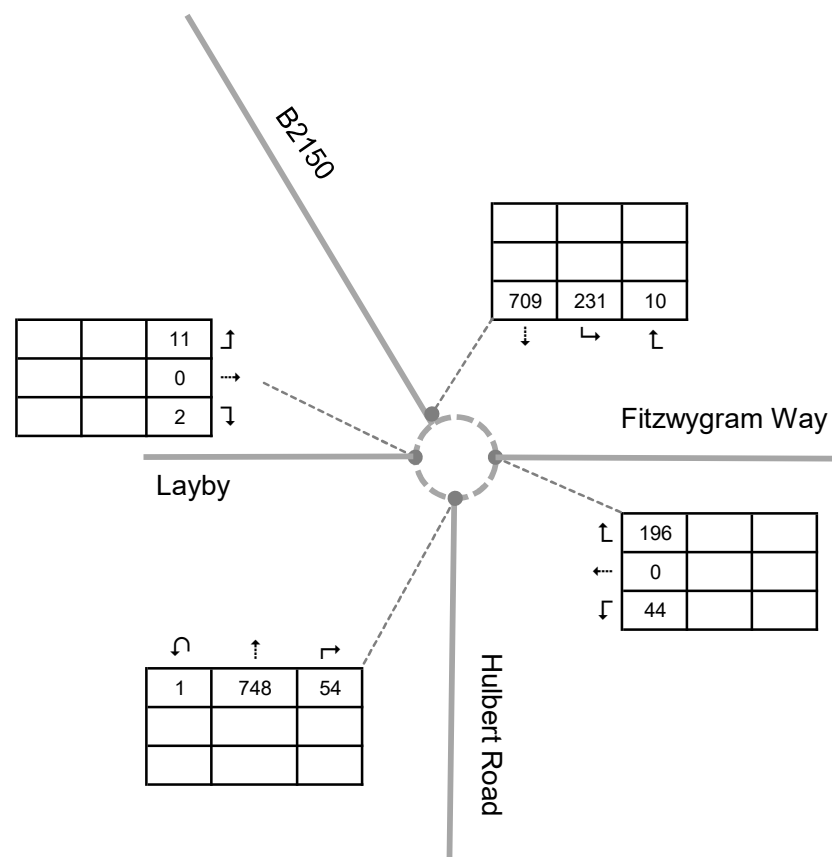
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Baseline 2030 (AM) + CD1 + PD (Parcel Dist Sensitivity Test)





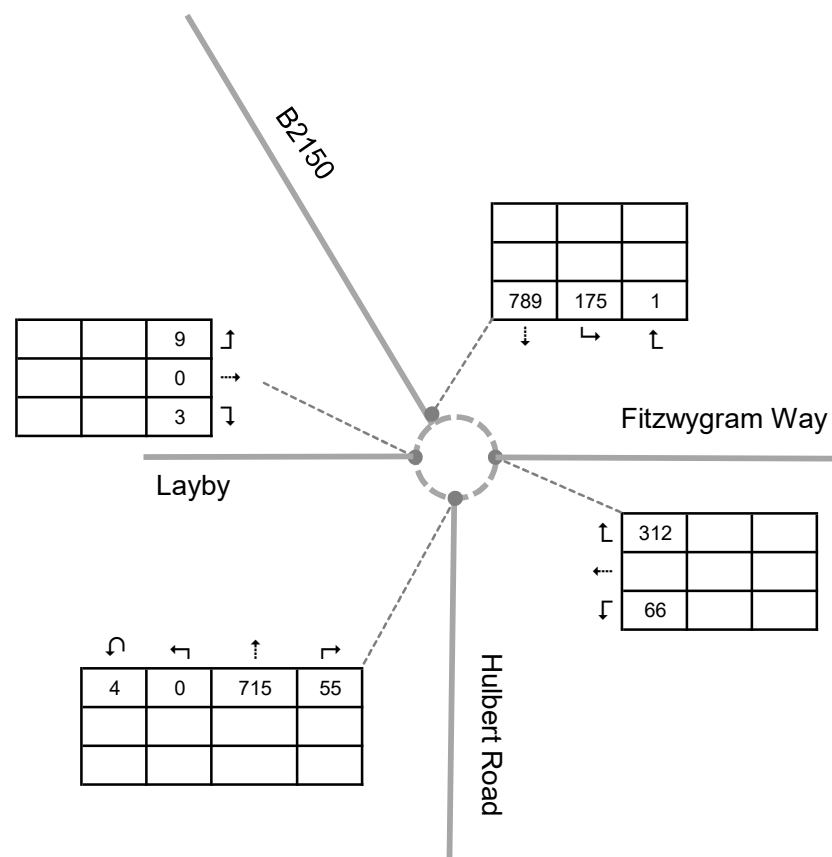
Project Name: Unit 600_601 Dunsbury Park, Havant

Project Number: 273.0003b

Drawn By: AJF

Approved By: KCH

Scenario: Baseline 2030 (PM) + CD1 + PD (Parcel Dist Sensitivity Test)



Junctions 11															
ARCADY 11 - Roundabout Module															
Version: 11.0.0.2177															
© Copyright TRL Software Limited, 2024															
For sales and distribution information, program advice and maintenance, contact TRL Software:															
+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: Fitzwygram Way_B2150 RAB_Unit_600_601 - Parcel Dist.j11

Path: P:\Southern\270-279\273 Avison Young\273.0003 Dunsbury Park Units 400, 600 & 601\03 Technical\TPL\Modelling

Report generation date: 12/05/2026 14:13:42

- »2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601) | AM
- »2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601) | PM
- »2030 | Baseline 2030 + Fully Occupied Dunsbury Park | AM
- »2030 | Baseline 2030 + Fully Occupied Dunsbury Park | PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2030 - Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601)															
1 - Hulbert Way (B2150) (N)	D1	1.4	6.22	0.55	A	4.99	A	66 %	D2	1.7	7.13	0.61	A	5.46	A	51 %
2 - Fitzwygram Way		0.2	3.12	0.14	A			[1 - Hulbert Way (B2150) (N)]		0.3	3.65	0.24	A			[1 - Hulbert Way (B2150) (N)]
3 - Hulbert Way (B2150) (S)		1.0	3.98	0.47	A			1.0		4.12	0.47	A				
4 - Lay-by		0.0	6.51	0.02	A			0.0		6.88	0.02	A				
	2030 - Baseline 2030 + Fully Occupied Dunsbury Park															
1 - Hulbert Way (B2150) (N)	D3	1.4	6.29	0.56	A	5.08	A	65 %	D4	1.7	7.22	0.61	A	5.61	A	50 %
2 - Fitzwygram Way		0.2	3.28	0.18	A			[1 - Hulbert Way (B2150) (N)]		0.5	3.95	0.29	A			[1 - Hulbert Way (B2150) (N)]
3 - Hulbert Way (B2150) (S)		1.0	4.17	0.48	A			1.0		4.37	0.48	A				
4 - Lay-by		0.0	6.85	0.02	A			0.0		7.39	0.02	A				

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

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

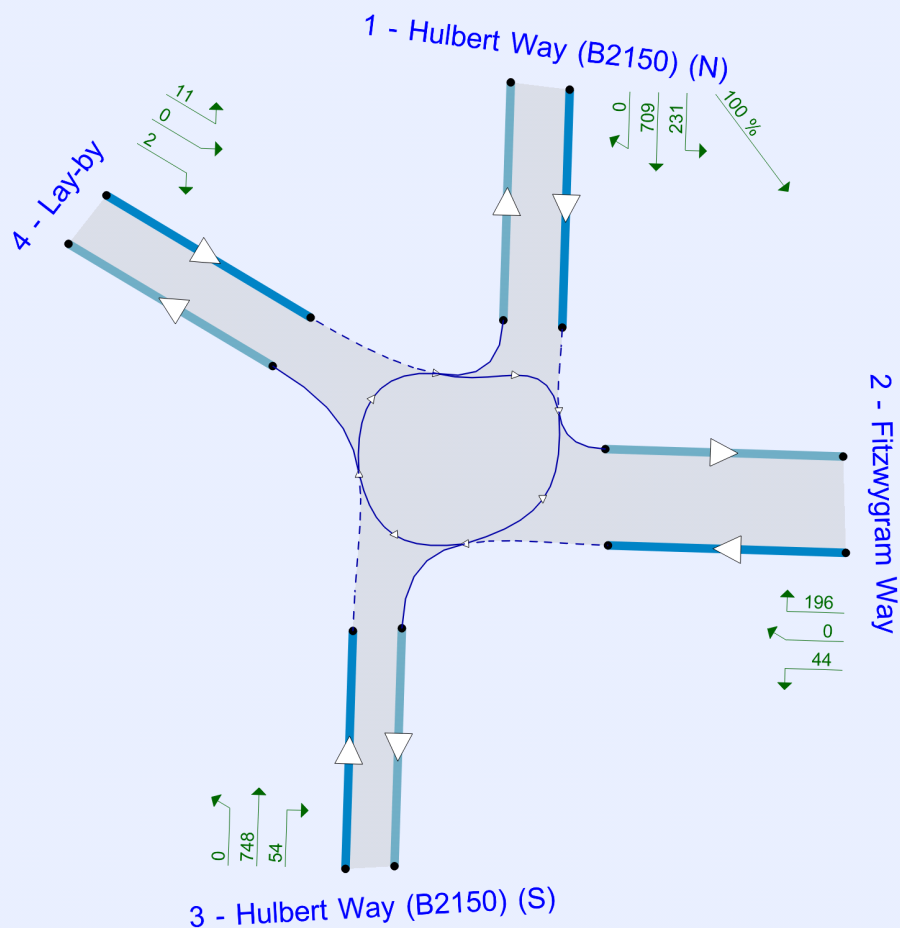
File summary

File Description

Title	
Location	
Site number	
Date	08/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\A.ford
Description	

Units

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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601)	AM	ONE HOUR	00:00	01:30	15	✓
D2	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601)	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030	Baseline 2030 + Fully Occupied Dunsbury Park	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030	Baseline 2030 + Fully Occupied Dunsbury Park	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
AL	✓	✓	D1,D2,D3,D4	100.000	100.000

2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - 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	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.99	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	66	1 - Hulbert Way (B2150) (N)	4.99	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Hulbert Way (B2150) (N)		
2	Fitzwygram Way		
3	Hulbert Way (B2150) (S)		
4	Lay-by		

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 - Hulbert Way (B2150) (N)	4.20	5.50	15.2	11.2	48.8	42.0		
2 - Fitzwygram Way	3.80	7.70	41.5	19.2	48.9	38.0		
3 - Hulbert Way (B2150) (S)	5.70	7.70	9.5	17.8	48.9	43.0		
4 - Lay-by	3.85	3.85	0.0	15.6	48.9	29.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Hulbert Way (B2150) (N)	✓	100
2 - Fitzwygram Way		
3 - Hulbert Way (B2150) (S)		
4 - Lay-by		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hulbert Way (B2150) (N)	0.544	1455
2 - Fitzwygram Way	0.662	1999
3 - Hulbert Way (B2150) (S)	0.652	1982
4 - Lay-by	0.506	1155

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601)	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	907	100.000
2 - Fitzwygram Way		ONE HOUR	✓	186	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	792	100.000
4 - Lay-by		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	10	188	709	0
	2 - Fitzwygram Way	152	0	34	0
	3 - Hulbert Way (B2150) (S)	748	43	1	0
	4 - Lay-by	11	0	2	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.01	0.21	0.78	0.
	2 - Fitzwygram Way	0.82	0.00	0.18	0.
	3 - Hulbert Way (B2150) (S)	0.94	0.05	0.00	0.
	4 - Lay-by	0.85	0.00	0.15	0.

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.
	2 - Fitzwygram Way	1.100	1.100	1.100	1.
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.
	4 - Lay-by	1.100	1.100	1.100	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	683	683
	2 - Fitzwygram Way	140	140
	3 - Hulbert Way (B2150) (S)	596	596
	4 - Lay-by	10	10
00:15-00:30	1 - Hulbert Way (B2150) (N)	815	815
	2 - Fitzwygram Way	167	167
	3 - Hulbert Way (B2150) (S)	712	712
	4 - Lay-by	12	12
00:30-00:45	1 - Hulbert Way (B2150) (N)	999	999
	2 - Fitzwygram Way	205	205
	3 - Hulbert Way (B2150) (S)	872	872
	4 - Lay-by	14	14
00:45-01:00	1 - Hulbert Way (B2150) (N)	999	999
	2 - Fitzwygram Way	205	205
	3 - Hulbert Way (B2150) (S)	872	872
	4 - Lay-by	14	14
01:00-01:15	1 - Hulbert Way (B2150) (N)	815	815
	2 - Fitzwygram Way	167	167
	3 - Hulbert Way (B2150) (S)	712	712
	4 - Lay-by	12	12
01:15-01:30	1 - Hulbert Way (B2150) (N)	683	683
	2 - Fitzwygram Way	140	140
	3 - Hulbert Way (B2150) (S)	596	596
	4 - Lay-by	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.55	6.22	1.4	A	832	990
2 - Fitzwygram Way	0.14	3.12	0.2	A	171	256
3 - Hulbert Way (B2150) (S)	0.47	3.98	1.0	A	727	1090
4 - Lay-by	0.02	6.51	0.0	A	12	18

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	683	541	135	142	0	35	1436	0.377	539	691	0.0	0.7	4.399
2 - Fitzwygram Way	140	140	35	0	142	541	1641	0.085	140	32	0.0	0.1	2.638
3 - Hulbert Way (B2150) (S)	596	596	149	0	0	122	1903	0.313	594	559	0.0	0.5	3.022
4 - Lay-by	10	10	2	0	0	716	792	0.012	10	0	0.0	0.0	5.061

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	815	646	162	169	0	41	1433	0.451	645	827	0.7	0.9	5.023
2 - Fitzwygram Way	167	167	42	0	169	648	1570	0.107	167	39	0.1	0.1	2.822
3 - Hulbert Way (B2150) (S)	712	712	178	0	0	146	1887	0.377	711	670	0.5	0.7	3.365
4 - Lay-by	12	12	3	0	0	857	721	0.016	12	0	0.0	0.0	5.584

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	999	792	198	207	0	51	1428	0.554	790	1013	0.9	1.3	6.190
2 - Fitzwygram Way	205	205	51	0	207	793	1474	0.139	205	47	0.1	0.2	3.119
3 - Hulbert Way (B2150) (S)	872	872	218	0	0	178	1866	0.467	871	820	0.7	1.0	3.974
4 - Lay-by	14	14	4	0	0	1049	623	0.023	14	0	0.0	0.0	6.499

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	999	792	198	207	0	51	1428	0.554	792	1014	1.3	1.4	6.225
2 - Fitzwygram Way	205	205	51	0	207	795	1473	0.139	205	47	0.2	0.2	3.122
3 - Hulbert Way (B2150) (S)	872	872	218	0	0	178	1866	0.467	872	821	1.0	1.0	3.983
4 - Lay-by	14	14	4	0	0	1050	623	0.023	14	0	0.0	0.0	6.506

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	815	646	162	169	0	41	1433	0.451	648	829	1.4	0.9	5.060
2 - Fitzwygram Way	167	167	42	0	169	651	1568	0.107	167	39	0.2	0.1	2.829
3 - Hulbert Way (B2150) (S)	712	712	178	0	0	146	1887	0.377	713	672	1.0	0.7	3.375
4 - Lay-by	12	12	3	0	0	859	720	0.016	12	0	0.0	0.0	5.592

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	683	541	135	142	0	35	1436	0.377	542	694	0.9	0.7	4.435
2 - Fitzwygram Way	140	140	35	0	142	545	1638	0.085	140	32	0.1	0.1	2.645
3 - Hulbert Way (B2150) (S)	596	596	149	0	0	122	1903	0.313	597	563	0.7	0.5	3.033
4 - Lay-by	10	10	2	0	0	719	791	0.012	10	0	0.0	0.0	5.071

2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - 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	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.46	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	51	1 - Hulbert Way (B2150) (N)	5.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 600, 601)	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	929	100.000
2 - Fitzwygram Way		ONE HOUR	✓	303	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	763	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	1	139	789	0
	2 - Fitzwygram Way	251	0	52	0
	3 - Hulbert Way (B2150) (S)	715	44	4	0
	4 - Lay-by	9	0	3	0

Proportions

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	0.00	0.15	0.85	0.
	2 - Fitzwygram Way	0.83	0.00	0.17	0.
	3 - Hulbert Way (B2150) (S)	0.94	0.06	0.01	0.
	4 - Lay-by	0.75	0.00	0.25	0.

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	699	699
	2 - Fitzwygram Way	228	228
	3 - Hulbert Way (B2150) (S)	574	574
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	835	835
	2 - Fitzwygram Way	272	272
	3 - Hulbert Way (B2150) (S)	686	686
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	1023	1023
	2 - Fitzwygram Way	334	334
	3 - Hulbert Way (B2150) (S)	840	840
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	1023	1023
	2 - Fitzwygram Way	334	334
	3 - Hulbert Way (B2150) (S)	840	840
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	835	835
	2 - Fitzwygram Way	272	272
	3 - Hulbert Way (B2150) (S)	686	686
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	699	699
	2 - Fitzwygram Way	228	228
	3 - Hulbert Way (B2150) (S)	574	574
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.61	7.13	1.7	A	852	1087
2 - Fitzwygram Way	0.24	3.65	0.3	A	278	417
3 - Hulbert Way (B2150) (S)	0.47	4.12	1.0	A	700	1050
4 - Lay-by	0.02	6.88	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	699	595	149	105	0	38	1434	0.415	592	732	0.0	0.8	4.682
2 - Fitzwygram Way	228	228	57	0	105	597	1604	0.142	227	33	0.0	0.2	2.876
3 - Hulbert Way (B2150) (S)	574	574	144	0	0	189	1859	0.309	572	635	0.0	0.5	3.074
4 - Lay-by	9	9	2	0	0	762	769	0.012	9	0	0.0	0.0	5.210

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	835	710	178	125	0	46	1430	0.497	709	877	0.8	1.1	5.481
2 - Fitzwygram Way	272	272	68	0	125	715	1525	0.179	272	40	0.2	0.2	3.159
3 - Hulbert Way (B2150) (S)	686	686	171	0	0	226	1835	0.374	685	761	0.5	0.7	3.443
4 - Lay-by	11	11	3	0	0	912	693	0.016	11	0	0.0	0.0	5.803

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1023	870	217	153	0	56	1425	0.611	867	1073	1.1	1.7	7.073
2 - Fitzwygram Way	334	334	83	0	153	875	1420	0.235	333	48	0.2	0.3	3.645
3 - Hulbert Way (B2150) (S)	840	840	210	0	0	277	1802	0.466	839	931	0.7	1.0	4.108
4 - Lay-by	13	13	3	0	0	1116	590	0.022	13	0	0.0	0.0	6.869

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1023	870	217	153	0	56	1425	0.611	870	1075	1.7	1.7	7.133
2 - Fitzwygram Way	334	334	83	0	153	877	1418	0.235	334	48	0.3	0.3	3.650
3 - Hulbert Way (B2150) (S)	840	840	210	0	0	277	1801	0.466	840	934	1.0	1.0	4.119
4 - Lay-by	13	13	3	0	0	1118	589	0.022	13	0	0.0	0.0	6.878

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	835	710	178	125	0	46	1430	0.497	713	879	1.7	1.1	5.536
2 - Fitzwygram Way	272	272	68	0	125	719	1523	0.179	273	40	0.3	0.2	3.167
3 - Hulbert Way (B2150) (S)	686	686	171	0	0	227	1834	0.374	687	765	1.0	0.7	3.454
4 - Lay-by	11	11	3	0	0	914	692	0.016	11	0	0.0	0.0	5.816

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	699	595	149	105	0	38	1434	0.415	596	736	1.1	0.8	4.730
2 - Fitzwygram Way	228	228	57	0	105	601	1601	0.143	228	33	0.2	0.2	2.887
3 - Hulbert Way (B2150) (S)	574	574	144	0	0	190	1858	0.309	575	640	0.7	0.5	3.089
4 - Lay-by	9	9	2	0	0	765	767	0.012	9	0	0.0	0.0	5.224

2030 | Baseline 2030 + Fully Occupied Dunsbury Park | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - 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	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	65	1 - Hulbert Way (B2150) (N)	5.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Baseline 2030 + Fully Occupied Dunsbury Park	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	950	100.000
2 - Fitzwygram Way		ONE HOUR	✓	240	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	803	100.000
4 - Lay-by		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	231	709	0
	2 - Fitzwygram Way	196	0	44	0
	3 - Hulbert Way (B2150) (S)	748	54	1	0
	4 - Lay-by	11	0	2	0

Proportions

	To				
From		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 La b
	1 - Hulbert Way (B2150) (N)	0.01	0.24	0.75	0.
	2 - Fitzwygram Way	0.82	0.00	0.18	0.
	3 - Hulbert Way (B2150) (S)	0.93	0.07	0.00	0.
	4 - Lay-by	0.85	0.00	0.15	0.

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	715	715
	2 - Fitzwygram Way	181	181
	3 - Hulbert Way (B2150) (S)	605	605
	4 - Lay-by	10	10
00:15-00:30	1 - Hulbert Way (B2150) (N)	854	854
	2 - Fitzwygram Way	216	216
	3 - Hulbert Way (B2150) (S)	722	722
	4 - Lay-by	12	12
00:30-00:45	1 - Hulbert Way (B2150) (N)	1046	1046
	2 - Fitzwygram Way	264	264
	3 - Hulbert Way (B2150) (S)	884	884
	4 - Lay-by	14	14
00:45-01:00	1 - Hulbert Way (B2150) (N)	1046	1046
	2 - Fitzwygram Way	264	264
	3 - Hulbert Way (B2150) (S)	884	884
	4 - Lay-by	14	14
01:00-01:15	1 - Hulbert Way (B2150) (N)	854	854
	2 - Fitzwygram Way	216	216
	3 - Hulbert Way (B2150) (S)	722	722
	4 - Lay-by	12	12
01:15-01:30	1 - Hulbert Way (B2150) (N)	715	715
	2 - Fitzwygram Way	181	181
	3 - Hulbert Way (B2150) (S)	605	605
	4 - Lay-by	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.56	6.29	1.4	A	872	990
2 - Fitzwygram Way	0.18	3.28	0.2	A	220	330
3 - Hulbert Way (B2150) (S)	0.48	4.17	1.0	A	737	1105
4 - Lay-by	0.02	6.85	0.0	A	12	18

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	715	541	135	174	0	43	1432	0.378	539	724	0.0	0.7	4.419
2 - Fitzwygram Way	181	181	45	0	174	541	1641	0.110	180	41	0.0	0.1	2.711
3 - Hulbert Way (B2150) (S)	605	605	151	0	0	155	1881	0.321	602	566	0.0	0.5	3.090
4 - Lay-by	10	10	2	0	0	757	771	0.013	10	0	0.0	0.0	5.199

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	854	646	162	208	0	51	1427	0.453	645	867	0.7	0.9	5.057
2 - Fitzwygram Way	216	216	54	0	208	648	1570	0.137	216	48	0.1	0.2	2.924
3 - Hulbert Way (B2150) (S)	722	722	180	0	0	185	1862	0.388	721	679	0.5	0.7	3.470
4 - Lay-by	12	12	3	0	0	906	696	0.017	12	0	0.0	0.0	5.788

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1046	792	198	254	0	63	1421	0.557	790	1061	0.9	1.4	6.253
2 - Fitzwygram Way	264	264	66	0	254	793	1474	0.179	264	59	0.2	0.2	3.273
3 - Hulbert Way (B2150) (S)	884	884	221	0	0	227	1835	0.482	883	830	0.7	1.0	4.156
4 - Lay-by	14	14	4	0	0	1109	593	0.024	14	0	0.0	0.0	6.843

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1046	792	198	254	0	63	1421	0.557	792	1062	1.4	1.4	6.290
2 - Fitzwygram Way	264	264	66	0	254	795	1473	0.179	264	59	0.2	0.2	3.276
3 - Hulbert Way (B2150) (S)	884	884	221	0	0	227	1834	0.482	884	832	1.0	1.0	4.167
4 - Lay-by	14	14	4	0	0	1111	592	0.024	14	0	0.0	0.0	6.852

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	854	646	162	208	0	51	1427	0.453	648	869	1.4	0.9	5.095
2 - Fitzwygram Way	216	216	54	0	208	651	1568	0.138	216	49	0.2	0.2	2.931
3 - Hulbert Way (B2150) (S)	722	722	180	0	0	185	1861	0.388	723	681	1.0	0.7	3.484
4 - Lay-by	12	12	3	0	0	909	695	0.017	12	0	0.0	0.0	5.798

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	715	541	135	174	0	43	1432	0.378	542	727	0.9	0.7	4.456
2 - Fitzwygram Way	181	181	45	0	174	545	1638	0.110	181	41	0.2	0.1	2.718
3 - Hulbert Way (B2150) (S)	605	605	151	0	0	155	1881	0.321	605	570	0.7	0.5	3.104
4 - Lay-by	10	10	2	0	0	760	770	0.013	10	0	0.0	0.0	5.213

2030 | Baseline 2030 + Fully Occupied Dunsbury Park | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - 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	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.61	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	50	1 - Hulbert Way (B2150) (N)	5.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Baseline 2030 + Fully Occupied Dunsbury Park	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	965	100.000
2 - Fitzwygram Way		ONE HOUR	✓	378	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	774	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	1	175	789	0
	2 - Fitzwygram Way	312	0	66	0
	3 - Hulbert Way (B2150) (S)	715	55	4	0
	4 - Lay-by	9	0	3	0

Proportions

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	0.00	0.18	0.82	0.00
	2 - Fitzwygram Way	0.83	0.00	0.17	0.00
	3 - Hulbert Way (B2150) (S)	0.92	0.07	0.01	0.00
	4 - Lay-by	0.75	0.00	0.25	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	727	727
	2 - Fitzwygram Way	285	285
	3 - Hulbert Way (B2150) (S)	583	583
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	868	868
	2 - Fitzwygram Way	340	340
	3 - Hulbert Way (B2150) (S)	696	696
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	1062	1062
	2 - Fitzwygram Way	416	416
	3 - Hulbert Way (B2150) (S)	852	852
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	1062	1062
	2 - Fitzwygram Way	416	416
	3 - Hulbert Way (B2150) (S)	852	852
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	868	868
	2 - Fitzwygram Way	340	340
	3 - Hulbert Way (B2150) (S)	696	696
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	727	727
	2 - Fitzwygram Way	285	285
	3 - Hulbert Way (B2150) (S)	583	583
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.61	7.22	1.7	A	886	1087
2 - Fitzwygram Way	0.29	3.95	0.5	A	347	520
3 - Hulbert Way (B2150) (S)	0.48	4.37	1.0	A	710	1065
4 - Lay-by	0.02	7.39	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	727	595	149	132	0	47	1430	0.416	592	778	0.0	0.8	4.707
2 - Fitzwygram Way	285	285	71	0	132	597	1604	0.177	284	41	0.0	0.2	2.999
3 - Hulbert Way (B2150) (S)	583	583	146	0	0	235	1829	0.319	581	646	0.0	0.5	3.166
4 - Lay-by	9	9	2	0	0	816	742	0.012	9	0	0.0	0.0	5.404

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	868	710	178	157	0	56	1425	0.498	709	931	0.8	1.1	5.522
2 - Fitzwygram Way	340	340	85	0	157	715	1525	0.223	340	49	0.2	0.3	3.339
3 - Hulbert Way (B2150) (S)	696	696	174	0	0	281	1799	0.387	695	774	0.5	0.7	3.586
4 - Lay-by	11	11	3	0	0	976	660	0.016	11	0	0.0	0.0	6.095

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1062	870	217	193	0	68	1418	0.613	867	1140	1.1	1.7	7.155
2 - Fitzwygram Way	416	416	104	0	193	875	1420	0.293	416	60	0.3	0.5	3.942
3 - Hulbert Way (B2150) (S)	852	852	213	0	0	344	1758	0.485	851	946	0.7	1.0	4.360
4 - Lay-by	13	13	3	0	0	1195	550	0.024	13	0	0.0	0.0	7.381

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1062	870	217	193	0	68	1418	0.613	870	1142	1.7	1.7	7.218
2 - Fitzwygram Way	416	416	104	0	193	877	1418	0.294	416	61	0.5	0.5	3.952
3 - Hulbert Way (B2150) (S)	852	852	213	0	0	345	1758	0.485	852	949	1.0	1.0	4.373
4 - Lay-by	13	13	3	0	0	1197	549	0.024	13	0	0.0	0.0	7.394

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	868	710	178	157	0	56	1425	0.498	713	934	1.7	1.1	5.579
2 - Fitzwygram Way	340	340	85	0	157	719	1523	0.223	340	50	0.5	0.3	3.352
3 - Hulbert Way (B2150) (S)	696	696	174	0	0	282	1798	0.387	697	778	1.0	0.7	3.599
4 - Lay-by	11	11	3	0	0	979	659	0.016	11	0	0.0	0.0	6.111

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	727	595	149	132	0	47	1430	0.416	596	782	1.1	0.8	4.756
2 - Fitzwygram Way	285	285	71	0	132	601	1601	0.178	285	41	0.3	0.2	3.011
3 - Hulbert Way (B2150) (S)	583	583	146	0	0	236	1828	0.319	583	650	0.7	0.5	3.181
4 - Lay-by	9	9	2	0	0	819	740	0.012	9	0	0.0	0.0	5.421

count_poi	year	region_id	region_name	local_authority	local_authority_name	road_name	road_type	start_junction	end_junction
39044	2000	9	South East	65	Hampshire	A3	Major	4	3
39044	2001	9	South East	65	Hampshire	A3	Major	4	3
39044	2002	9	South East	65	Hampshire	A3	Major	4	3
39044	2003	9	South East	65	Hampshire	A3	Major	4	3
39044	2004	9	South East	65	Hampshire	A3	Major	4	3
39044	2005	9	South East	65	Hampshire	A3	Major	4	3
39044	2006	9	South East	65	Hampshire	A3	Major	4	3
39044	2007	9	South East	65	Hampshire	A3	Major	4	3
39044	2008	9	South East	65	Hampshire	A3	Major	4	3
39044	2009	9	South East	65	Hampshire	A3	Major	4	3
39044	2010	9	South East	65	Hampshire	A3	Major	4	3
39044	2011	9	South East	65	Hampshire	A3	Major	4	3
39044	2012	9	South East	65	Hampshire	A3	Major	4	3
39044	2013	9	South East	65	Hampshire	A3	Major	4	3
39044	2014	9	South East	65	Hampshire	A3	Major	4	3
39044	2015	9	South East	65	Hampshire	A3	Major	4	3
39044	2016	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2017	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2018	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2019	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2020	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2021	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2022	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2023	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2024	9	South East	65	Hampshire	A3(M)	Major	4	3

easting	northing	latitude	longitude	link_length	link_length	estimation	estimation	pedal_cycl	two_wheel
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	459
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	463
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	449
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	508
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	509
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	514
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	624
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	643
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	512
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	494
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	585
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	572
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	455
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	498
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	405
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	394
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	414
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	364
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	362
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	313
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	174
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	163
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	183
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	286
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	283

cars_and_t	buses_and	lgvs	hgvs_2_rigi	hgvs_3_rigi	hgvs_4_or_	hgvs_3_or_	hgvs_5_arti	hgvs_6_arti	all_hgvs
46133	273	6150	1511	169	109	270	503	300	2862
47517	279	6501	1542	202	114	246	449	350	2903
48134	281	6982	1576	223	126	232	405	398	2960
46979	289	7191	1524	227	133	215	349	425	2873
50692	280	8492	1394	217	169	190	521	300	2791
50692	291	8790	1393	211	177	174	472	329	2756
50692	285	9247	1503	223	202	156	417	351	2852
51047	322	9792	1463	217	216	137	403	368	2804
47786	196	6431	1414	171	210	77	516	301	2689
47355	210	6546	1305	171	201	71	443	291	2482
53715	200	7619	1068	219	224	70	511	357	2449
54628	228	7961	1021	226	242	53	494	369	2405
52342	152	9660	884	248	238	140	671	287	2468
52863	159	10429	899	272	273	108	661	303	2515
55592	176	10094	1092	270	239	82	738	254	2674
55740	163	11232	1125	300	247	102	747	257	2779
50451	121	11249	1021	260	235	120	614	499	2749
59336	119	11130	1029	202	207	97	977	209	2722
58830	119	11483	1048	208	215	97	991	211	2770
59731	142	12749	1018	218	317	101	518	596	2767
38590	77	10581	894	193	289	92	488	542	2498
45903	110	11420	937	125	367	65	622	330	2447
52030	127	12992	956	130	368	67	630	333	2485
57186	107	13630	755	263	464	82	285	720	2568
57089	107	14037	762	263	485	82	288	727	2606

all_motor_vehicles

55877

57663

58806

57840

62764

63043

63700

64608

57614

57087

64568

65794

65076

66465

68940

70308

64984

73672

73565

75703

51919

60043

67817

73779

74122