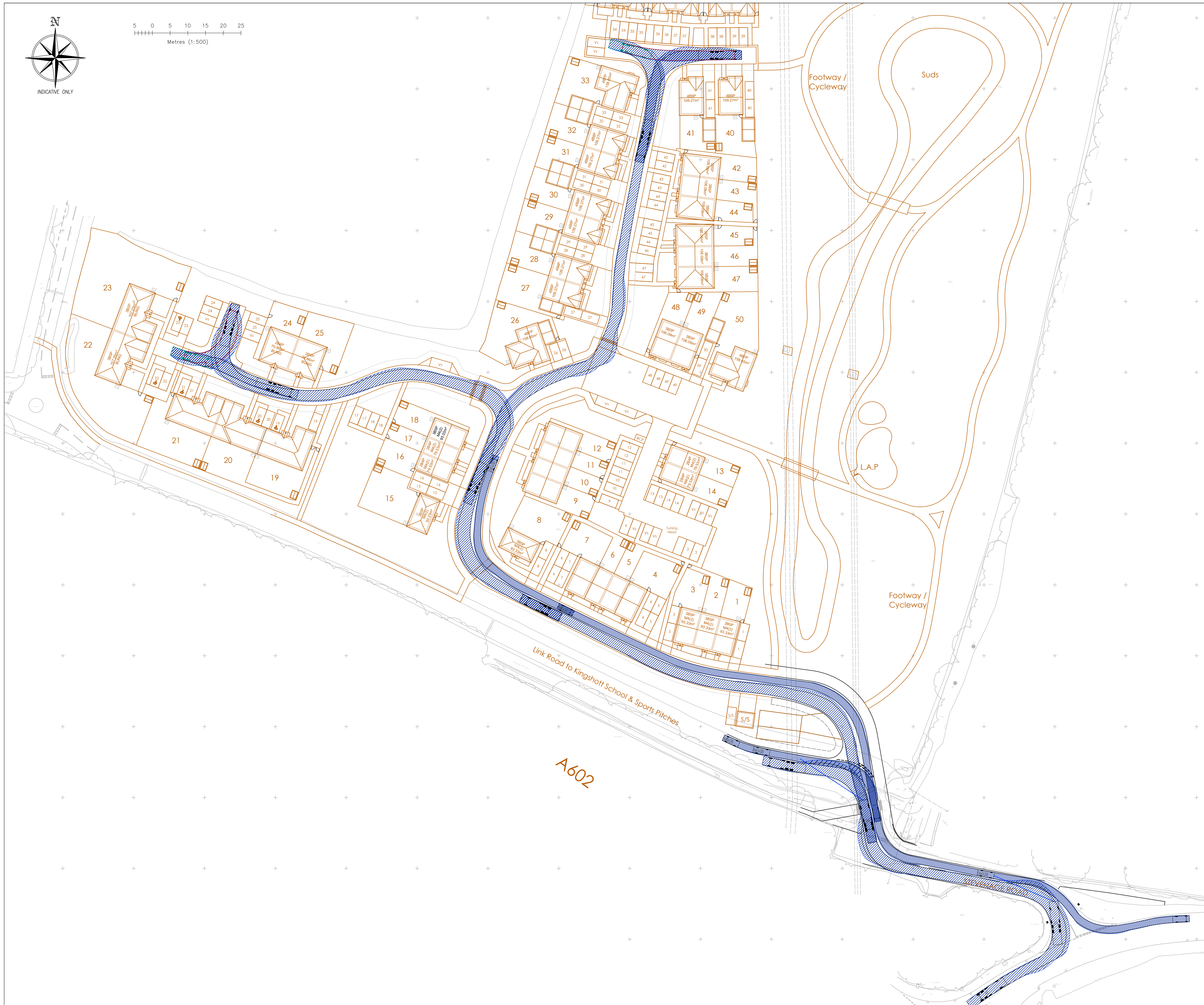
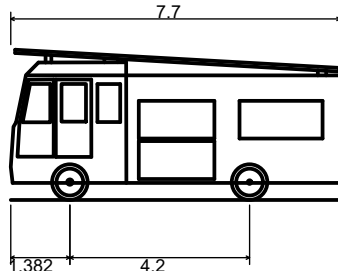


Metres (1:500)



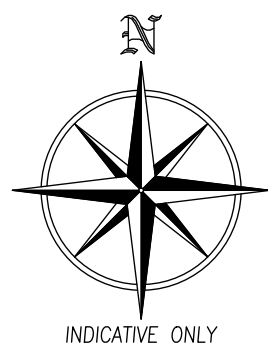
NOTES



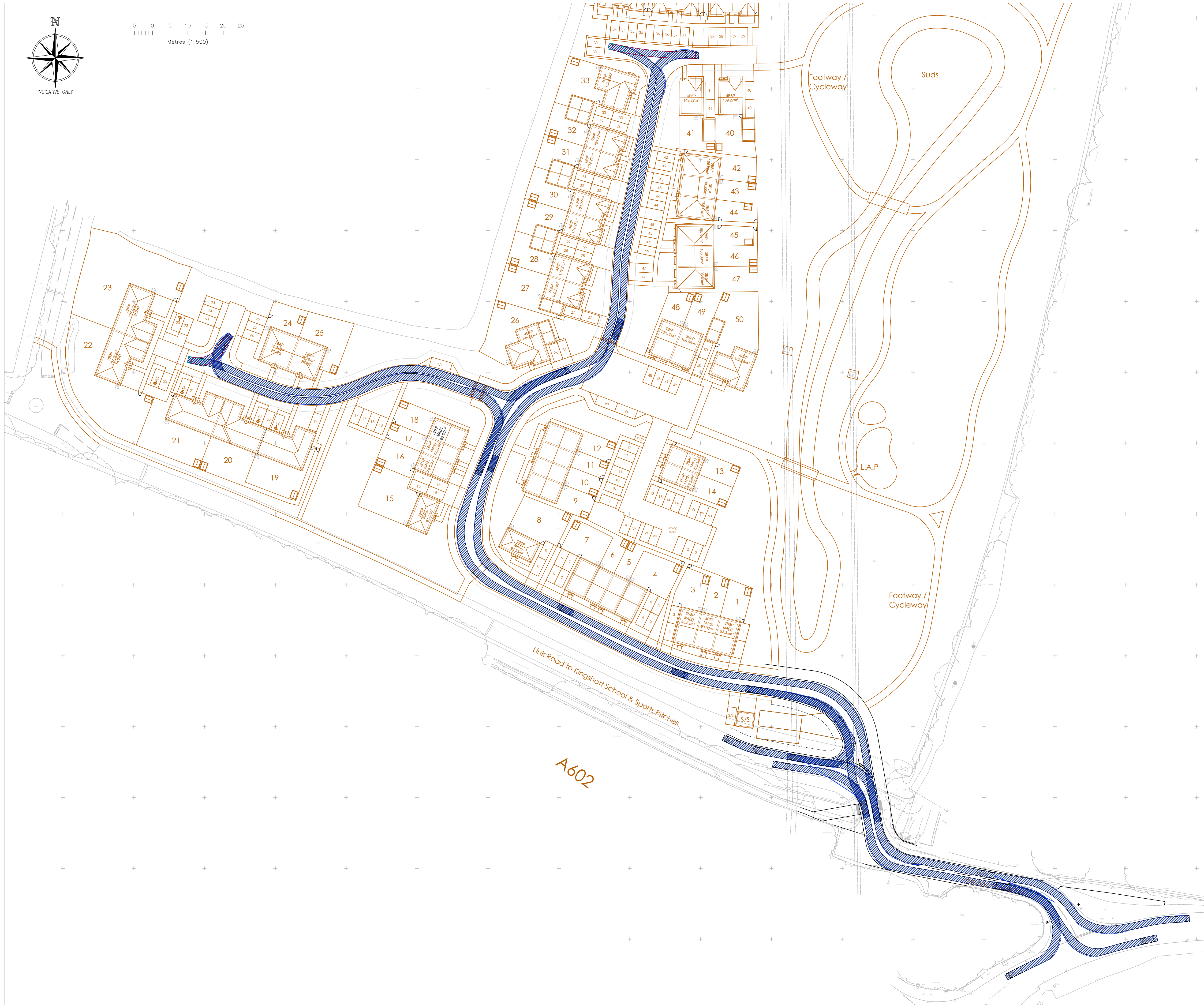
Dennis Sabre Fire Tender (LWB)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

7.700m
2.430m
3.512m
0.397m
2.380m
5.00s
7.400m

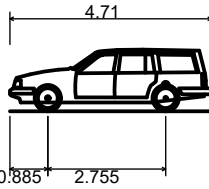
P1	FIRST ISSUE	29.10.25	CS
REV	AMENDMENTS	DATE	CHK
Client			
BUGLER HOMES LTD			
Project			
LAND NORTH OF STEVENAGE ROAD, HITCHIN			
Title			
PROPOSED TRACKING FIRE SHEET 3 OF 4			
Drwg	Rev	Scale	Date
34653-T-03	P1	1:500@A1	29.10.25
Eclipse House, Eclipse Park, Sittingbourne Road Maidstone, Kent. ME14 3EN t: 01622 776226 e: info@dhaplanning.co.uk			
f: 01622 776227 w: www.dhaplanning.co.uk			
CAD Reference:			A1



Metres (1:500)



NOTES



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

P1	FIRST ISSUE	29.10.25	CS
REV	AMENDMENTS	DATE	CHK

Client
BUGLER HOMES LTD

Project
LAND NORTH OF STEVENAGE ROAD,
HITCHIN

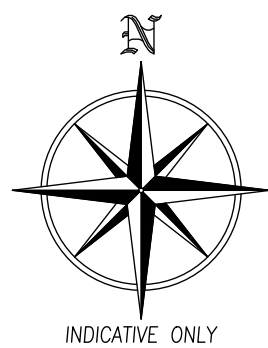
Title
PROPOSED TRACKING ESTATE CAR
SHEET 1 OF 4

Drwg	Rev	Scale	Date
34653-T-01	P1	1:500@A1	29.10.25

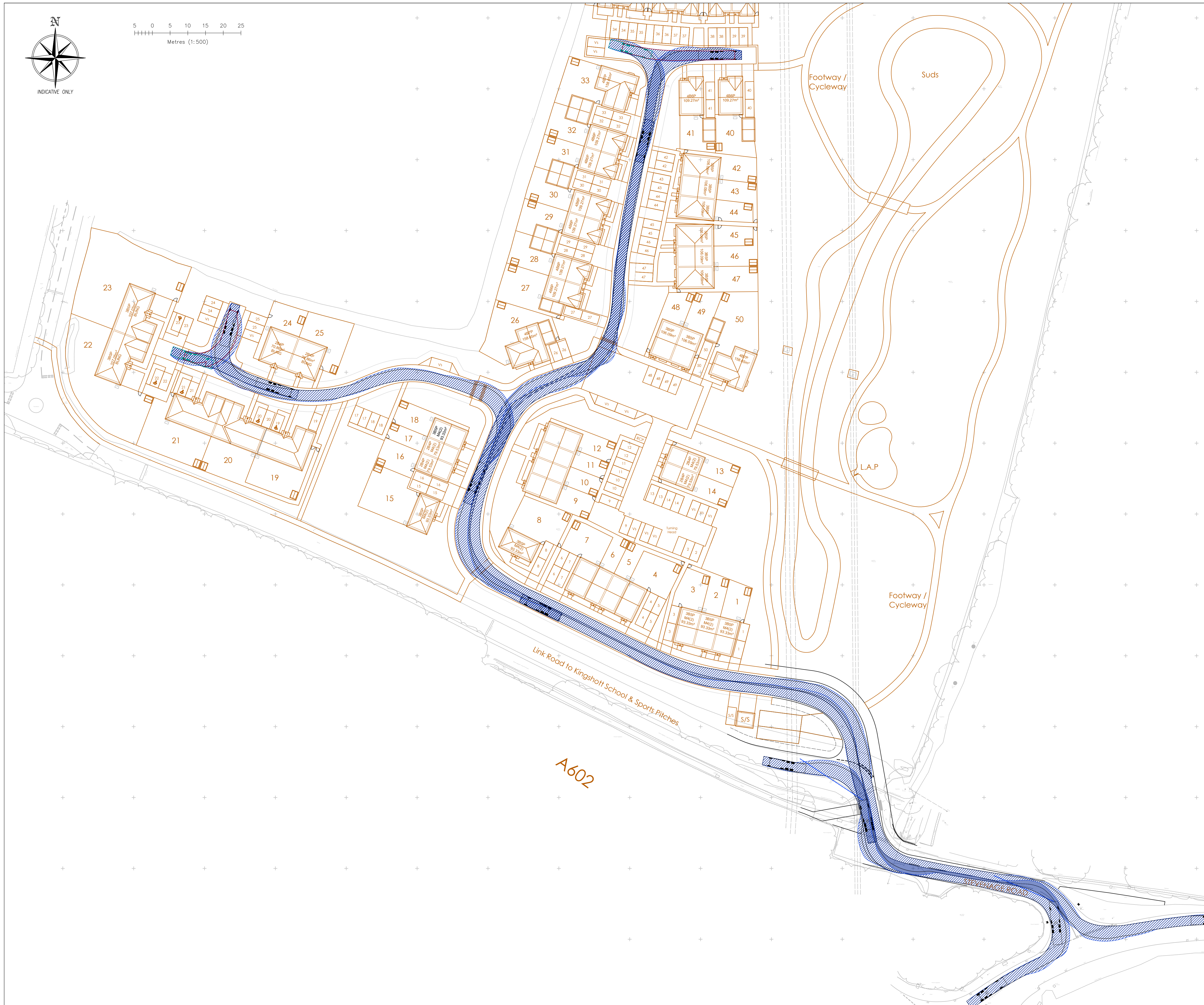


Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

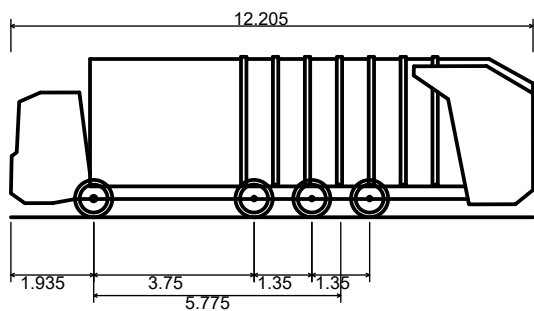
CAD Reference: A1



Metres (1:500)



NOTES



HCC
Overall Length 12.205m
Overall Width 2.500m
Overall Body Height 3.750m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.250m

P1	FIRST ISSUE	29.10.25	CS
REV	AMENDMENTS	DATE	CHK

Client

BUGLER HOMES LTD

Project

LAND NORTH OF STEVENAGE ROAD,
HITCHIN

Title

PROPOSED TRACKING REFUSE VEHICLE
SHEET 2 OF 4

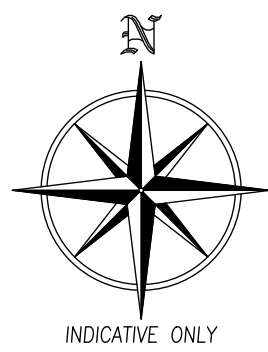
Drwg	Rev	Scale	Date
34653-T-02	P1	1:500@A1	29.10.25



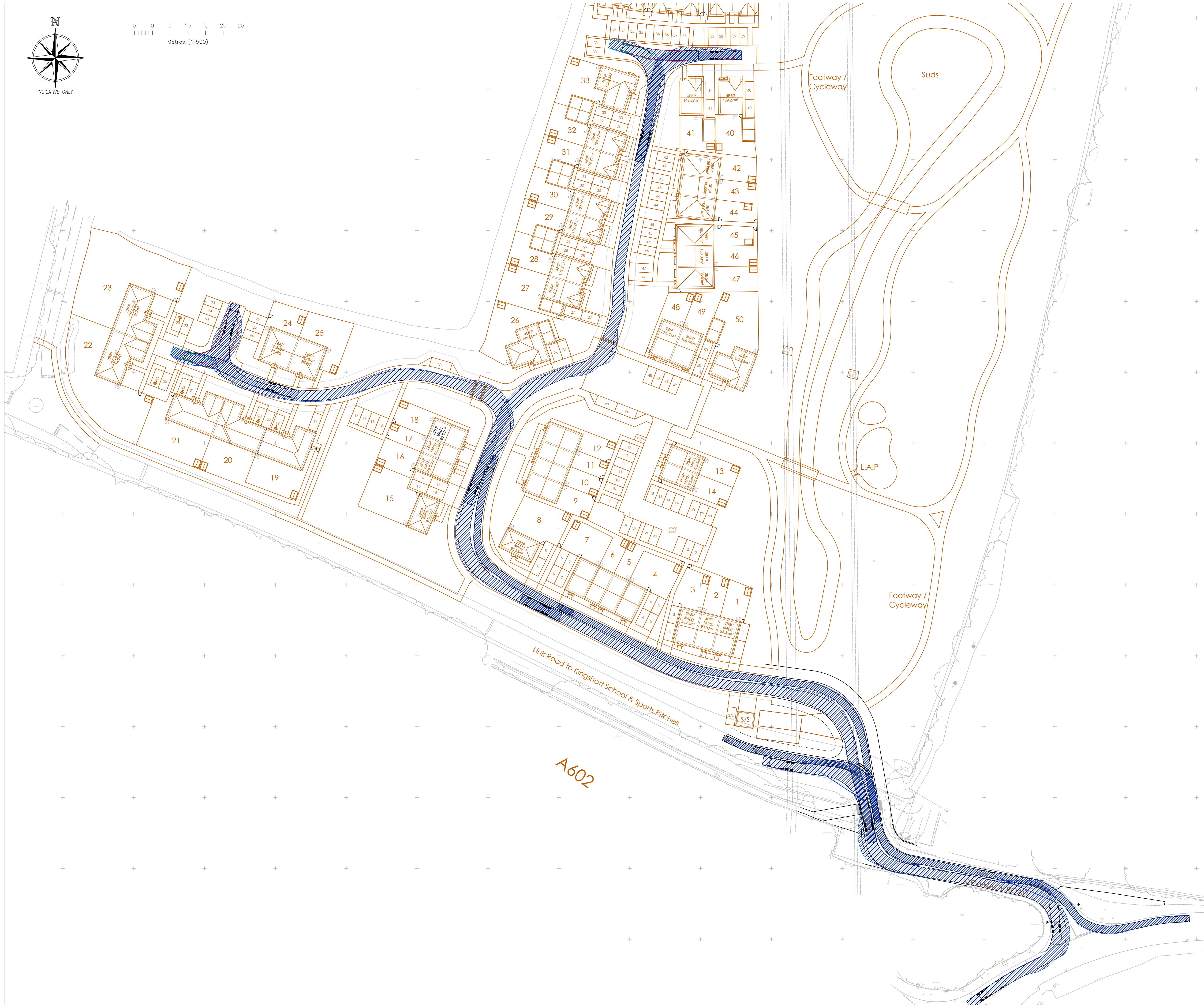
Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226
e: info@dhaplanning.co.uk
f: 01622 776227
w: www.dhaplanning.co.uk

CAD Reference:

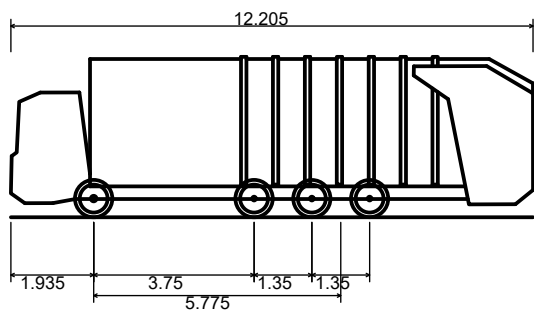
A1



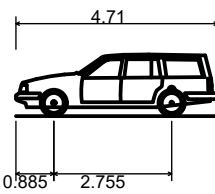
5 0 5 10 15 20 25
Metres (1:500)



NOTES



HCC
Overall Length 12.205m
Overall Width 2.500m
Overall Body Height 3.750m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.250m



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

P1	FIRST ISSUE	29.10.25	CS
REV	AMENDMENTS	DATE	CHK

Client

BUGLER HOMES LTD

Project

LAND NORTH OF STEVENAGE ROAD,
HITCHIN

Title

PROPOSED TRACKING ESTATE CAR/REFUSE
SHEET 3 OF 4

Drwg	Rev	Scale	Date
34653-T-03	P1	1:500@A1	29.10.25



Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference:

A1

APPENDIX G





Road Safety Audit Stage 1

Access to Stevenage Road, Ashbrook, Hitchin

Client: DHA Transport

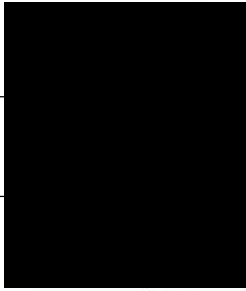
Road Safety Answers reference no: RSA1106

Scheme: Stevenage Road, Ashbrook, Hitchin

Client: DHA (Highway Authority: Hertfordshire County Council)



Control Sheet

	Name	Date	Signature
Author	Paul Martin	01/12/2025	
Checker	Vinny Rey	02/12/2025	
Authoriser	Paul Martin	02/12/2025	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA1106	Final	02/12/2025

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for access to Stevenage Road, Hitchin, for DHA Transport, at the request of the Overseeing Organisation, Hertfordshire County Council. The audit was carried out in the office of Road Safety Answers Ltd during November 2025.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Chris Smoker of DHA Transport. The site was visited by the Audit Team, together, on Monday 1st December, 2025, between 09.25 and 09.50 hours. The weather was rain and the road surface was wet. Traffic flows were light on Stevenage Road, Ashbrook, and moderate on A602 Stevenage Road. Pedestrian and cycle flows were light on both roads.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. Plans showing the scheme and the locations of any problems found during the audit are shown in **Appendix B**.

1.6 The purpose of the scheme is to provide access to 51 residential units on land north of Stevenage Road.

1.7 The scheme consists of the following elements:

- Modifications to the existing 70m long no-through road off the northern side of Stevenage Road, the junction of which is approximately 45m north of A602, safeguarding the existing, adequate visibility splays onto Stevenage Road;
- Reduction of the carriageway width of the existing 70m long access road to 5.5m to allow the widening of the existing footway along the north side, outside the three cottages;
- 'At Any Time' waiting restrictions along both sides of the existing no-through road;
- Removal of both of the turning heads on the existing no-through road;
- New access to the proposed development off the 'S' bend leading to Kingshott School, with visibility splays onto the school access road of 2.4m x 25m in each direction;
- Forward visibility across the bend at the western end of the no-through road of 25m, adequate for the 20mph design speed;
- A 3m wide cycle/footway along the east and north side of the development access road;
- On Stevenage Road, 70m of forward visibility to the back of a vehicle waiting to turn right into the no-through road that will serve the proposed development;
- On Stevenage Road, approximately 85m east of the development access, tactile paving to be added to the existing dropped kerbs at the uncontrolled pedestrian crossing at the westbound bus stop;
- Safeguarding of the existing 4.5m x 215m visibility splays onto A602.

1.8 No details of street lighting, surface water drainage or advanced signing have been provided. These issues are not, therefore, considered further in this report unless the existing facilities, or a lack of them, is likely to result in a safety problem within the proposed scheme.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – The existing no-through road (Dwg. 34653-H-01 Rev. P1).

Summary: Anti-social on-street parking increasing the risk of pedestrian/vehicle collisions.

There is currently a demand for on-street parking in the no-through road (photo 1), vehicles parking in the turning head at the western end of the road. The scheme bans all parking by removing this turning head, converting it into a wide footway connection to the footpath to the west (photo 2), and installing 'At Any Time' waiting restrictions along both sides of the no-through road. Residents and their visitors may park indiscriminately on the footway, or on the proposed wide footway connection, blocking it completely resulting in pedestrians having to walk on the carriageway.



Photo 1: Parking at the western end of the no-through road



Photo 2: Footpath in front of which a footway connection through the existing turning head is to be created

RECOMMENDATION

On-street parking should be retained within the no-through road, and the wide footway connection omitted from the design because the connection to the footpath to the north of the western end of the no-through road, half way along the 'S' bend into the access road serving Kingshott School, is also proposed and should suffice, subject to the recommendation of problem 2.2 below.

Design Team Response:

Agreed – Area of parking to be retained

Client Officer Response:

2.2 PROBLEM

Location: B – 'S' bend into Kingshott School at the western end of the existing no-through road (Dwg. 34653-H-01 Rev. P1).

Summary: Risk of pedestrian trips and falls on the full height kerbs.

Pedestrians will be required to cross the existing road serving Kingshott School, half way along the 'S' bend, to access the existing footpath that runs parallel to the A602. No uncontrolled crossing has been proposed, increasing the risk of pedestrian trips and falls on the full height kerbs.

RECOMMENDATION

An uncontrolled pedestrian crossing, with dropped kerbs and tactile paving, should be installed half way along the 'S' bend on the proposed desire line between the footway outside the cottages and the footpath heading west from the no-through road.

Design Team Response:

Agreed – Uncontrolled crossing has now been provided.

Client Officer Response:

2.3 PROBLEM

Location: C – The existing turning head on the southern side of the no-through road (Dwg. 34653-H-01 Rev. P1).

Summary: Risk of vehicle/pedestrian collisions.

It is proposed that the turning head half way along the no-through road is to be removed. It currently has a sign stating that it is needed to maintain access to the gate opposite, presumably for large vehicles and their trailers (photos 3 and 4). During the site visit the auditors observed a vehicle using it to U-turn. Without this facility delivery vehicles needing to U-turn, having delivered to the 3 cottages, will have to do so on the narrowed carriageway and could reverse back onto the proposed, widened footway, risking collisions with pedestrians.



Photo 3: Turning head half way along the no-through road



Photo 4: Sign within the turning head

RECOMMENDATION

The turning head half way along the no-through road should be retained, the 'At Any Time' waiting restrictions installed around its edge to prohibit parking.

Design Team Response:

Agreed – Turning head to be retained and parking restrictions provided.

Client Officer Response:

2.4 PROBLEM

Location: D – The access road to Kingshott School, just west of the proposed access to the development (Dwg. 34653-H-01 Rev. P1).

Summary: Risk of side impact collisions if the visibility splay westwards from the development junction is obstructed.

The drawing shows new trees to the west of the development access junction, where there are none at present (photo 5), their crowns overhanging the access road, within the visibility splay westwards from the development junction. If the crowns are thick and low, they could obstruct the visibility splay, increasing the risk of side impact collisions at the development access junction.



Photo 5: Looking west along the Kingshott School access road

RECOMMENDATION

The proposed trees should not obstruct the visibility splay from the development access junction.

Design Team Response:

Agreed – Trees to be kept out of the visibility splays

Client Officer Response:

2.5 PROBLEM

Location: E – The southern side of Stevenage Road on the approach to the junction with the no-through road (Dwgs. 34653-H-01 Rev. P1 and H-02 Rev. P1).

Summary: Risk of rear shunt collisions if forward visibility to the Stevenage Road/no-through road junction is obstructed.

Vegetation currently obstructs visibility to a vehicle waiting to turn right into the no-through road (photo 6). The increased traffic flow due to the development will increase the risk of rear shunt collisions.



Photo 6: Looking east along Stevenage Road from the location of a vehicle waiting to turn right into the no-through road

RECOMMENDATION

The vegetation on the flat grass verge should be removed altogether and maintained as such in perpetuity.

Design Team Response:

Agreed – Vegetation to be removed for the visibility splays

Client Officer Response:

2.6 PROBLEM

Location: F – North-eastern side of the 'S' bend into Kingshott School at the western end of the existing no-through road (Dwg. 34653-H-01 Rev. P1).

Summary: Risk of pedestrians falling into Ash Brook.

Pedestrians are currently prevented from falling into Ash Brook, that goes under the no-through road, by railings which are to be removed to allow the footway to continue along the north-east side of the access road into the development.

RECOMMENDATION

Measures should be installed to prevent errant pedestrians from falling into Ash Brook. Such measures should not be so high that they obstruct the forward visibility splay through the 'S' bend.

Design Team Response:

Agreed - 1.05 V8 Optirail panel guardrail to provide protection to pedestrians whilst retaining visibility around the bend. Based on the radius of the bend, speeds are likely to be less than 20mph. We have shown that a forward visibility splay of 23m can be provided in front of the guardrail which equates to a design speed of 19mph

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2), with the exception that Designer and Highway Authority response sections have been added to each problem, and a signing off chapter added for the convenience of both parties.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed

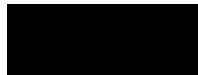


Date 02/12/2025

Audit Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

Signed



Date 02/12/2025

Road Safety Answers Ltd
17, McDermott Road
Borough Green
Sevenoaks
Kent, TN15 8SA

- ☐ + 44 (0) 7710 980 141
- ☐ paulmartin@roadsafetyanswers.co.uk
- ☐ www.roadsafetyanswers.co.uk

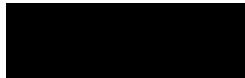
4. Design Team and Overseeing Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Overseeing Organisation's endorsement of my proposals.

Name: Chris Smoker

Organisation: DHA



Signed:

Date: 3rd December 2025

Overseeing Organisation (Highway Authority) Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

Scheme: Stevenage Road, Ashbrook, Hitchin

Client: DHA (Highway Authority: Hertfordshire County Council)



Appendix A

Drawings and Documents Examined:

34653-H-01.pdf

34653-H-02.pdf

34653-T-01.pdf

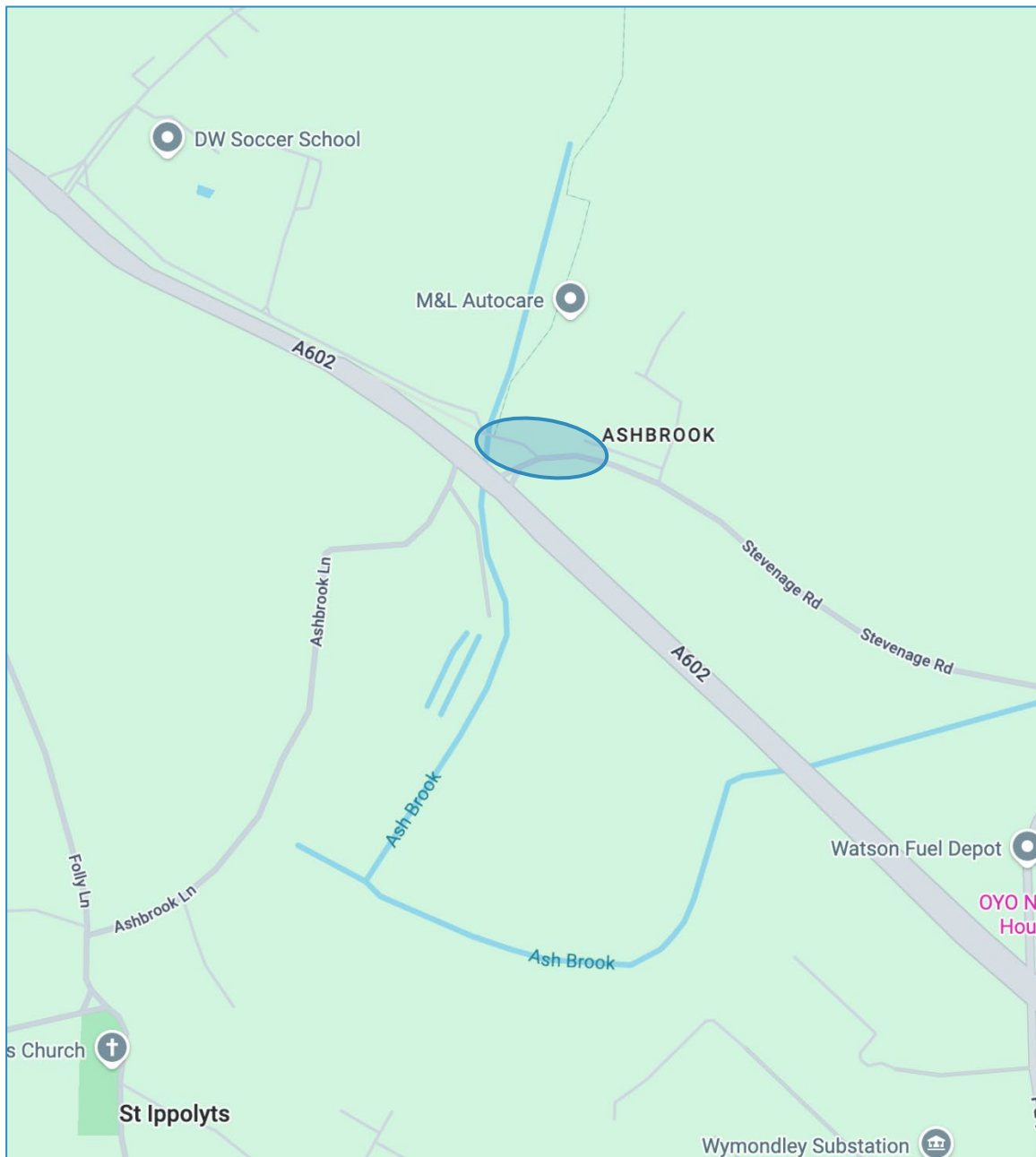
34653-T-02.pdf

34653-T-03.pdf

34653-T-04.pdf

Appendix B

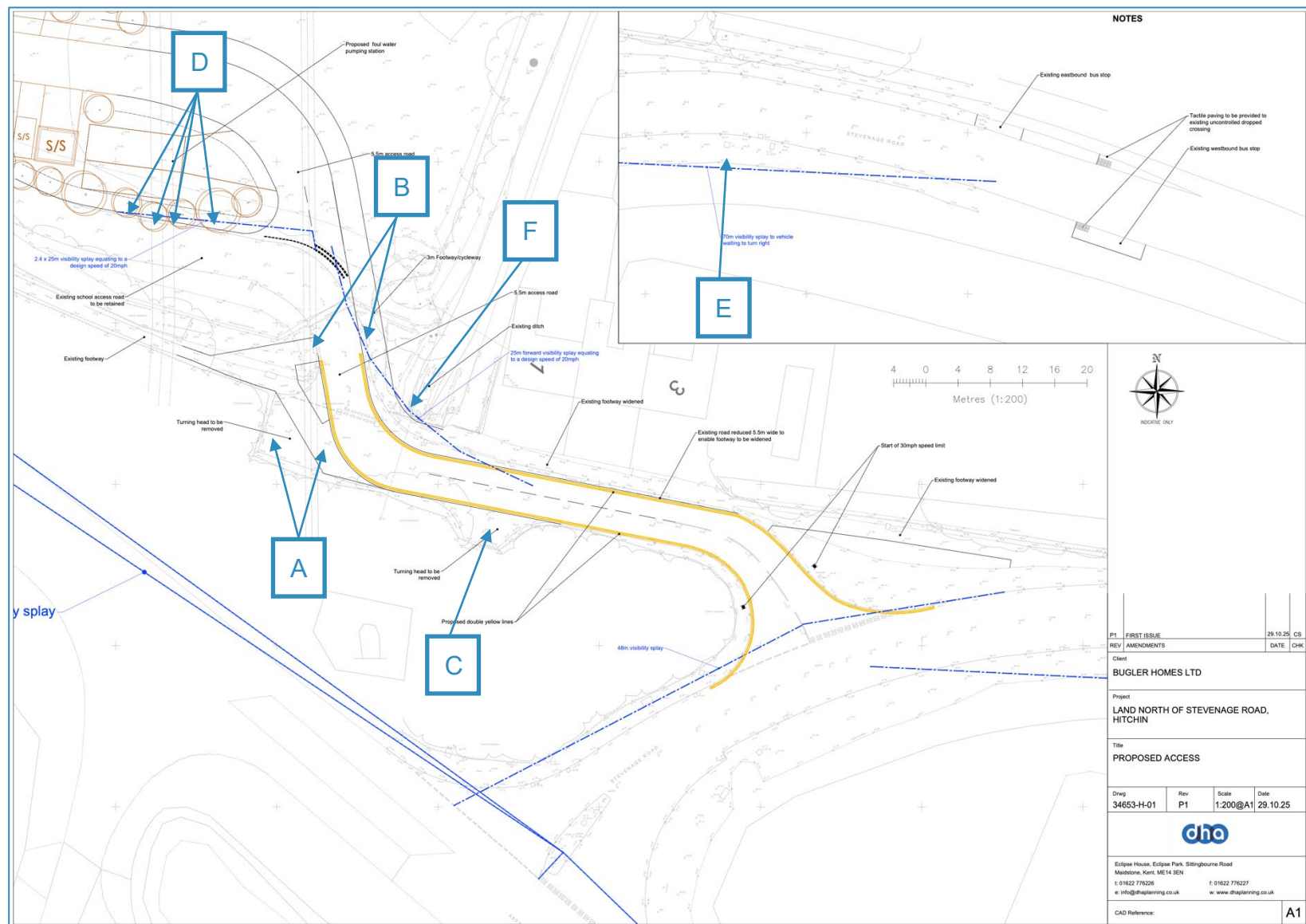
The following plan shows the location of the scheme



Scheme: Stevenage Road, Ashbrook, Hitchin

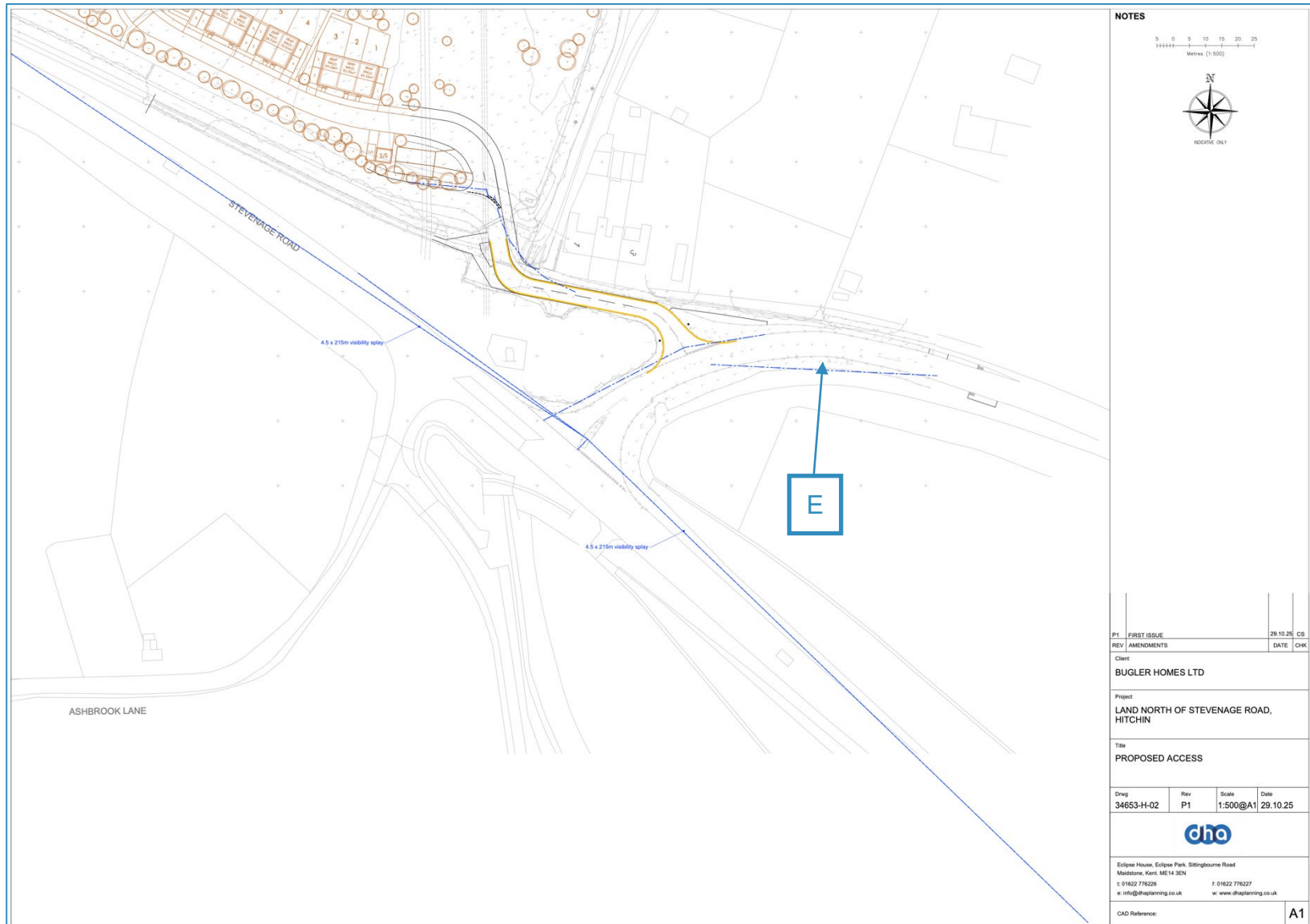
Client: **DHA (Highway Authority: Hertfordshire County Council)**

Problem Location Plans



Scheme: Stevenage Road, Ashbrook, Hitchin

Client: DHA (Highway Authority: Hertfordshire County Council)



APPENDIX H



Audit Code: 731cb0b2-fb4d-445d-8ef0-6936860ca1b9

Filtering Summary:

Land Use: 03/B RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY HOUSES

Selected Trip Rate Calculation Parameter Range: 20 - 200 DWELLS

Actual Trip Rate Calculation Parameter Range: 8 - 516 DWELLS

Date Range: Minimum: 12/11/2025 Maximum: 12/11/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 255 3300

Days of the week selected:

Friday	4
Monday	2
Saturday	1
Sunday	1
Thursday	1
Tuesday	3

Main Location Types selected:

Edge of Town	11
Suburban Area	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	12
----------------------------	----

Population <1 Mile ranges selected:

10,001 to 15,000	2
15,001 to 20,000	6
20,001 to 25,000	1
5,001 to 10,000	3

Audit Code: 731cb0b2-fb4d-445d-8ef0-6936860ca1b9

Population <5 Mile ranges selected:

125,001 to 250,000	8
50,001 to 75,000	3
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	10
1.1 to 1.5	2

PTAL Rating:

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

Audit Code: 731cb0b2-fb4d-445d-8ef0-6936860ca1b9

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
04	EAST ANGLIA		
	SF	SUFFOLK	1 day
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	2 days
08	NORTH WEST		
	AC	CESHIRE WEST & CHESTER	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
	NB	NORTHUMBERLAND	1 day
10	WALES		
	DB	DENBIGHSHIRE	1 day
11	SCOTLAND		
	DU	DUNDEE CITY	1 day

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

Audit Code: 731cb0b2-fb4d-445d-8ef0-6936860ca1b9

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:	DWELLS
Actual Range:	8 to 516 (units:DWELLS)
Range Selected by User:	20 to 200 (units:DWELLS)
Parking Spaces Range:	11 - 220

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	12/11/25 to 12/11/25

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	3 days
Monday	2 days
Sunday	1 days
Thursday	1 days
Tuesday	3 days

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

Selected survey types:	
Manual count	10
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	9 days
Suburban Area	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:	
Residential Zone	10 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

Audit Code: 731cb0b2-fb4d-445d-8ef0-6936860ca1b9

Secondary Filtering Selection:

Use Class:

C3	10 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:

255 - 5500

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	4 surveys
20,001 to 25,000	1 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:

125,001 to 250,000	6 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	1 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	8 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: 731cb0b2-fb4d-445d-8ef0-6936860ca1b9

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 10 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 10 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: 731cb0b2-fb4d-445d-8ef0-6936860ca1b9

LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-B-01	Site area:	1.7400000095367432 hect
Development Name:	HOUSES & FLATS	Number of dwellings:	80 DWELLS
Location:	CHESTER	Housing density:	66.12
Postcode:	CH1 5UP	Total Bedrooms:	204.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Residential Zone	Survey Day:	
PTAL:	n/a		
Site 2:	CU-03-B-01	Site area:	2 hect
Development Name:	TERRACED	Number of dwellings:	135 DWELLS
Location:	CARLISLE	Housing density:	
Postcode:	CA1 2TU	Total Bedrooms:	
Main Location Type:	Edge of Town	Survey Date:	28/10/2003
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 3:	DB-03-B-01	Site area:	1.2999999523162842 hect
Development Name:	SEMI DETACHED	Number of dwellings:	43 DWELLS
Location:	RHYL	Housing density:	
Postcode:		Total Bedrooms:	
Main Location Type:	Edge of Town	Survey Date:	30/11/1999
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 4:	DU-03-B-01	Site area:	2.4800000190734863 hect
Development Name:	TERRACED BUNGALOWS	Number of dwellings:	68 DWELLS
Location:	DUNDEE	Housing density:	56.67
Postcode:	DD4 8UN	Total Bedrooms:	79.00
Main Location Type:	Suburban Area	Survey Date:	21/04/2017
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site 5:	ES-03-B-01	Site area:	0.30000001192092896 hect
Development Name:	BUNGALOWS	Number of dwellings:	14 DWELLS
Location:	HAILSHAM	Housing density:	
Postcode:	BN27 2DJ	Total Bedrooms:	
Main Location Type:	Edge of Town	Survey Date:	03/07/2003
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 6:	KS-03-B-01	Site area:	1.5299999713897705 hect
Development Name:	MIXED HOUSES	Number of dwellings:	54 DWELLS
Location:	HUDDERSFIELD	Housing density:	38.85
Postcode:	HD2 1LU	Total Bedrooms:	144.00
Main Location Type:	Edge of Town	Survey Date:	17/09/2013
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 7:	KS-03-B-02	Site area:	0.7099999785423279 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	17 DWELLS
Location:	BATLEY	Housing density:	36.17
Postcode:	WF17 OPR	Total Bedrooms:	43.00
Main Location Type:	Edge of Town	Survey Date:	19/10/2018
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site 8:	NB-03-B-01	Site area:	3.5999999046325684 hect
Development Name:	SEMI DET. & TERRACED	Number of dwellings:	97 DWELLS
Location:	BEDLINGTON	Housing density:	35.93
Postcode:	NE22 6DX	Total Bedrooms:	292.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Residential Zone	Survey Day:	
PTAL:	n/a		

Audit Code: 731cb0b2-fb4d-445d-8ef0-6936860ca1b9

Site 9:	SF-03-B-02	Site area:	2.07 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	60 DWELLS
Location:	IPSWICH	Housing density:	34.29
Postcode:	IP1 6LX	Total Bedrooms:	110.00
Main Location Type:	Edge of Town	Survey Date:	08/11/2024
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site 10:	WO-03-B-01	Site area:	2.200000047683716 hect
Development Name:	TERRACED	Number of dwellings:	76 DWELLS
Location:	WORCESTER	Housing density:	
Postcode:		Total Bedrooms:	230.00
Main Location Type:	Edge of Town	Survey Date:	15/03/2002
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		

Audit Code: 731cb0b2-fb4d-445d-8ef0-6936860ca1b9

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	10	64	0.056	0.130	0.186
08:00-09:00	10	64	0.138	0.241	0.379
09:00-10:00	10	64	0.158	0.213	0.371
10:00-11:00	10	64	0.174	0.172	0.346
11:00-12:00	10	64	0.151	0.171	0.322
12:00-13:00	10	64	0.189	0.171	0.360
13:00-14:00	10	64	0.158	0.161	0.319
14:00-15:00	10	64	0.222	0.180	0.402
15:00-16:00	10	64	0.233	0.191	0.424
16:00-17:00	10	64	0.258	0.157	0.415
17:00-18:00	10	64	0.219	0.165	0.384
18:00-19:00	10	64	0.174	0.158	0.332
19:00-20:00	1	43	0.372	0.116	0.488
20:00-21:00	1	43	0.093	0.116	0.209
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.595	2.342	4.937

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: 731cb0b2-fb4d-445d-8ef0-6936860ca1b9

Parameter Summary:

Trip rate parameter range selected:	20 - 200 (units: DWELLS)
Survey date date range:	30/11/1999 - 08/11/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	2
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: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 20 - 200 DWELLS

Actual Trip Rate Calculation Parameter Range: 4 - 4334 DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 17/09/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 940 3900

Days of the week selected:

Monday	6
Thursday	7
Tuesday	13
Wednesday	9

Main Location Types selected:

Edge of Town	23
Neighbourhood Centre (PPS6 Local Centre)	4
Suburban Area (PPS6 Out of Centre)	8

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	28
Servicing Vehicles Included	7

Population <1 Mile ranges selected:

10,001 to 15,000	11
15,001 to 20,000	10
20,001 to 25,000	6
5,001 to 10,000	8

Audit Code: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

Population <5 Mile ranges selected:

100,001 to 125,000	3
125,001 to 250,000	16
50,001 to 75,000	9
75,001 to 100,000	7

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	9
1.1 to 1.5	26

PTAL Rating:

No PTAL Present	35
-----------------	----

Audit Code: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE
	ES	EAST SUSSEX
	HC	HAMPSHIRE
	HF	HERTFORDSHIRE
	KC	KENT
	SC	SURREY
	WB	WEST BERKSHIRE
	WS	WEST SUSSEX
04	EAST ANGLIA	
	NF	NORFOLK
	PB	PETERBOROUGH
05	EAST MIDLANDS	
	LE	LEICESTERSHIRE
	NT	NOTTINGHAMSHIRE
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
	LC	LANCASHIRE
09	NORTH	
	DH	DURHAM
11	SCOTLAND	
	HI	HIGHLAND

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

Audit Code: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

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:	DWELLS
Actual Range:	4 to 4334 (units:DWELLS)
Range Selected by User:	20 to 200 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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	5 days
Monday	6 days
Thursday	7 days
Tuesday	13 days
Wednesday	9 days

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

Selected survey types:

Manual count	40
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	28 days
Neighbourhood Centre (PPS6 Local Centre)	4 days
Suburban Area (PPS6 Out of Centre)	8 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:

Residential Zone	37 days
Village	3 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	31 days
Servicing vehicles Included	9 days

Audit Code: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

Secondary Filtering Selection:

Use Class:

C3	40 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:

72 - 9284

Population within 1 mile:

10,001 to 15,000	14 surveys
15,001 to 20,000	11 surveys
20,001 to 25,000	6 surveys
5,001 to 10,000	9 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	3 surveys
125,001 to 250,000	20 surveys
50,001 to 75,000	10 surveys
75,001 to 100,000	7 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	11 surveys
1.1 to 1.5	28 surveys
1.6 to 2.0	1 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: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

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
Yes	26 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	40 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: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-A-04	Site area:	0.5 hect
Development Name:	TOWN HOUSES	Number of dwellings:	24 DWELLS
Location:	NORTHWICH	Housing density:	54.55
Postcode:	CW9 8RZ	Total Bedrooms:	92.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/06/2019
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 2:	CT-03-A-03	Site area:	3.69 hect
Development Name:	MIXED HOUSES	Number of dwellings:	73 DWELLS
Location:	STOTFOLD	Housing density:	24.91
Postcode:	SG5 4TB	Total Bedrooms:	231.00
Main Location Type:	Edge of Town	Survey Date:	27/06/2023
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 3:	DH-03-A-01	Site area:	0.9 hect
Development Name:	SEMI DETACHED	Number of dwellings:	50 DWELLS
Location:	BISHOP AUCKLAND	Housing density:	94.34
Postcode:	DL14 6RH	Total Bedrooms:	150.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/03/2017
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 4:	DH-03-A-03	Site area:	5.603 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	57 DWELLS
Location:	DURHAM	Housing density:	10.96
Postcode:	DH1 1HD	Total Bedrooms:	169.00
Main Location Type:	Edge of Town	Survey Date:	19/10/2018
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site 5:	ES-03-A-07	Site area:	3.49 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	91 DWELLS
Location:	HAILSHAM	Housing density:	34.87
Postcode:	BN27 4FR	Total Bedrooms:	256.00
Main Location Type:	Edge of Town	Survey Date:	07/11/2019
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 6:	ES-03-A-08	Site area:	3.32 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	110 DWELLS
Location:	BEXHILL	Housing density:	36.67
Postcode:	TN40 2LU	Total Bedrooms:	308.00
Main Location Type:	Edge of Town	Survey Date:	12/10/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 7:	ES-03-A-09	Site area:	1.5 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	47 DWELLS
Location:	NEWHAVEN	Housing density:	36.15
Postcode:	BN9 9FF	Total Bedrooms:	143.00
Main Location Type:	Edge of Town	Survey Date:	13/03/2023
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		

Audit Code: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

Site 8:	ES-03-A-10	Site area:	5.41 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	139 DWELLS
Location:	BEXHILL-ON-SEA	Housing density:	33.49
Postcode:	TN39 5DQ	Total Bedrooms:	388.00
Main Location Type:	Edge of Town	Survey Date:	28/09/2023
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 9:	ES-03-A-14	Site area:	3.4 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	120 DWELLS
Location:	NEAR EASTBOURNE	Housing density:	42.86
Postcode:	BN24 5GD	Total Bedrooms:	339.00
Main Location Type:	Edge of Town	Survey Date:	30/04/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 10:	HC-03-A-21	Site area:	1.2 hect
Development Name:	TERRACED & SEMI-DETACHED	Number of dwellings:	39 DWELLS
Location:	BASINGSTOKE	Housing density:	56.52
Postcode:	RG24 9AF	Total Bedrooms:	134.00
Main Location Type:	Edge of Town	Survey Date:	13/11/2018
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 11:	HC-03-A-22	Site area:	1.69 hect
Development Name:	MIXED HOUSES	Number of dwellings:	40 DWELLS
Location:	NEAR EASTLEIGH	Housing density:	32.26
Postcode:	SO50 6JL	Total Bedrooms:	114.00
Main Location Type:	Edge of Town	Survey Date:	31/10/2018
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 12:	HC-03-A-27	Site area:	2.5 hect
Development Name:	MIXED HOUSES	Number of dwellings:	73 DWELLS
Location:	ANDOVER	Housing density:	30.42
Postcode:	SP11 6ZQ	Total Bedrooms:	205.00
Main Location Type:	Edge of Town	Survey Date:	16/11/2021
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 13:	HC-03-A-28	Site area:	5.97 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	125 DWELLS
Location:	WATERLOOVILLE	Housing density:	24.75
Postcode:	PO8 9WN	Total Bedrooms:	359.00
Main Location Type:	Edge of Town	Survey Date:	08/11/2021
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 14:	HC-03-A-31	Site area:	2.17 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	44 DWELLS
Location:	LIPHOOK	Housing density:	35.20
Postcode:	GU30 7WU	Total Bedrooms:	125.00
Main Location Type:	Edge of Town	Survey Date:	07/10/2022
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site 15:	HC-03-A-32	Site area:	3.29 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	105 DWELLS
Location:	FARNHAM	Housing density:	36.21
Postcode:	GU9 9GD	Total Bedrooms:	278.00
Main Location Type:	Neighbourhood Centre (PPS6	Survey Date:	29/06/2023
Sub Location Type:	Local Centre)	Survey Day:	Thursday
PTAL:	Residential Zone		
	n/a		

Audit Code: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

Site 16:	HC-03-A-36	Site area:	6.23 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	145 DWELLS
Location:	EMSWORTH	Housing density:	34.52
Postcode:	PO10 7FG	Total Bedrooms:	386.00
Main Location Type:	Edge of Town	Survey Date:	12/09/2023
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 17:	HC-03-A-37	Site area:	3.46 hect
Development Name:	MIXED HOUSES	Number of dwellings:	50 DWELLS
Location:	FLEET	Housing density:	37.04
Postcode:	GU52 0AF	Total Bedrooms:	143.00
Main Location Type:	Edge of Town	Survey Date:	27/03/2024
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 18:	HC-03-A-38	Site area:	6.2 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	195 DWELLS
Location:	RINGWOOD	Housing density:	39.08
Postcode:	BH24 3FJ	Total Bedrooms:	514.00
Main Location Type:	Edge of Town	Survey Date:	26/06/2024
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 19:	HF-03-A-07	Site area:	6.32 hect
Development Name:	MIXED HOUSES & BUNGALOWS	Number of dwellings:	92 DWELLS
Location:	POTTERS BAR	Housing density:	16.34
Postcode:	EN6 2EE	Total Bedrooms:	280.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/03/2024
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 20:	HI-03-A-14	Site area:	1.48 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	40 DWELLS
Location:	INVERNESS	Housing density:	36.04
Postcode:	IV3 8LX	Total Bedrooms:	121.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/03/2016
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 21:	KC-03-A-03	Site area:	1.38 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	51 DWELLS
Location:	ASHFORD	Housing density:	66.23
Postcode:	TN24 0FR	Total Bedrooms:	157.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/07/2016
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 22:	KC-03-A-04	Site area:	4.31 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	110 DWELLS
Location:	AYLESFORD	Housing density:	31.79
Postcode:	ME20 6FN	Total Bedrooms:	330.00
Main Location Type:	Edge of Town	Survey Date:	22/09/2017
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		

Audit Code: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

Site 23:	LC-03-A-31	Site area:	1.316 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	32 DWELLS
Location:	PRESTON	Housing density:	30.25
Postcode:	PR4 0NL	Total Bedrooms:	113.00
Main Location Type:	Edge of Town	Survey Date:	17/11/2017
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site 24:	LE-03-A-02	Site area:	3.297 hect
Development Name:	DETACHED & OTHERS	Number of dwellings:	85 DWELLS
Location:	IBSTOCK	Housing density:	39.59
Postcode:	LE67 6PG	Total Bedrooms:	308.00
Main Location Type:	Neighbourhood Centre (PPS6	Survey Date:	28/06/2018
	Local Centre)	Survey Day:	Thursday
Sub Location Type:	Village		
PTAL:	n/a		
Site 25:	NF-03-A-13	Site area:	5.56 hect
Development Name:	MIXED HOUSES	Number of dwellings:	198 DWELLS
Location:	GREAT YARMOUTH	Housing density:	38.82
Postcode:	NR31 9FT	Total Bedrooms:	545.00
Main Location Type:	Edge of Town	Survey Date:	11/09/2018
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 26:	NF-03-A-25	Site area:	3.1 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	55 DWELLS
Location:	GORLESTON-ON-SEA	Housing density:	26.70
Postcode:	NR31 9BG	Total Bedrooms:	171.00
Main Location Type:	Edge of Town	Survey Date:	21/09/2021
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 27:	NF-03-A-35	Site area:	5.34 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	116 DWELLS
Location:	NORWICH	Housing density:	25.55
Postcode:	NR6 7FA	Total Bedrooms:	384.00
Main Location Type:	Edge of Town	Survey Date:	28/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 28:	NF-03-A-51	Site area:	1.03 hect
Development Name:	SEMI-DETACHED	Number of dwellings:	34 DWELLS
Location:	NORWICH	Housing density:	38.64
Postcode:	NR1 2HJ	Total Bedrooms:	101.00
Main Location Type:	Suburban Area (PPS6 Out of	Survey Date:	13/09/2022
	Centre)	Survey Day:	Tuesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 29:	NF-03-A-52	Site area:	5.31 hect
Development Name:	MIXED HOUSES	Number of dwellings:	130 DWELLS
Location:	KING'S LYNN	Housing density:	28.76
Postcode:	PE30 3FD	Total Bedrooms:	366.00
Main Location Type:	Suburban Area (PPS6 Out of	Survey Date:	07/11/2023
	Centre)	Survey Day:	Tuesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

Site 30:	NT-03-A-08	Site area:	1.61 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	36 DWELLS
Location:	HUCKNALL	Housing density:	22.36
Postcode:	NG15 8JN	Total Bedrooms:	144.00
Main Location Type:	Edge of Town	Survey Date:	18/10/2021
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 31:	PB-03-A-04	Site area:	1.71 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	28 DWELLS
Location:	PETERBOROUGH	Housing density:	18.67
Postcode:	PE1 4AW	Total Bedrooms:	94.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/10/2016
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 32:	SC-03-A-10	Site area:	1.42 hect
Development Name:	MIXED HOUSES	Number of dwellings:	32 DWELLS
Location:	ASH	Housing density:	25.20
Postcode:	GU12 6BT	Total Bedrooms:	93.00
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	14/09/2022
Sub Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a		
Site 33:	SC-03-A-11	Site area:	5.82 hect
Development Name:	MIXED HOUSES	Number of dwellings:	96 DWELLS
Location:	FARNHAM	Housing density:	25.07
Postcode:	GU9 0AX	Total Bedrooms:	272.00
Main Location Type:	Edge of Town	Survey Date:	14/05/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 34:	ST-03-A-08	Site area:	0.8 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	26 DWELLS
Location:	STAFFORD	Housing density:	36.62
Postcode:	ST17 4JS	Total Bedrooms:	90.00
Main Location Type:	Edge of Town	Survey Date:	22/11/2017
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 35:	WB-03-A-03	Site area:	3.9 hect
Development Name:	MIXED HOUSES	Number of dwellings:	108 DWELLS
Location:	READING	Housing density:	36.24
Postcode:	RG31 7ET	Total Bedrooms:	286.00
Main Location Type:	Edge of Town	Survey Date:	09/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site 36:	WS-03-A-08	Site area:	8.86 hect
Development Name:	MIXED HOUSES	Number of dwellings:	180 DWELLS
Location:	ANGMERING	Housing density:	40.82
Postcode:	BN16 4PQ	Total Bedrooms:	586.00
Main Location Type:	Edge of Town	Survey Date:	19/04/2018
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 37:	WS-03-A-14	Site area:	2.83 hect
Development Name:	MIXED HOUSES	Number of dwellings:	117 DWELLS
Location:	LITTLEHAMPTON	Housing density:	42.70
Postcode:	BN17 7PL	Total Bedrooms:	371.00
Main Location Type:	Edge of Town	Survey Date:	20/10/2021
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		

Audit Code: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

Site 38:	WS-03-A-18	Site area:	5.46 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	156 DWELLS
Location:	HASSOCKS	Housing density:	
Postcode:	BN6 9NA	Total Bedrooms:	433.00
Main Location Type:	Neighbourhood Centre (PPS6	Survey Date:	15/05/2023
	Local Centre)	Survey Day:	Monday
Sub Location Type:	Village		
PTAL:	n/a		
Site 39:	WS-03-A-22	Site area:	3.8 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	129 DWELLS
Location:	CHICHESTER	Housing density:	36.86
Postcode:	PO20 2LS	Total Bedrooms:	371.00
Main Location Type:	Edge of Town	Survey Date:	19/03/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 40:	WS-03-A-23	Site area:	6.64 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	197 DWELLS
Location:	EAST GRINSTEAD	Housing density:	37.88
Postcode:	RH19 4LX	Total Bedrooms:	508.00
Main Location Type:	Edge of Town	Survey Date:	14/05/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30-04-2021	covid
BO-03-A-01	15-10-2020	covid
LU-03-A-01	21-09-2021	covid
MG-03-A-01	12-10-2021	covid
SF-03-A-10	22-06-2021	covid
WS-03-A-12	16-06-2021	covid
WS-03-A-13	23-06-2021	covid

Audit Code: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	40	89	0.085	0.302	0.387
08:00-09:00	40	89	0.161	0.381	0.542
09:00-10:00	40	89	0.149	0.184	0.333
10:00-11:00	40	89	0.136	0.165	0.301
11:00-12:00	40	89	0.132	0.141	0.273
12:00-13:00	40	89	0.158	0.154	0.312
13:00-14:00	40	89	0.161	0.167	0.328
14:00-15:00	40	89	0.161	0.197	0.358
15:00-16:00	40	89	0.272	0.179	0.451
16:00-17:00	40	89	0.276	0.167	0.443
17:00-18:00	40	89	0.326	0.163	0.489
18:00-19:00	40	89	0.281	0.146	0.427
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.298	2.346	4.644

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: c6e49f4d-d901-4f7f-acd1-4c2d99f44e7e

Parameter Summary:

Trip rate parameter range selected:	20 - 200 (units: DWELLS)
Survey date date range:	23/03/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	18
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.

APPENDIX

I



WU03EW - Location of usual residence and place of work by method of travel to work

ONS Crown Copyright Reserved [from Nomis on 21 October 2025]

population All usual residents aged 16 and over in employment the week be
units Persons
date 2011
usual residence E02004922 : North Hertfordshire 014 (2011 super output area - r

place of work - ONLY including
destinations comprising of over 1%
fo trips by car/van/passenger

All categories:
Method of travel
to work (2001
specification)

Total Car/V %

Luton	363	339	13%
Stevenage	343	316	12%
Welwyn Hatfield	267	257	10%
St Albans	213	203	8%
Central Bedfordshire	204	193	8%
E02004922 : North Hertfordshire 014	315	192	8%
E02004920 : North Hertfordshire 012	230	184	7%
E02004918 : North Hertfordshire 010	192	158	6%
E02004914 : North Hertfordshire 006	145	124	5%
E02004916 : North Hertfordshire 008	80	68	3%
East Hertfordshire	70	68	3%
Dacorum	54	52	2%
E02004923 : North Hertfordshire 015	50	46	2%
Hertsmere	35	35	1%
Barnet	34	31	1%
Bedford	31	29	1%
E02004913 : North Hertfordshire 005	31	29	1%
E02004921 : North Hertfordshire 013	34	28	1%
South Cambridgeshire	29	28	1%
Milton Keynes	25	25	1%
E02004912 : North Hertfordshire 004	32	24	1%
Westminster, City of London	198	24	1%
Cambridge	24	20	1%
Broxbourne	17	15	1%
Enfield	16	15	1%
Hillingdon	16	15	1%
Huntingdonshire	15	15	1%
Harlow	15	14	1%

2,547

ork (MSOA level)

fore the census

middle layer)

Route 1	% of Trips	No. of Trips	Route 2	% of Trips	No. of Trips	Route 3	% of Trips	No. of Trips
A602 WB	100%	339						
A602 EB	50%	158	Stevenage Rd NEB	50%	158			
A602 EB	100%	257						
A602 EB	100%	203						
A602 WB	100%	193						
A602 WB	70%	134	B656 via Folly Ln	30%	58			
A602 WB	100%	184						
A602 WB	40%	63	White Hill Rd	60%	95			
A602 EB	100%	124						
A602 EB	30%	20	Stevenage Road NEB	40%	27	A206 WB	30%	20
A602 EB	70%	48	B656 via Folly Ln	30%	20			
A602 WB	50%	26	A602 EB	50%	26			
A602 WB	30%	14	B656 via Folly Ln	70%	32			
A602 EB	100%	35						
A602 EB	80%	25	B656 via Folly Ln	20%	6			
A602 EB	60%	17	A602 WB	40%	12			
A602 EB	90%	26	Stevenage Road NEB	10%	3			
A602 EB	50%	14	Whitehill Road	50%	14			
A602 EB	100%	28						
A602 WB	100%	25						
A602 EB	100%	24						
A602 EB	100%	24						
A602 EB	100%	20						
A602 EB	100%	15						
A602 EB	100%	15						
A602 EB	100%	15						
A602 EB	100%	15						
A602 EB	100%	15						
A602 EB	100%	14						

Route	No. of Trips	% Distribution
A602 WB	1010	40%
A602 EB	1123	44%
Stevenage	188	7%
B656 via Folly Ln	116	5%
Whitehill Rd	109	4%
	2547	100%

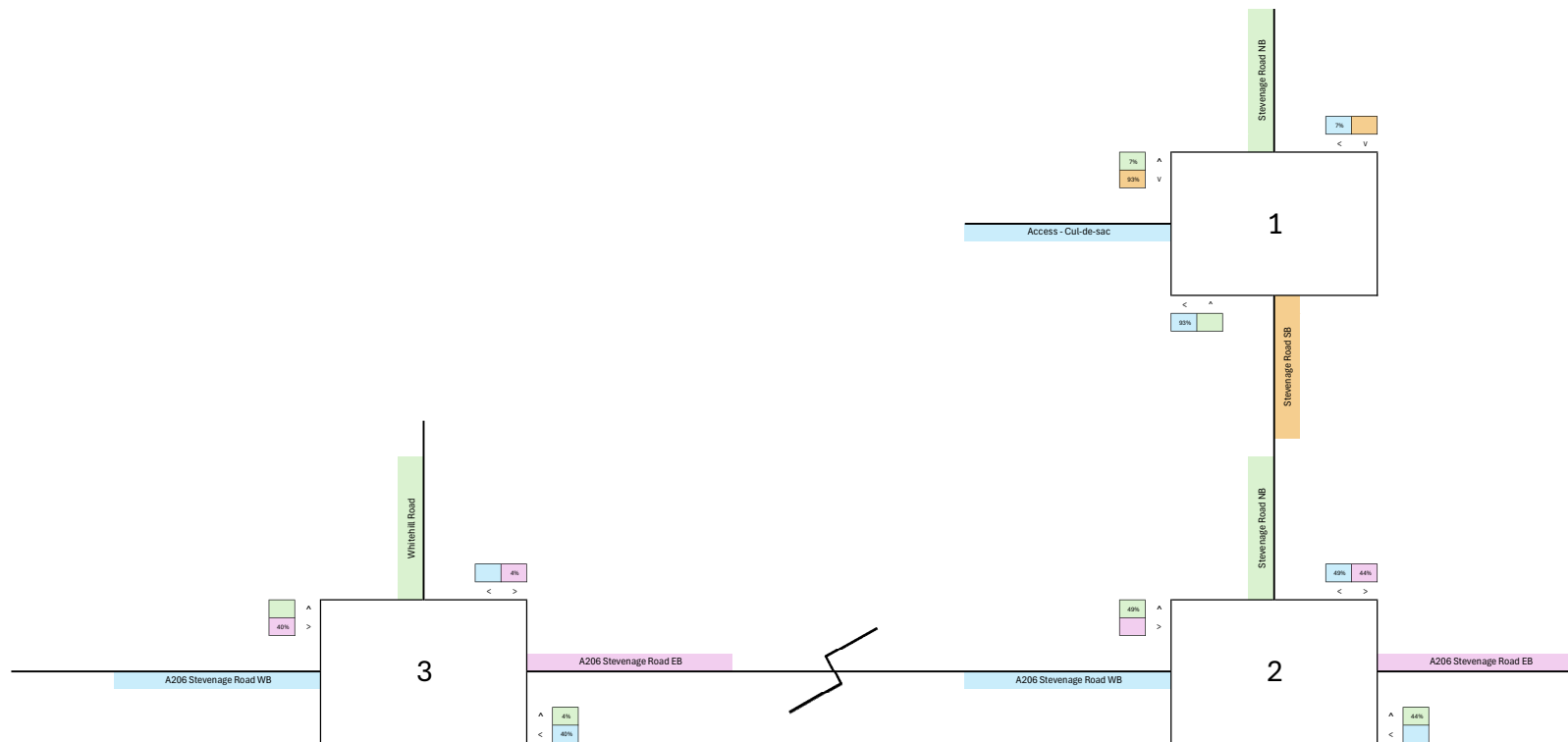
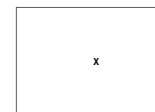


FIGURE TITLE: TRAFFIC DISTRIBUTION PERCENTAGE (%)

CLIENT: BUGLER HOMES

SITE: LAND NORTH OF STEVENAGE ROAD, HITCHIN, HERTFORDSHIRE

FIGURE:



APPENDIX

J



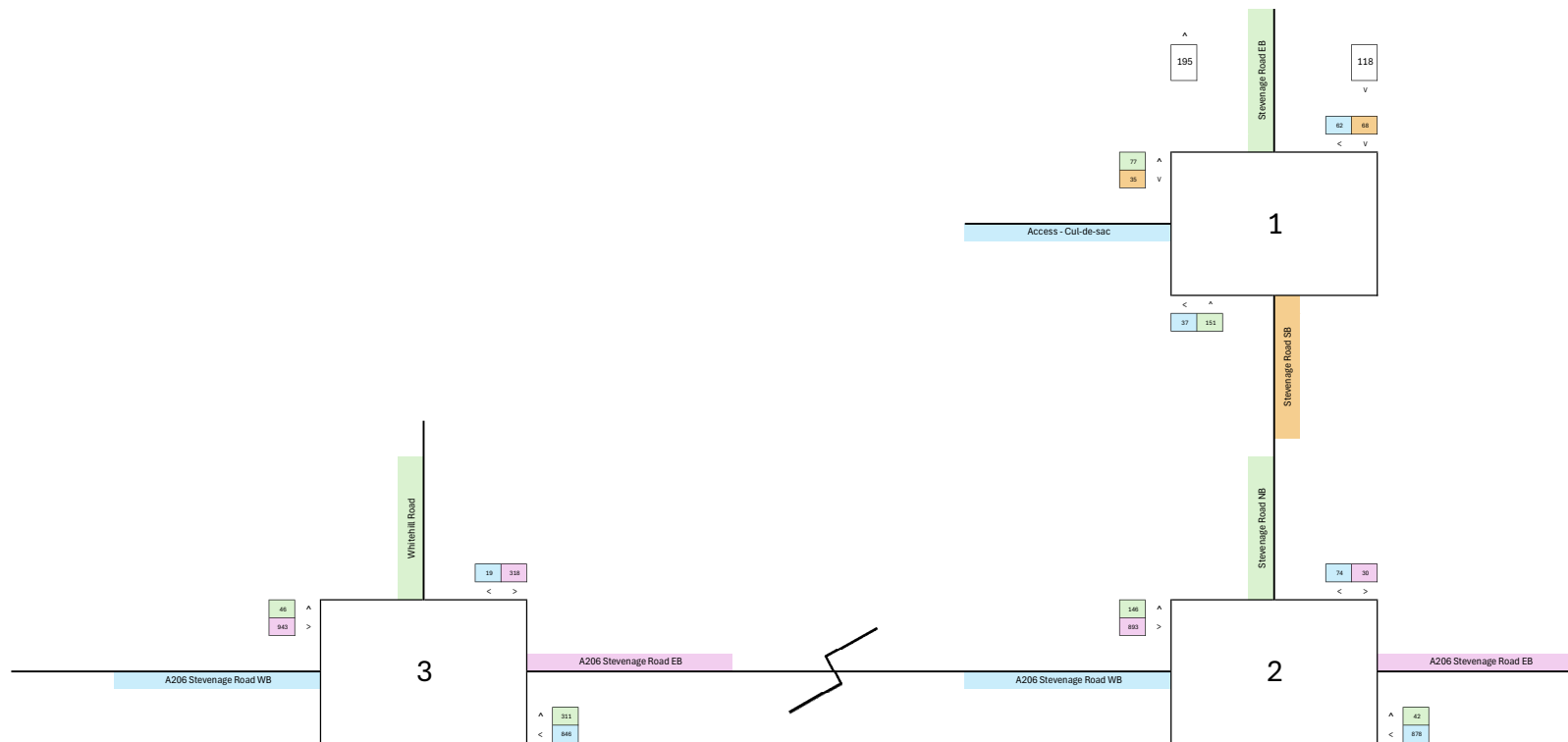
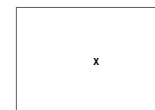


FIGURE TITLE: BASE FLOWS (2025) AM PEAK (PCU)

CLIENT: BUGLER HOMES

SITE: LAND NORTH OF STEVENAGE ROAD, HITCHIN, HERTFORDSHIRE

FIGURE:



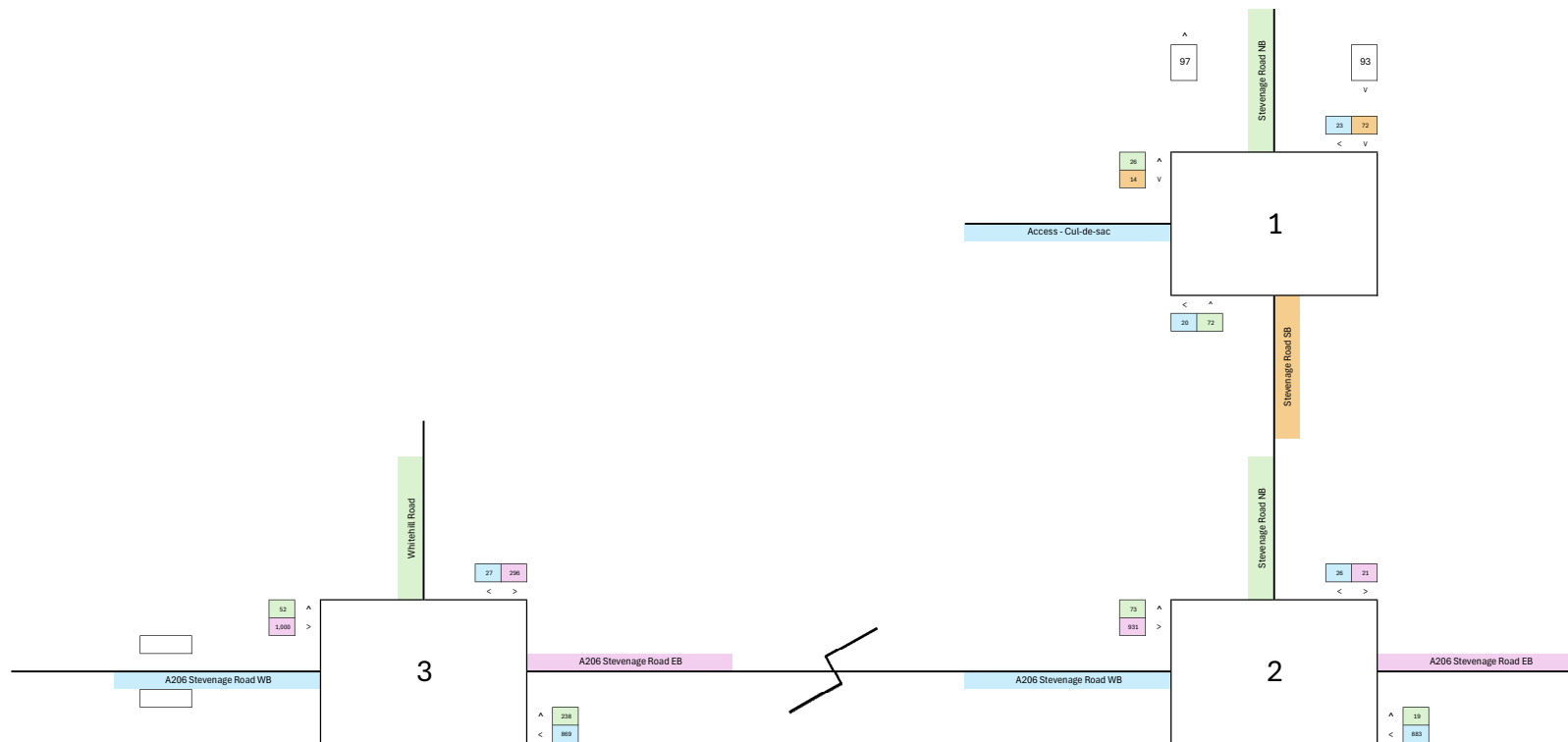


FIGURE TITLE: BASE FLOWS (2025) PM PEAK (PCU)

CLIENT: BUGLER HOMES

SITE: LAND NORTH OF STEVENAGE ROAD, HITCHIN, HERTFORDSHIRE

FIGURE:

X



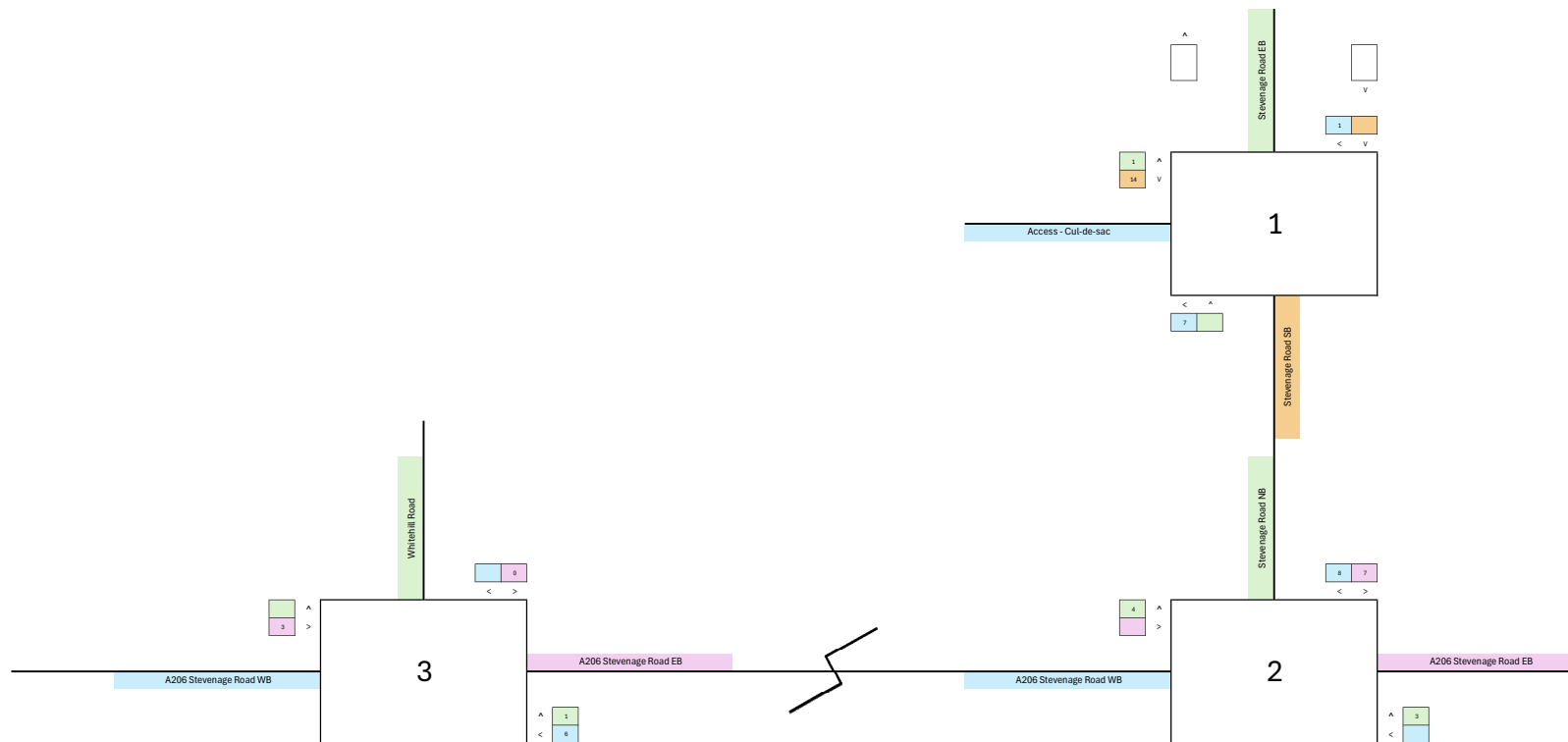
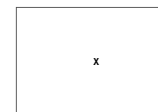


FIGURE TITLE: DEVELOPMENT FLOWS AM PEAK

CLIENT: BUGLER HOMES

SITE: LAND NORTH OF STEVENAGE ROAD, HITCHIN, HERTFORDSHIRE

FIGURE:



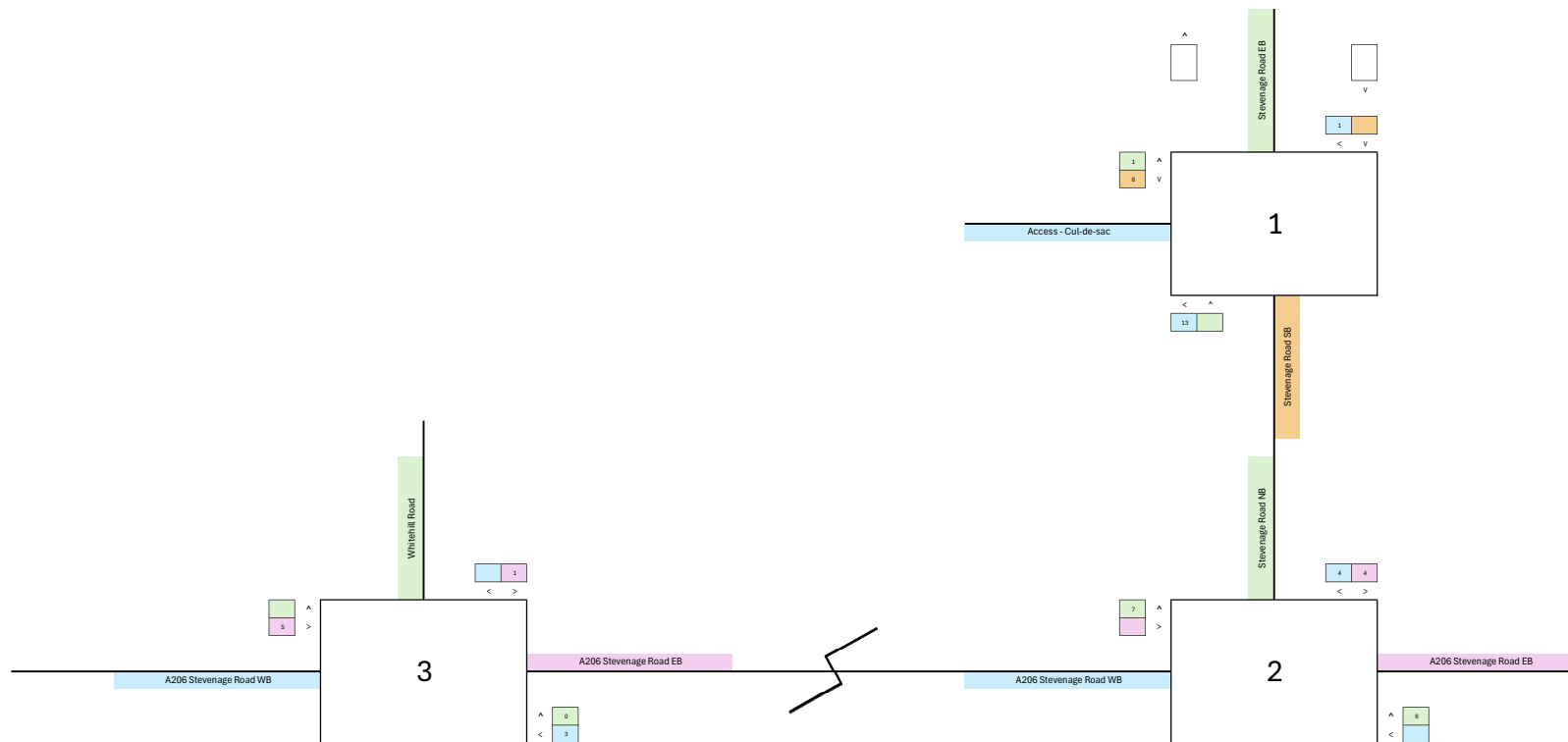
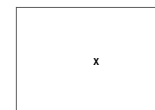


FIGURE TITLE: DEVELOPMENT FLOWS PM PEAK

CLIENT: BUGLER HOMES

SITE: LAND NORTH OF STEVENAGE ROAD, HITCHIN, HERTFORDSHIRE

FIGURE:



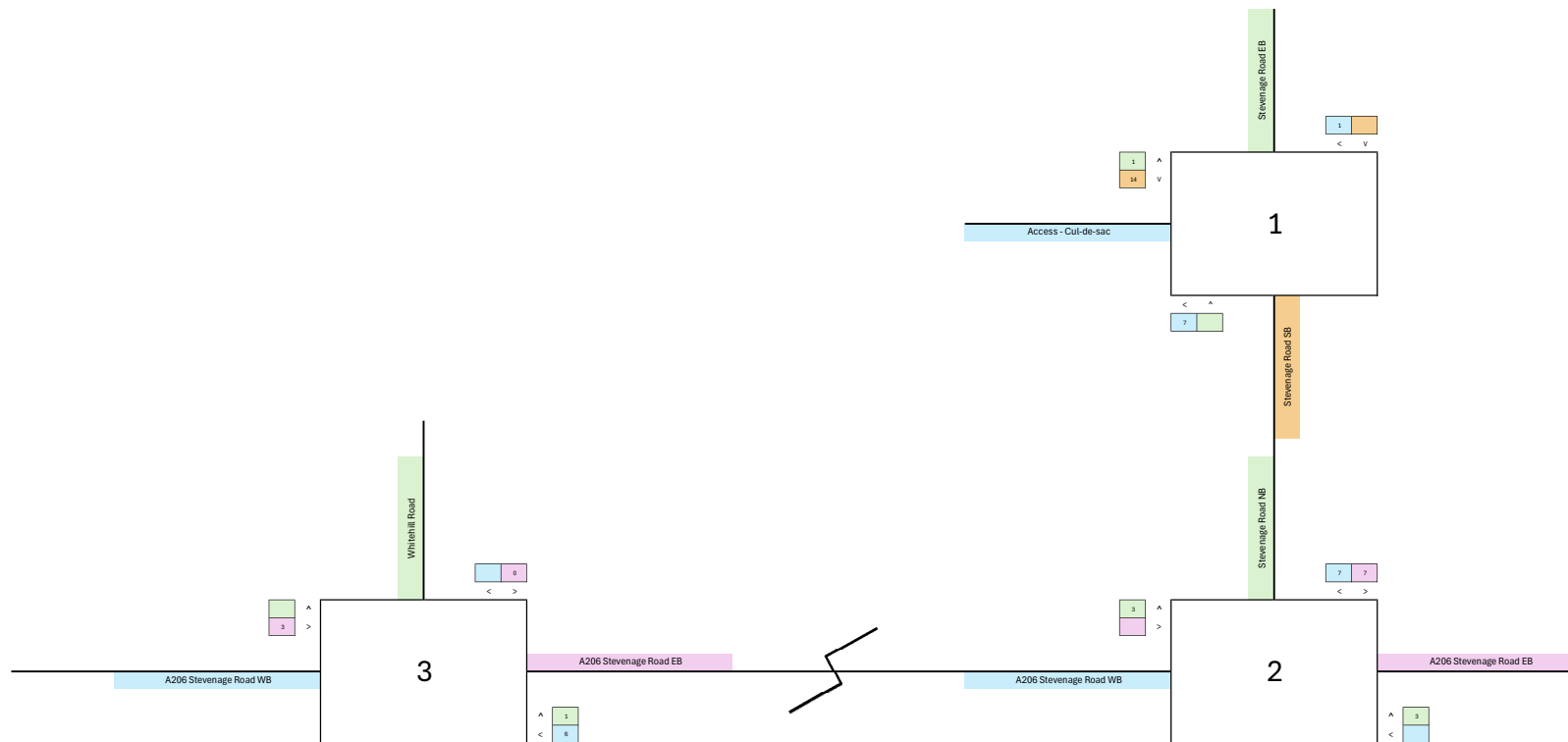
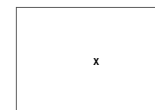


FIGURE TITLE: DEVELOPMENT FLOWS AM PEAK

CLIENT: BUGLER HOMES

SITE: LAND NORTH OF STEVENAGE ROAD, HITCHIN, HERTFORDSHIRE

FIGURE:



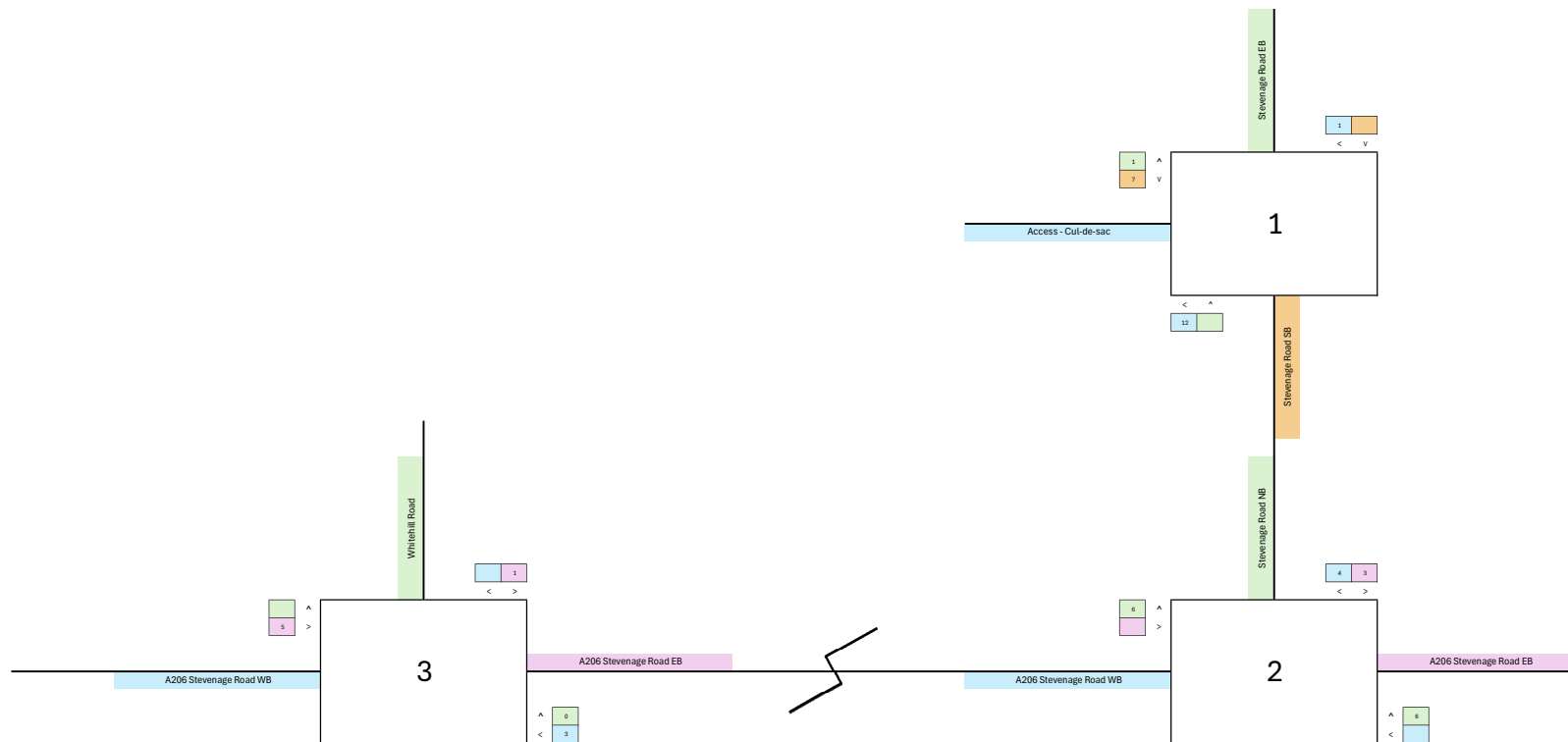
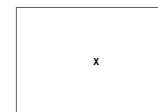


FIGURE TITLE: DEVELOPMENT FLOWS AM PEAK

CLIENT: BUGLER HOMES

SITE: LAND NORTH OF STEVENAGE ROAD, HITCHIN, HERTFORDSHIRE

FIGURE:



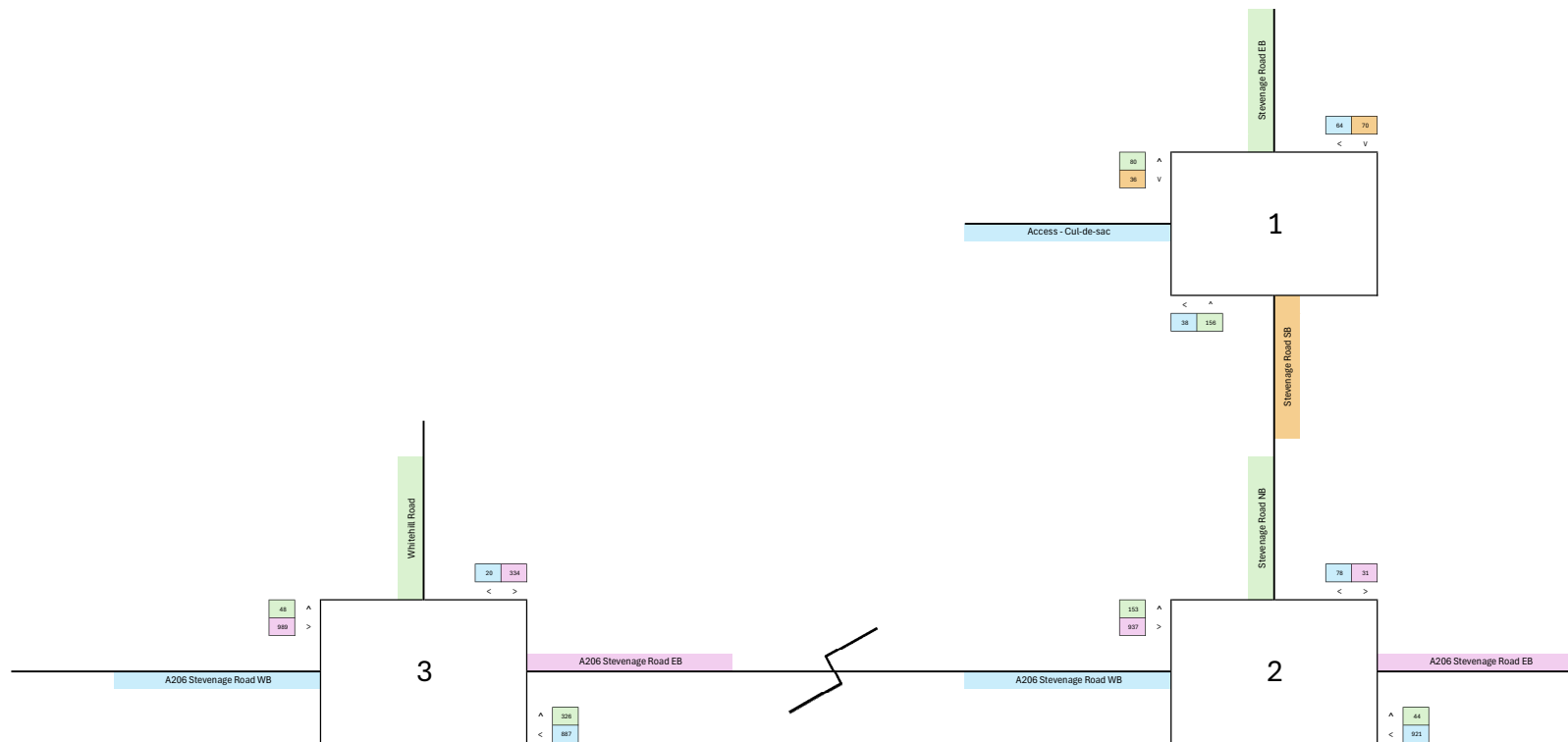
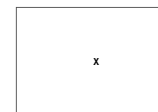


FIGURE TITLE: 2031 DO NOTHING SCENARIO (AM PEAK)

CLIENT: BUGLER HOMES

SITE: LAND NORTH OF STEVENAGE ROAD, HITCHIN, HERTFORDSHIRE

FIGURE:



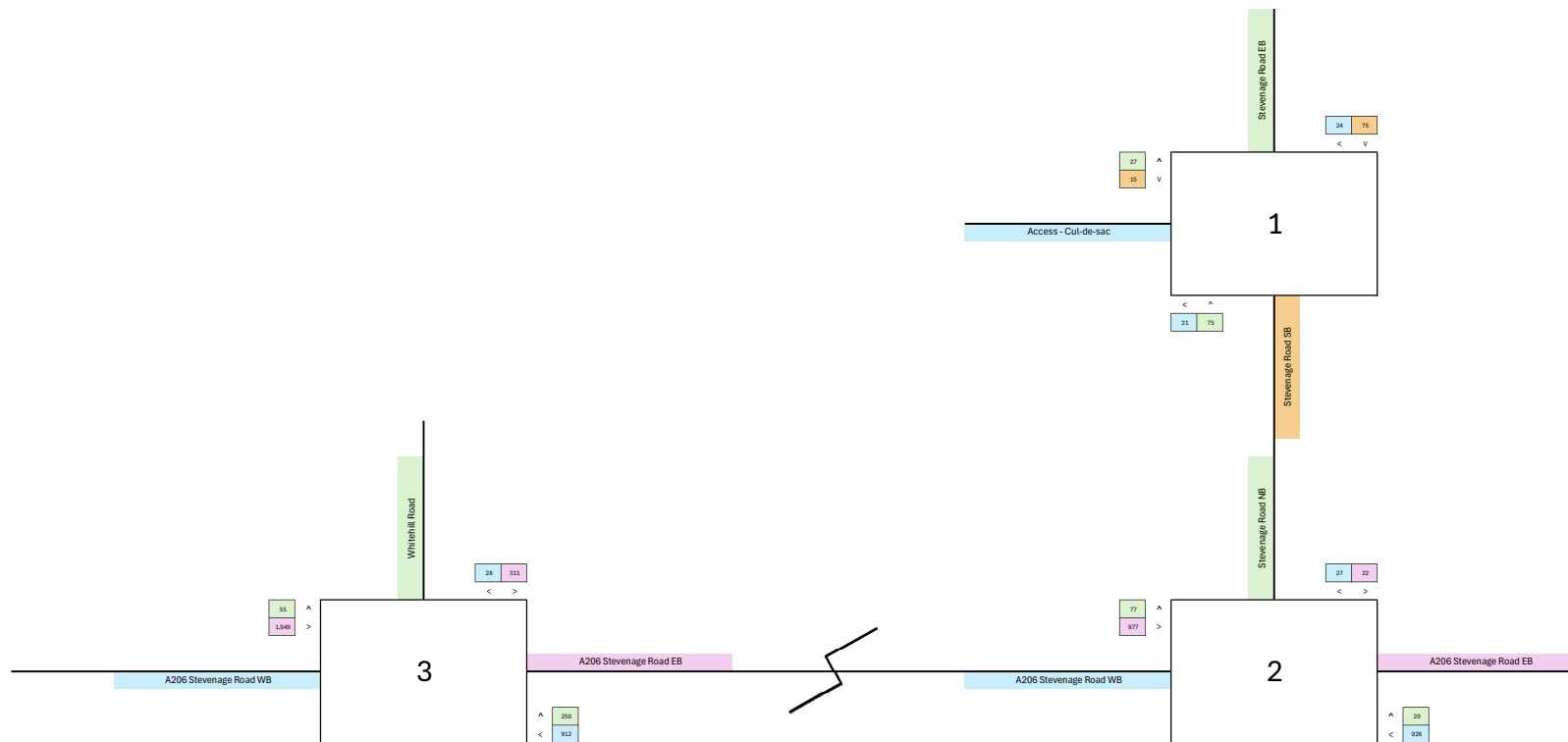
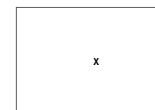


FIGURE TITLE: 2031 DO NOTHING SCENARIO (PM PEAK)

CLIENT: BUGLER HOMES

SITE: LAND NORTH OF STEVENAGE ROAD, HITCHIN, HERTFORDSHIRE

FIGURE:



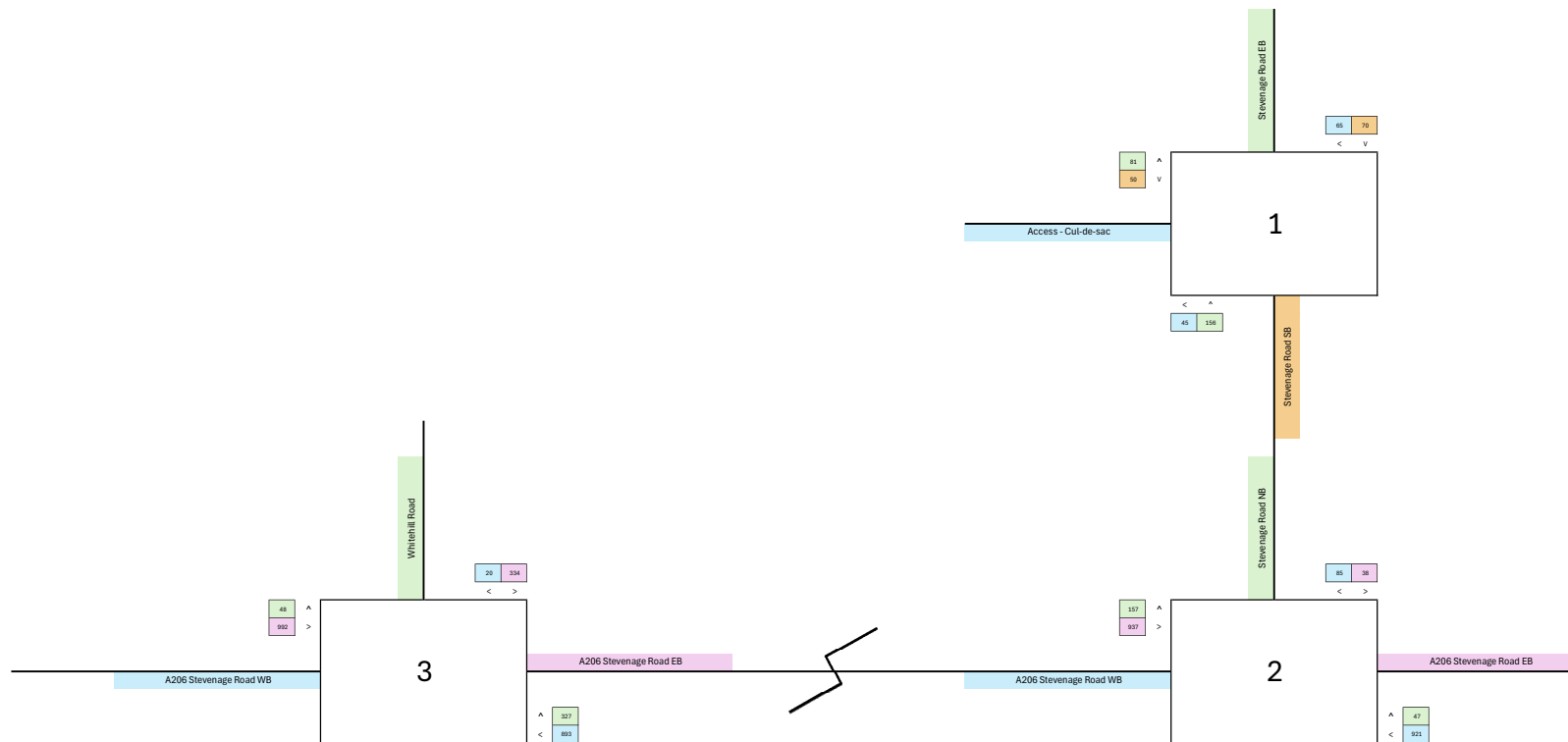
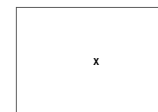


FIGURE TITLE: 2031 DO MINIMUM SCENARIO (AM PEAK)

CLIENT: BUGLER HOMES

SITE: LAND NORTH OF STEVENAGE ROAD, HITCHIN, HERTFORDSHIRE

FIGURE:



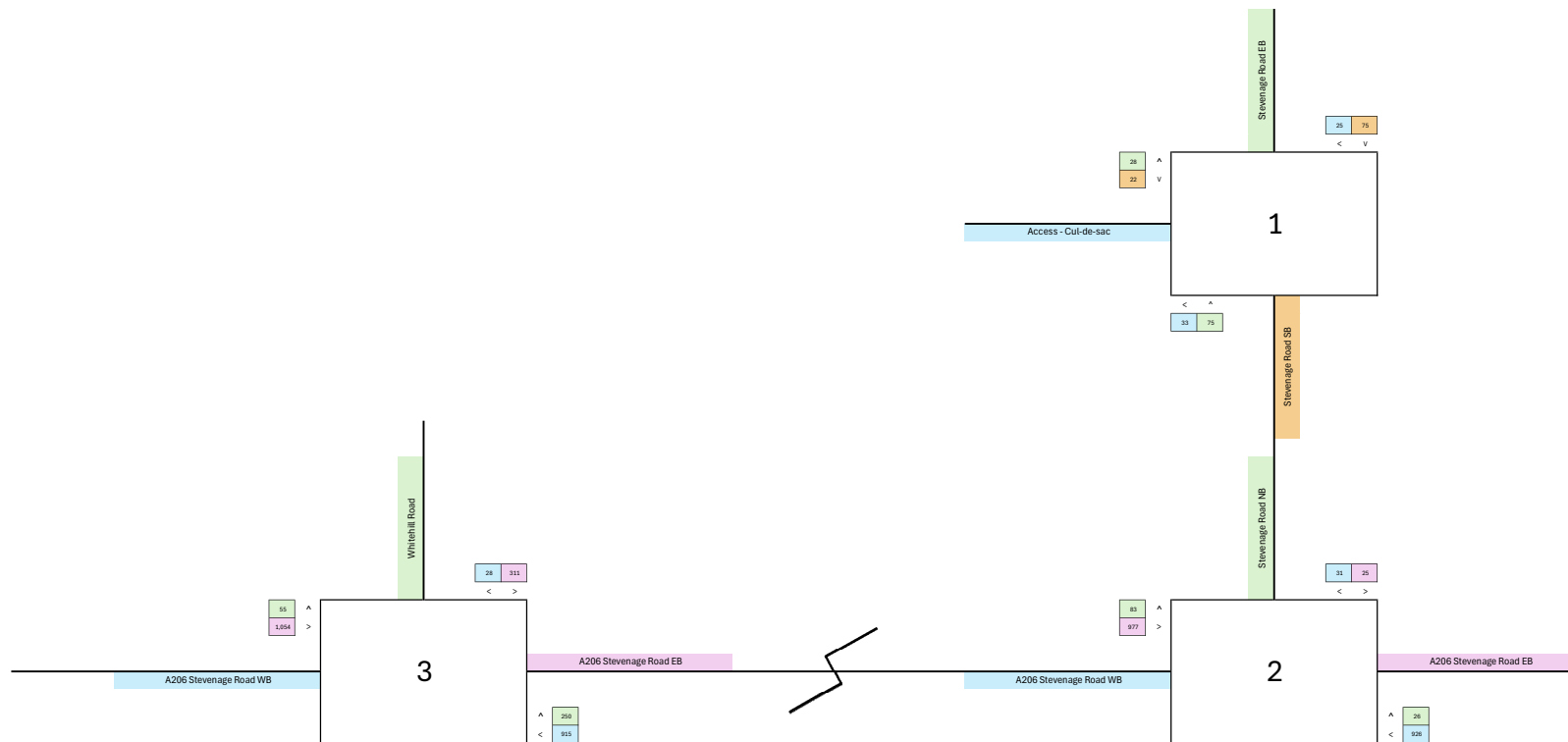
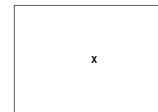


FIGURE TITLE: 2031 DO MINIMUM SCENARIO (PM PEAK)

CLIENT: BUGLER HOMES

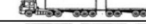
SITE: LAND NORTH OF STEVENAGE ROAD, HITCHIN, HERTFORDSHIRE

FIGURE:



APPENDIX K



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

K&MTRAFFIC SURVEYS

SITE: STEVENAGE ROAD HITCHIN

LOCATION: Attached to lamppost

GRID REFERENCE: 51.935369, -0.251608

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

24 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	11	9	0	1	0	0	0	0	0	0	0	0	0	1	0	33.9	40
0600	38	34	0	3	0	0	0	0	0	0	0	0	0	1	0	32	36.7
0700	128	115	1	11	0	0	0	1	0	0	0	0	0	0	0	31.6	36.1
0800	226	216	0	8	0	0	0	1	0	0	0	0	0	0	1	29.5	35.1
0900	97	81	0	13	2	0	0	0	0	0	0	0	0	1	0	31.2	35.4
1000	60	49	0	9	0	1	0	0	0	0	0	0	0	0	1	31	35.8
1100	68	58	0	6	1	2	0	0	0	0	0	0	0	1	0	31.9	36.7
1200	73	60	0	11	0	0	0	0	0	1	0	0	0	0	1	31.7	37.1
1300	76	60	0	13	0	1	0	0	0	0	0	0	0	1	1	32	36.7
1400	85	64	0	17	1	0	0	1	0	0	0	0	0	1	1	32.1	37.2
1500	107	93	3	6	2	0	0	0	0	0	0	0	0	3	0	30.3	34.7
1600	121	106	0	13	0	0	0	0	0	0	0	0	0	2	0	28.5	33.7
1700	99	94	0	4	0	1	0	0	0	0	0	0	0	0	0	30.7	36.1
1800	85	80	0	5	0	0	0	0	0	0	0	0	0	0	0	29.9	34.7
1900	37	32	0	4	0	0	0	0	0	0	0	0	0	0	1	33	40.5
2000	41	37	0	2	0	0	0	0	0	0	0	0	0	2	0	32.1	38.1
2100	25	22	0	1	0	0	0	0	0	0	0	0	0	2	0	33	39.1
2200	17	13	0	4	0	0	0	0	0	0	0	0	0	0	0	32.6	37.9
2300	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	-
07-19	1225	1076	4	116	6	5	0	3	0	1	0	0	0	9	5	30.6	35.7
06-22	1366	1201	4	126	6	5	0	3	0	1	0	0	0	14	6	30.8	35.9
06-00	1393	1223	4	131	6	5	0	3	0	1	0	0	0	14	6	30.8	35.9
00-00	1408	1236	4	132	6	5	0	3	0	1	0	0	0	15	6	30.9	35.9

25 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
0500	13	12	0	0	0	1	0	0	0	0	0	0	0	0	0	34.6	42.7
0600	32	29	0	3	0	0	0	0	0	0	0	0	0	0	0	34.3	38.1
0700	102	91	0	8	0	0	1	0	0	1	0	0	0	1	0	33.4	37.8
0800	207	196	0	10	0	0	0	0	0	0	0	0	0	1	0	30.3	36.1
0900	108	91	0	15	0	0	0	0	0	0	0	0	0	1	1	32.1	37.8
1000	53	46	0	5	1	1	0	0	0	0	0	0	0	0	0	31.5	37.1
1100	62	44	1	11	1	0	0	2	0	0	0	0	0	2	1	31.8	36.8
1200	104	88	0	14	1	0	0	0	0	0	0	0	0	1	0	31.5	37
1300	49	41	0	7	0	0	0	1	0	0	0	0	0	0	0	33.5	38.1
1400	65	51	0	10	1	0	0	2	0	0	0	0	0	1	0	31.3	36.8
1500	99	83	0	14	0	1	0	0	0	0	0	0	0	1	0	30.1	35.7
1600	119	98	0	16	1	0	0	1	0	2	0	0	0	0	1	28.7	34.9
1700	115	107	0	5	0	0	0	0	0	1	0	0	0	2	0	29.8	35.7
1800	85	75	0	9	0	0	0	0	0	0	0	0	0	0	1	30.8	36.5
1900	99	96	0	1	0	0	0	0	0	0	0	0	0	2	0	30.5	36.6
2000	33	32	0	0	0	0	0	0	0	0	0	0	0	1	0	30.3	35
2100	42	40	0	2	0	0	0	0	0	0	0	0	0	0	0	32.2	36.2
2200	15	14	0	0	0	0	0	0	0	0	0	0	0	0	1	31.1	37.9
2300	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	32.7	39.9
07-19	1168	1011	1	124	5	2	1	6	0	4	0	0	0	10	4	31	36.5
06-22	1374	1208	1	130	5	2	1	6	0	4	0	0	0	13	4	31	36.6
06-00	1404	1235	1	132	5	2	1	6	0	4	0	0	0	13	5	31.1	36.6
00-00	1426	1255	1	133	5	3	1	6	0	4	0	0	0	13	5	31.1	36.6

26 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
0100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0500	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	-
0600	35	30	0	5	0	0	0	0	0	0	0	0	0	0	0	34.7	38.8
0700	117	102	0	14	0	0	0	1	0	0	0	0	0	0	0	32.9	37.9
0800	181	165	1	11	0	1	0	0	0	0	0	0	0	1	2	30.5	36.3
0900	79	70	0	8	0	0	0	0	0	0	0	0	0	0	1	31.4	35.8
1000	71	63	0	8	0	0	0	0	0	0	0	0	0	0	0	32.4	36.9
1100	63	54	0	9	0	0	0	0	0	0	0	0	0	0	0	31.7	36.4
1200	66	61	0	4	0	0	0	1	0	0	0	0	0	0	0	31.2	36.2
1300	59	53	0	5	0	0	0	0	0	0	0	0	0	0	1	32.2	36.1
1400	72	58	0	13	0	0	0	0	0	0	0	0	0	0	1	31.7	36.2
1500	81	70	0	9	0	0	0	0	0	0	0	0	0	0	2	31.3	36.6
1600	142	124	0	14	0	0	0	0	0	0	0	0	0	1	3	29.2	35.2
1700	99	89	0	9	0	0	0	0	0	0	0	0	0	1	0	30	35.5
1800	66	65	0	1	0	0	0	0	0	0	0	0	0	0	0	33.2	38.8
1900	66	64	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	37.1
2000	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	30.3	36.1
2100	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	34.6
2200	16	13	0	2	0	0	0	0	0	0	0	0	0	0	1	29.3	33.8
2300	16	13	0	2	0	0	0	0	0	0	0	0	0	1	0	31	34.3
07-19	1096	974	1	105	0	1	0	2	0	0	0	0	0	3	10	31.2	36.4
06-22	1266	1135	1	114	0	1	0	2	0	0	0	0	0	3	10	31.3	36.5
06-00	1298	1161	1	118	0	1	0	2	0	0	0	0	0	4	11	31.3	36.5
00-00	1320	1179	1	122	0	1	0	2	0	0	0	0	0	4	11	31.3	36.5

27 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	35.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
0500	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	43.6
0600	31	28	0	2	1	0	0	0	0	0	0	0	0	0	0	34.3	39.7
0700	72	61	0	10	0	0	0	0	0	0	0	0	0	1	0	34.1	39.3
0800	164	148	0	14	1	0	0	0	0	0	0	0	0	1	0	30.4	35.8
0900	88	72	0	10	1	1	0	1	0	0	0	0	0	1	2	31.1	37.6
1000	71	60	0	8	0	0	0	0	0	0	0	0	0	2	1	32	38.8
1100	97	79	0	16	0	0	0	0	0	0	0	0	0	1	1	31.7	35.8
1200	74	64	0	9	0	0	0	0	0	0	0	0	0	0	1	33.4	38.7
1300	75	60	0	13	1	0	0	0	0	0	0	0	0	1	0	33.1	37.8
1400	80	63	0	16	0	0	0	0	0	0	0	0	0	1	0	32.2	36.6
1500	97	86	0	9	0	0	0	0	0	0	0	0	0	2	0	32.4	39
1600	125	116	0	7	0	0	0	0	0	0	0	0	0	2	0	30	37.1
1700	80	74	0	4	0	0	0	0	0	0	0	0	0	2	0	31.5	37.5
1800	101	96	0	2	0	0	1	0	1	1	0	0	0	0	0	30.8	36.9
1900	64	61	0	2	0	0	0	0	0	0	0	0	0	1	0	31.9	36.1
2000	40	39	0	0	0	0	0	0	1	0	0	0	0	0	0	31.4	35.8
2100	33	29	0	3	0	0	0	0	0	0	0	0	0	1	0	32.7	39.8
2200	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	32.5	38.3
2300	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	41.5
07-19	1124	979	0	118	3	1	1	1	1	1	0	0	0	14	5	31.7	37.3
06-22	1292	1136	0	125	4	1	1	1	2	1	0	0	0	16	5	31.8	37.4
06-00	1333	1174	0	128	4	1	1	1	2	1	0	0	0	16	5	31.8	37.4
00-00	1351	1191	0	129	4	1	1	1	2	1	0	0	0	16	5	31.8	37.4

28 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	31.8	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-
0400	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	27	-
0500	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	34.6	-
0600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
0700	20	14	0	6	0	0	0	0	0	0	0	0	0	0	0	31.8	39.3
0800	40	32	0	5	1	0	0	0	0	0	0	0	0	0	2	32.2	38.8
0900	57	48	0	9	0	0	0	0	0	0	0	0	0	0	0	30.1	36
1000	72	64	0	6	0	0	0	0	0	0	0	0	0	1	1	30.4	36.5
1100	96	90	0	4	0	0	0	0	0	0	0	0	0	1	1	28.9	35
1200	97	89	0	6	0	0	0	0	0	0	0	0	0	2	0	31.6	36.5
1300	57	48	0	6	0	1	0	0	0	0	0	0	0	2	0	33.4	37.7
1400	76	71	0	5	0	0	0	0	0	0	0	0	0	0	0	31.7	34.7
1500	48	44	0	3	0	0	0	0	0	0	0	0	0	1	0	32.5	36.7
1600	59	54	0	3	0	0	0	0	0	0	0	0	0	1	1	31.3	37.2
1700	48	46	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3	35.5
1800	39	38	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	38.9
1900	37	33	0	3	0	0	0	0	0	0	0	0	0	1	0	32.5	35.2
2000	31	30	0	0	0	0	0	0	0	0	0	0	0	1	0	31.8	37.2
2100	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	36.2
2200	21	19	0	1	0	0	0	0	0	0	0	0	0	1	0	30.6	35.5
2300	15	12	0	2	0	0	0	0	0	0	0	0	0	0	1	29.4	34.5
07-19	709	638	0	56	1	1	0	0	0	0	0	0	0	8	5	31.3	36.4
06-22	810	734	0	59	1	1	0	0	0	0	0	0	0	10	5	31.4	36.4
06-00	846	765	0	62	1	1	0	0	0	0	0	0	0	11	6	31.3	36.4
00-00	865	779	0	66	1	1	0	0	0	0	0	0	0	11	7	31.4	36.4

29 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	36.5
0100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0600	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0700	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	37.8
0800	18	14	0	3	0	0	0	0	0	0	0	0	0	1	0	30.5	36.9
0900	41	34	0	4	0	0	0	0	0	0	0	0	0	0	3	29.7	36.8
1000	54	52	0	2	0	0	0	0	0	0	0	0	0	0	0	30	35.3
1100	83	77	0	3	0	0	0	0	0	0	0	0	0	2	1	30.8	36
1200	94	84	0	6	0	0	0	0	0	0	0	0	0	3	1	31.8	36.1
1300	59	55	1	1	0	0	0	0	0	0	0	0	0	2	0	33.3	37.5
1400	46	44	0	0	0	0	0	0	0	0	0	0	0	2	0	30.6	35
1500	41	40	0	0	0	0	0	0	0	0	0	0	0	1	0	32.5	38.5
1600	32	30	0	1	0	0	0	0	0	0	0	0	0	1	0	32.1	36.4
1700	34	31	0	2	0	0	0	0	0	0	0	0	0	0	1	33.2	38.8
1800	37	34	0	3	0	0	0	0	0	0	0	0	0	0	0	33.3	38.7
1900	31	29	0	1	0	0	0	1	0	0	0	0	0	0	0	31.4	35
2000	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	31	37.2
2100	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	33.7	40.5
2200	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	37.1
2300	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	29.6	-
07-19	550	506	1	25	0	0	0	0	0	0	0	0	0	12	6	31.6	36.2
06-22	626	576	1	30	0	0	0	1	0	0	0	0	0	12	6	31.7	36.4
06-00	648	595	1	33	0	0	0	1	0	0	0	0	0	12	6	31.6	36.4
00-00	683	630	1	33	0	0	0	1	0	0	0	0	0	12	6	31.6	36.4

30 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0400	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	-
0500	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	35.3	39.9
0600	31	25	0	6	0	0	0	0	0	0	0	0	0	0	0	32.2	36.5
0700	100	89	0	11	0	0	0	0	0	0	0	0	0	0	0	33.5	39.2
0800	199	183	1	13	1	0	0	0	0	0	0	0	0	1	0	30	35.9
0900	82	65	0	14	2	0	0	0	0	0	0	0	0	0	1	31.9	37.2
1000	76	61	1	12	0	0	0	0	0	0	0	0	0	2	0	31.9	35.5
1100	63	50	0	11	1	1	0	0	0	0	0	0	0	0	0	31	35.4
1200	182	148	0	28	0	1	0	4	0	0	0	0	0	1	0	29.2	33.8
1300	68	51	0	16	1	0	0	0	0	0	0	0	0	0	0	31.3	36.1
1400	64	50	0	11	2	0	0	0	0	0	0	0	0	1	0	32.1	37.6
1500	71	61	0	8	0	0	0	0	0	0	0	0	0	2	0	31.2	36.1
1600	132	123	0	8	0	0	0	0	0	0	0	0	0	1	0	28.9	35.5
1700	92	86	0	4	1	0	0	0	0	0	0	0	0	1	0	31.2	37.5
1800	76	72	1	3	0	0	0	0	0	0	0	0	0	0	0	30.5	35.3
1900	51	49	0	1	0	0	0	0	0	0	0	0	0	1	0	29.6	34
2000	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	30.9	38.5
2100	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	38.3
2200	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	30.9	-
2300	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	36.6
07-19	1205	1039	3	139	8	2	0	4	0	0	0	0	0	9	1	30.7	36
06-22	1324	1147	3	149	8	2	0	4	0	0	0	0	0	10	1	30.8	35.9
06-00	1343	1162	3	153	8	2	0	4	0	0	0	0	0	10	1	30.8	35.9
00-00	1365	1179	3	158	8	2	0	4	0	0	0	0	0	10	1	30.8	36

29 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	1	6	5	0	1	0	0	0	0	0	0	0	0	31.8	36.5
0100	9	0	0	0	4	4	0	0	1	0	0	0	0	0	0	0	33.3	-
0200	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	33.6	-
0300	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	32.5	-
0400	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	28.7	-
0500	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	34.8	-
0600	7	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	35.6	-
0700	11	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	32.6	37.8
0800	18	0	1	2	6	8	0	1	0	0	0	0	0	0	0	0	30.5	36.9
0900	41	2	1	8	10	15	5	0	0	0	0	0	0	0	0	0	29.7	36.8
1000	54	0	0	8	25	19	1	1	0	0	0	0	0	0	0	0	30	35.3
1100	83	0	3	7	34	32	5	2	0	0	0	0	0	0	0	0	30.8	36
1200	94	0	1	4	41	40	4	2	2	0	0	0	0	0	0	0	31.8	36.1
1300	59	0	0	2	21	26	7	2	0	1	0	0	0	0	0	0	33.3	37.5
1400	46	0	2	6	17	19	1	1	0	0	0	0	0	0	0	0	30.6	35
1500	41	0	0	3	15	17	3	3	0	0	0	0	0	0	0	0	32.5	38.5
1600	32	0	0	3	9	17	3	0	0	0	0	0	0	0	0	0	32.1	36.4
1700	34	0	1	0	9	18	5	0	1	0	0	0	0	0	0	0	33.2	38.8
1800	37	0	0	1	9	20	7	0	0	0	0	0	0	0	0	0	33.3	38.7
1900	31	0	0	0	15	14	2	0	0	0	0	0	0	0	0	0	31.4	35
2000	25	0	1	0	12	9	3	0	0	0	0	0	0	0	0	0	31	37.2
2100	13	0	0	0	4	7	2	0	0	0	0	0	0	0	0	0	33.7	40.5
2200	13	0	0	1	6	5	1	0	0	0	0	0	0	0	0	0	30.6	37.1
2300	9	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	29.6	-
07-19	550	2	9	44	200	236	43	12	3	1	0	0	0	0	0	0	31.6	36.2
06-22	626	2	10	44	233	268	52	13	3	1	0	0	0	0	0	0	31.7	36.4
06-00	648	2	10	46	244	276	53	13	3	1	0	0	0	0	0	0	31.6	36.4
00-00	683	2	10	47	258	293	54	14	4	1	0	0	0	0	0	0	31.6	36.4

30 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	30.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.3	-
0300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0400	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	31.2	-
0500	12	0	0	0	3	4	4	1	0	0	0	0	0	0	0	0	35.3	39.9
0600	31	0	0	3	9	16	3	0	0	0	0	0	0	0	0	0	32.2	36.5
0700	100	0	0	3	27	51	18	1	0	0	0	0	0	0	0	0	33.5	39.2
0800	199	1	0	40	65	78	15	0	0	0	0	0	0	0	0	0	30	35.9
0900	82	1	0	7	24	38	10	2	0	0	0	0	0	0	0	0	31.9	37.2
1000	76	0	0	2	30	39	4	1	0	0	0	0	0	0	0	0	31.9	35.5
1100	63	0	1	3	30	23	6	0	0	0	0	0	0	0	0	0	31	35.4
1200	182	0	0	29	103	36	11	1	1	1	0	0	0	0	0	0	29.2	33.8
1300	68	0	0	4	30	28	6	0	0	0	0	0	0	0	0	0	31.3	36.1
1400	64	0	2	0	29	23	9	1	0	0	0	0	0	0	0	0	32.1	37.6
1500	71	0	1	8	22	34	4	2	0	0	0	0	0	0	0	0	31.2	36.1
1600	132	0	2	39	47	28	12	4	0	0	0	0	0	0	0	0	28.9	35.5
1700	92	0	0	11	37	30	11	2	0	1	0	0	0	0	0	0	31.2	37.5
1800	76	0	0	12	27	31	5	1	0	0	0	0	0	0	0	0	30.5	35.3
1900	51	0	0	10	20	20	1	0	0	0	0	0	0	0	0	0	29.6	34
2000	21	0	0	5	5	7	4	0	0	0	0	0	0	0	0	0	30.9	38.5
2100	16	0	0	0	4	10	2	0	0	0	0	0	0	0	0	0	33.5	38.3
2200	8	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	30.9	-
2300	11	0	0	1	2	7	1	0	0	0	0	0	0	0	0	0	32.2	36.6
07-19	1205	2	6	158	471	439	111	15	1	2	0	0	0	0	0	0	30.7	36
06-22	1324	2	6	176	509	492	121	15	1	2	0	0	0	0	0	0	30.8	35.9
06-00	1343	2	6	178	516	500	123	15	1	2	0	0	0	0	0	0	30.8	35.9
00-00	1365	2	6	179	525	507	127	16	1	2	0	0	0	0	0	0	30.8	36

Grand Total

[illegible]

K&M TRAFFIC SURVEYS

SITE: STEVENAGE ROAD HITCHIN

LOCATION: Attached to lamppost

GRID REFERENCE: 51.935369, -0.251608

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	24-Jun	25-Jun	26-Jun	27-Jun	28-Jun	29-Jun	30-Jun	1-5.	1-7.
Hour									
0000-0100	3	3	1	1	6	13	4	2.4	4.4
0100-0200	1	2	6	3	1	9	0	2.4	3.1
0200-0300	0	2	3	0	1	4	1	1.2	1.6
0300-0400	0	0	0	1	1	3	2	0.6	1
0400-0500	0	2	3	1	3	3	3	1.8	2.1
0500-0600	11	13	9	12	7	3	12	11.4	9.6
0600-0700	38	32	35	31	8	7	31	33.4	26
0700-0800	128	102	117	72	20	11	100	103.8	78.6
0800-0900	226	207	181	164	40	18	199	195.4	147.9
0900-1000	97	108	79	88	57	41	82	90.8	78.9
1000-1100	60	53	71	71	72	54	76	66.2	65.3
1100-1200	68	62	63	97	96	83	63	70.6	76
1200-1300	73	104	66	74	97	94	182	99.8	98.6
1300-1400	76	49	59	75	57	59	68	65.4	63.3
1400-1500	85	65	72	80	76	46	64	73.2	69.7
1500-1600	107	99	81	97	48	41	71	91	77.7
1600-1700	121	119	142	125	59	32	132	127.8	104.3
1700-1800	99	115	99	80	48	34	92	97	81
1800-1900	85	85	66	101	39	37	76	82.6	69.9
1900-2000	37	99	66	64	37	31	51	63.4	55
2000-2100	41	33	37	40	31	25	21	34.4	32.6
2100-2200	25	42	32	33	25	13	16	29.6	26.6
2200-2300	17	15	16	25	21	13	8	16.2	16.4
2300-2400	10	15	16	16	15	9	11	13.6	13.1
Totals									
0700-1900	1225	1168	1096	1124	709	550	1205	1163.6	1011
0600-2200	1366	1374	1266	1292	810	626	1324	1324.4	1151.1
0600-0000	1393	1404	1298	1333	846	648	1343	1354.2	1180.7
0000-0000	1408	1426	1320	1351	865	683	1365	1374	1202.6
AM Peak	800	800	800	800	1100	1100	800		
	226	207	181	164	96	83	199		
PM Peak	1600	1600	1600	1600	1200	1200	1200		
	121	119	142	125	97	94	182		

K&MTRAFFIC SURVEYS

SITE: STEVENAGE ROAD HITCHIN

LOCATION: Attached to lamppost

GRID REFERENCE: 51.935369, -0.251608

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

24 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27	-
0500	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	-
0600	14	9	0	4	0	1	0	0	0	0	0	0	0	0	0	29.5	40.1
0700	78	65	1	12	0	0	0	0	0	0	0	0	0	0	0	29.7	34.5
0800	132	115	0	14	1	1	0	0	0	0	0	0	0	0	1	28.5	32.3
0900	31	21	0	7	3	0	0	0	0	0	0	0	0	0	0	29.7	34.8
1000	31	22	0	6	1	1	0	1	0	0	0	0	0	0	0	30.6	34.8
1100	30	25	0	2	1	0	0	0	0	0	0	0	0	2	0	30.5	37
1200	40	33	0	5	2	0	0	0	0	0	0	0	0	0	0	32.3	36.3
1300	19	10	0	5	1	0	0	1	1	1	0	0	0	0	0	29.4	34.3
1400	37	30	0	5	1	0	0	1	0	0	0	0	0	0	0	30.7	36.3
1500	97	81	1	10	0	2	0	0	0	0	0	0	0	3	0	28.4	33.1
1600	63	54	0	6	0	0	0	0	0	0	0	0	0	1	2	31.7	37
1700	100	91	0	8	0	0	0	0	0	0	0	0	0	1	0	31	35.6
1800	66	58	0	6	0	0	0	0	0	0	0	0	0	0	2	31	36.4
1900	23	21	0	0	0	0	0	0	0	0	0	0	0	2	0	31.5	36.8
2000	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	31.3	36.2
2100	16	14	0	0	0	0	0	0	0	0	0	0	0	1	1	32.5	37.6
2200	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	33.4	36.9
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
07-19	724	605	2	86	10	4	0	3	1	1	0	0	0	7	5	30	34.7
06-22	802	671	2	93	10	5	0	3	1	1	0	0	0	10	6	30.2	35.2
06-00	818	684	2	96	10	5	0	3	1	1	0	0	0	10	6	30.2	35.2
00-00	826	690	2	98	10	5	0	3	1	1	0	0	0	10	6	30.2	35.2

25 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
0400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33	-
0500	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	34.7	-
0600	11	5	0	5	1	0	0	0	0	0	0	0	0	0	0	30.6	35.2
0700	47	40	0	6	0	0	1	0	0	0	0	0	0	0	0	30.6	36.8
0800	124	107	0	16	0	0	0	0	0	0	0	0	0	0	1	28.4	33.6
0900	38	28	0	8	0	0	0	0	1	1	0	0	0	0	0	30.2	35.6
1000	33	27	0	5	0	0	1	0	0	0	0	0	0	0	0	31.2	35.5
1100	44	32	0	7	1	0	0	0	0	0	0	0	0	2	2	31.1	35.3
1200	34	24	0	4	1	2	0	0	1	0	0	0	0	2	0	31.7	35.5
1300	35	27	0	5	1	0	0	1	0	0	0	0	0	1	0	30.2	35.9
1400	37	34	0	2	0	0	1	0	0	0	0	0	0	0	0	31.6	38.4
1500	86	73	1	10	0	0	0	0	0	0	0	0	0	1	1	29.4	34.7
1600	64	63	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	34.5
1700	101	94	0	6	0	0	0	0	0	0	0	0	0	1	0	30	34.6
1800	39	33	0	3	0	0	0	0	1	1	0	0	0	0	1	29.8	36.2
1900	46	43	0	2	0	0	0	0	0	0	0	0	0	1	0	31.3	36.2
2000	20	19	0	0	0	0	0	0	0	0	0	0	0	0	1	30.6	38.9
2100	25	23	0	1	0	0	0	0	0	0	0	0	0	0	1	31.4	36.6
2200	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	35.6
2300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	-
07-19	682	582	1	73	3	2	3	1	3	2	0	0	0	7	5	30	34.8
06-22	784	672	1	81	4	2	3	1	3	2	0	0	0	8	7	30.1	35
06-00	808	695	1	82	4	2	3	1	3	2	0	0	0	8	7	30.2	35
00-00	823	708	1	84	4	2	3	1	3	2	0	0	0	8	7	30.3	35.1

26 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
0500	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	31.8	-
0600	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	32.6	39
0700	56	47	0	7	1	0	0	0	1	0	0	0	0	0	0	29.9	33.8
0800	104	96	0	7	1	0	0	0	0	0	0	0	0	0	0	28.9	33.4
0900	35	27	0	8	0	0	0	0	0	0	0	0	0	0	0	30.6	35.6
1000	29	21	0	6	1	0	0	0	0	0	0	0	0	0	1	29.9	33.6
1100	28	22	0	6	0	0	0	0	0	0	0	0	0	0	0	31.4	36
1200	39	33	0	5	0	0	0	1	0	0	0	0	0	0	0	29.8	34.2
1300	31	24	0	6	0	1	0	0	0	0	0	0	0	0	0	31.9	36.7
1400	40	35	0	3	0	0	1	1	0	0	0	0	0	0	0	32.1	37.4
1500	69	61	0	6	0	0	0	0	0	0	0	0	0	2	0	29.8	33.7
1600	77	67	0	9	0	0	0	0	0	0	0	0	0	1	0	31.2	35.5
1700	109	103	0	5	0	0	0	0	0	0	0	0	0	0	1	30.5	35.3
1800	51	48	0	1	0	0	0	0	0	0	0	0	0	1	1	30.8	34.7
1900	29	26	0	3	0	0	0	0	0	0	0	0	0	0	0	33.6	39.4
2000	19	16	0	2	0	0	0	0	0	0	0	0	0	1	0	30.6	34.7
2100	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	32.2	37.5
2200	23	20	0	2	0	0	0	0	0	0	0	0	0	0	1	33	38.5
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
07-19	668	584	0	69	3	1	1	2	1	0	0	0	0	4	3	30.3	34.8
06-22	748	653	0	79	3	1	1	2	1	0	0	0	0	5	3	30.6	35.1
06-00	778	680	0	81	3	1	1	2	1	0	0	0	0	5	4	30.7	35.5
00-00	802	701	0	84	3	1	1	2	1	0	0	0	0	5	4	30.8	35.6

27 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	26.5	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
0600	9	7	0	0	2	0	0	0	0	0	0	0	0	0	0	30.6	-
0700	42	37	0	4	1	0	0	0	0	0	0	0	0	0	0	30.3	35.6
0800	111	97	0	13	0	0	0	0	0	0	0	0	0	0	1	29.4	32.7
0900	50	32	0	12	2	0	0	1	0	0	0	0	0	0	3	30.1	36.1
1000	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	37.4
1100	32	25	0	5	1	0	0	0	0	0	0	0	0	1	0	30.4	35.7
1200	37	31	0	5	0	0	0	0	0	0	0	0	0	0	1	33.3	38.5
1300	51	47	0	4	0	0	0	0	0	0	0	0	0	0	0	31.5	35.3
1400	41	29	0	10	0	1	0	0	0	0	0	0	0	1	0	32.1	36.9
1500	88	80	0	6	0	0	0	0	0	0	0	0	0	1	1	29.6	35.1
1600	80	70	0	8	0	0	0	0	0	0	0	0	0	2	0	30.7	35
1700	73	63	1	7	0	0	0	0	0	0	0	0	0	1	1	31.6	38.3
1800	43	39	0	3	0	0	0	0	1	0	0	0	0	0	0	32.3	36.6
1900	33	31	0	2	0	0	0	0	0	0	0	0	0	0	0	32.9	37.1
2000	35	31	0	3	0	0	0	0	0	0	0	0	0	1	0	32.3	36.4
2100	25	23	0	1	0	0	0	0	0	0	0	0	0	0	1	32.8	39.1
2200	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	38.7
2300	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	31	36.2
07-19	680	581	1	78	4	1	0	1	1	0	0	0	0	6	7	30.8	35.6
06-22	782	673	1	84	6	1	0	1	1	0	0	0	0	7	8	31	35.7
06-00	811	699	1	87	6	1	0	1	1	0	0	0	0	7	8	31.1	35.8
00-00	821	707	1	88	6	1	0	1	1	0	0	0	0	8	8	31.1	35.9

28 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	34.8	39.4
0100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	36	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0600	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	-
0700	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	30.9	37.3
0800	24	20	0	3	0	0	0	0	0	0	0	0	0	0	1	31	34.8
0900	47	42	0	4	0	0	0	0	0	0	0	0	0	0	1	30.6	36
1000	57	49	0	6	0	0	0	0	0	0	0	0	0	0	2	29.6	35.7
1100	32	29	0	3	0	0	0	0	0	0	0	0	0	0	0	31.2	36.5
1200	38	32	0	6	0	0	0	0	0	0	0	0	0	0	0	32.4	36.7
1300	31	28	0	3	0	0	0	0	0	0	0	0	0	0	0	32.3	36.9
1400	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	32.6	38
1500	29	24	0	5	0	0	0	0	0	0	0	0	0	0	0	32.7	37.7
1600	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	38.6
1700	39	37	0	0	0	0	0	0	0	0	0	0	0	1	1	32.8	37.7
1800	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	41.7
1900	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	39.9
2000	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	36.8
2100	15	13	0	1	0	0	0	0	0	0	0	0	0	0	1	31	36.7
2200	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	35.9
2300	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	34.3	41.2
07-19	381	340	0	35	0	0	0	0	0	0	0	0	0	1	5	31.7	36.6
06-22	451	406	0	38	0	0	0	0	0	0	0	0	0	1	6	31.8	37
06-00	491	444	0	40	0	0	0	0	0	0	0	0	0	1	6	31.8	37
00-00	525	475	0	43	0	0	0	0	0	0	0	0	0	1	6	32.1	37.5

29 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	42
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-
0600	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	31	-
0700	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	36.2	42.5
0800	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
0900	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3	38.5
1000	20	17	0	0	0	0	0	0	0	0	0	0	0	1	2	32.2	38.1
1100	24	23	0	0	0	0	0	0	0	0	0	0	0	1	0	30.4	35.1
1200	44	41	0	2	0	1	0	0	0	0	0	0	0	0	0	32.9	37.7
1300	34	33	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	37.8
1400	19	17	0	1	0	0	0	0	0	0	0	0	0	1	0	32.1	38
1500	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	37.6
1600	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3	36.6
1700	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	37.5
1800	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	32.8	37.9
1900	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	35.4	42.2
2000	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	34	40.3
2100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
2200	15	14	0	0	0	0	0	0	0	0	0	0	0	0	1	30.8	35.3
2300	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	32.3	-
07-19	284	266	0	11	0	1	0	0	0	0	0	0	0	4	2	32.1	37.6
06-22	330	308	0	14	0	1	0	0	0	0	0	0	0	4	3	32.4	37.9
06-00	353	329	0	14	0	1	0	0	0	0	0	0	0	5	4	32.3	37.7
00-00	391	367	0	14	0	1	0	0	0	0	0	0	0	5	4	32.4	37.8

30 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	32.6	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
0400	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	26.4	-
0500	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	33	-
0600	16	11	1	4	0	0	0	0	0	0	0	0	0	0	0	33.6	39.6
0700	61	60	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	34.5
0800	119	110	0	7	0	0	0	0	0	0	0	0	0	2	0	30.4	34.8
0900	35	24	0	10	1	0	0	0	0	0	0	0	0	0	0	31	36.3
1000	26	20	0	3	0	3	0	0	0	0	0	0	0	0	0	34.3	40.8
1100	26	22	0	4	0	0	0	0	0	0	0	0	0	0	0	32.8	39
1200	41	32	0	8	0	0	0	0	0	0	0	0	0	1	0	33.5	39.5
1300	37	31	0	4	1	0	0	0	0	0	0	0	0	1	0	32.4	37.2
1400	34	28	0	4	0	0	0	0	0	0	0	0	0	1	1	32	38.2
1500	87	79	0	7	0	0	0	0	0	0	0	0	0	1	0	28.9	35
1600	66	60	0	6	0	0	0	0	0	0	0	0	0	0	0	31.3	35.1
1700	82	77	0	3	0	0	0	0	0	0	0	0	0	1	1	30.2	35.1
1800	27	25	0	1	0	0	0	0	0	0	0	0	0	1	0	32.9	37.2
1900	40	33	0	4	0	0	0	0	0	0	0	0	0	3	0	31.6	37
2000	23	20	0	1	0	0	0	0	0	0	0	0	0	2	0	34.2	38
2100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
2200	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	29.4	-
2300	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	36.1	-
07-19	641	568	0	58	2	3	0	0	0	0	0	0	0	8	2	31.1	36
06-22	728	640	1	67	2	3	0	0	0	0	0	0	0	13	2	31.2	36.1
06-00	738	648	1	67	2	3	0	0	0	0	0	0	0	14	3	31.2	36.2
00-00	762	667	1	71	2	3	0	0	0	1	0	0	0	14	3	31.3	36.4

K&M TRAFFIC SURVEYS

SITE: STEVENAGE ROAD HITCHIN

LOCATION: Attached to lamppost

GRID REFERENCE: 51.935369, -0.251608

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

24 June 2025

[illegible]

25 June 2025

[illegible]

26 June 2025

[illegible]

27 June 2025

[illegible]

28 June 2025

[illegible]

29 June 2025

[illegible]

30 June 2025

[illegible]

Grand Total

[illegible]

K&M TRAFFIC SURVEYS

SITE: STEVENAGE ROAD HITCHIN

LOCATION: Attached to lamppost

GRID REFERENCE: 51.935369, -0.251608

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	24-Jun	25-Jun	26-Jun	27-Jun	28-Jun	29-Jun	30-Jun	1-5.	1-7.
Hour									
0000-0100	1	4	5	1	17	17	9	4	7.7
0100-0200	0	1	7	1	5	6	4	2.6	3.4
0200-0300	0	0	3	0	2	5	1	0.8	1.6
0300-0400	1	2	2	2	3	3	2	1.8	2.1
0400-0500	1	3	1	1	2	2	2	1.6	1.7
0500-0600	5	5	6	5	5	5	6	5.4	5.3
0600-0700	14	11	11	9	3	3	16	12.2	9.6
0700-0800	78	47	56	42	15	11	61	56.8	44.3
0800-0900	132	124	104	111	24	8	119	118	88.9
0900-1000	31	38	35	50	47	23	35	37.8	37
1000-1100	31	33	29	32	57	20	26	30.2	32.6
1100-1200	30	44	28	32	32	24	26	32	30.9
1200-1300	40	34	39	37	38	44	41	38.2	39
1300-1400	19	35	31	51	31	34	37	34.6	34
1400-1500	37	37	40	41	30	19	34	37.8	34
1500-1600	97	86	69	88	29	29	87	85.4	69.3
1600-1700	63	64	77	80	16	26	66	70	56
1700-1800	100	101	109	73	39	24	82	93	75.4
1800-1900	66	39	51	43	23	22	27	45.2	38.7
1900-2000	23	46	29	33	33	16	40	34.2	31.4
2000-2100	25	20	19	35	19	19	23	24.4	22.9
2100-2200	16	25	21	25	15	8	8	19	16.9
2200-2300	12	18	23	17	25	15	5	15	16.4
2300-2400	4	6	7	12	15	8	5	6.8	8.1
Totals									
0700-1900	724	682	668	680	381	284	641	679	580
0600-2200	802	784	748	782	451	330	728	768.8	660.7
0600-0000	818	808	778	811	491	353	738	790.6	685.3
0000-0000	826	823	802	821	525	391	762	806.8	707.1
AM Peak	800	800	800	800	1000	1100	800		
	132	124	104	111	57	24	119		
PM Peak	1700	1700	1700	1500	1700	1200	1500		
	100	101	109	88	39	44	87		

APPENDIX

L



Junctions 11										
PICADY 11 - Priority Intersection 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: 34583 A602 - Whitehill Road.j11

Path: C:\Users\Olivia.McGarrick\OneDrive - DHA Planning & Development Consultants\Documents\Projects\dhpd-live - 34583-Land north of Stevenage Road, Hitchin T\4. Calculations\Junctions Assessments

Report generation date: 12/11/2025 13:26:03

- »2025 | Base | AM
- »2025 | Base | PM
- »2031 | Do Nothing | AM
- »2031 | Do Nothing | PM
- »2031 | Do Minimum | AM
- »2031 | Do Minimum | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-AC	D1	6.8	69.65	0.90	F	D2	4.9	52.95	0.85	F
Stream C-AB		2.6	21.03	0.70	C		1.2	15.46	0.54	C
	2031 - Do Minimum									
Stream B-AC	D5	6.7	66.43	0.90	F	D6	8.3	85.13	0.93	F
Stream C-AB		2.7	20.98	0.71	C		1.3	16.61	0.56	C
	2031 - Do Nothing									
Stream B-AC	D3	6.4	63.53	0.89	F	D4	7.9	81.90	0.92	F
Stream C-AB		2.6	20.81	0.70	C		1.3	16.50	0.56	C

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

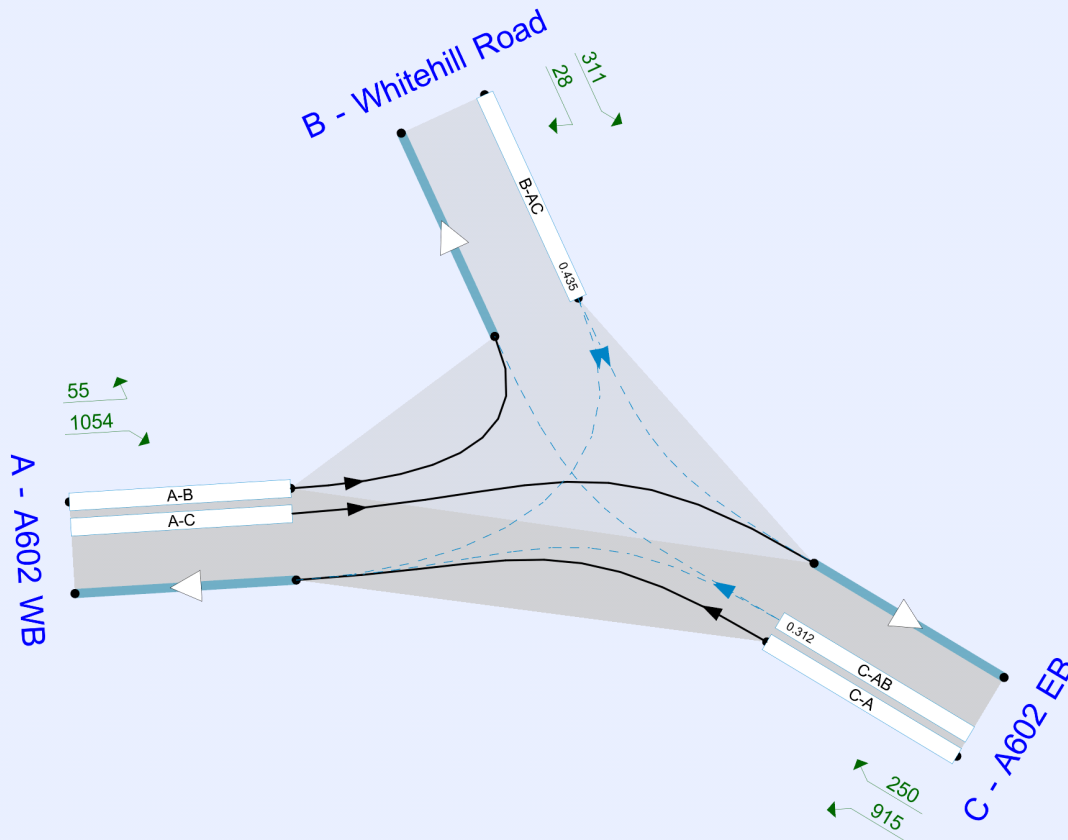
File summary

File Description

Title	
Location	
Site number	
Date	20/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\Olivia.McGarrick
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)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2031	Do Nothing	AM	ONE HOUR	07:45	09:15	15
D4	2031	Do Nothing	PM	ONE HOUR	16:45	18:15	15
D5	2031	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D6	2031	Do Minimum	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.82	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.82	B

Arms

Arms

Arm	Name	Description	Arm type
A	A602 WB		Major
B	Whitehill Road		Minor
C	A602 EB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A602 EB	8.10	✓	4.00	✓	4.60	180.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Whitehill Road	One lane	4.80	77	200

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	776	0.118	0.298	0.187	0.426
B-C	885	0.123	0.312	-	-
C-B	855	0.301	0.301	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A602 WB		✓	1067	100.000
B - Whitehill Road		✓	345	100.000
C - A602 EB		✓	1230	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A602 WB	B - Whitehill Road	C - A602 EB
From	A - A602 WB	0	47	1020
	B - Whitehill Road	19	0	326
	C - A602 EB	911	319	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A602 WB	B - Whitehill Road	C - A602 EB
From	A - A602 WB	0	2	7
	B - Whitehill Road	0	0	3
	C - A602 EB	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.90	69.65	6.8	F
C-AB	0.70	21.03	2.6	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	260	0.00	606	0.429	257	0.8	10.506	B
C-AB	241	0.00	615	0.391	238	0.6	9.689	A
C-A	685	0.00			685			
A-B	35	0.00			35			
A-C	768	0.00			768			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	310	0.00	544	0.571	308	1.3	15.560	C
C-AB	291	0.00	574	0.506	289	1.0	12.822	B
C-A	815	0.00			815			
A-B	42	0.00			42			
A-C	917	0.00			917			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	380	0.00	423	0.897	363	5.6	50.883	F
C-AB	412	0.00	587	0.702	406	2.5	19.887	C
C-A	942	0.00			942			
A-B	52	0.00			52			
A-C	1123	0.00			1123			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	380	0.00	421	0.902	375	6.8	69.650	F
C-AB	412	0.00	589	0.700	412	2.6	21.030	C
C-A	942	0.00			942			
A-B	52	0.00			52			
A-C	1123	0.00			1123			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	310	0.00	543	0.572	332	1.4	19.198	C
C-AB	291	0.00	576	0.504	297	1.1	13.520	B
C-A	815	0.00			815			
A-B	42	0.00			42			
A-C	917	0.00			917			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	260	0.00	606	0.429	262	0.8	10.856	B
C-AB	241	0.00	615	0.391	242	0.7	9.910	A
C-A	685	0.00			685			
A-B	35	0.00			35			
A-C	768	0.00			768			

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.31	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)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A602 WB		✓	1079	100.000
B - Whitehill Road		✓	327	100.000
C - A602 EB		✓	1133	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A602 WB	B - Whitehill Road	C - A602 EB
From	A - A602 WB	0	52	1027
	B - Whitehill Road	27	0	300
	C - A602 EB	891	242	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A602 WB	B - Whitehill Road	C - A602 EB
From	A - A602 WB	0	2	2
	B - Whitehill Road	0	0	2
	C - A602 EB	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.85	52.95	4.9	F
C-AB	0.54	15.46	1.2	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	246	0.00	595	0.414	243	0.7	10.337	B
C-AB	182	0.00	611	0.298	181	0.4	8.493	A
C-A	671	0.00			671			
A-B	39	0.00			39			
A-C	773	0.00			773			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	294	0.00	532	0.552	292	1.2	15.124	C
C-AB	218	0.00	564	0.386	217	0.6	10.549	B
C-A	801	0.00			801			
A-B	47	0.00			47			
A-C	923	0.00			923			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	360	0.00	423	0.851	347	4.4	42.787	E
C-AB	274	0.00	511	0.536	272	1.2	15.209	C
C-A	974	0.00			974			
A-B	57	0.00			57			
A-C	1131	0.00			1131			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	360	0.00	423	0.852	358	4.9	52.952	F
C-AB	274	0.00	511	0.535	274	1.2	15.463	C
C-A	974	0.00			974			
A-B	57	0.00			57			
A-C	1131	0.00			1131			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	294	0.00	532	0.553	308	1.3	17.389	C
C-AB	218	0.00	565	0.386	220	0.7	10.730	B
C-A	801	0.00			801			
A-B	47	0.00			47			
A-C	923	0.00			923			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	246	0.00	595	0.414	248	0.7	10.645	B
C-AB	182	0.00	611	0.298	183	0.4	8.600	A
C-A	671	0.00			671			
A-B	39	0.00			39			
A-C	773	0.00			773			

2031 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.43	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.43	B

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)
D3	2031	Do Nothing	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A602 WB		✓	1037	100.000
B - Whitehill Road		✓	354	100.000
C - A602 EB		✓	1213	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A602 WB	B - Whitehill Road	C - A602 EB
From	A - A602 WB	0	48	989
	B - Whitehill Road	20	0	334
	C - A602 EB	887	326	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A602 WB	B - Whitehill Road	C - A602 EB
From	A - A602 WB	0	2	7
	B - Whitehill Road	0	0	3
	C - A602 EB	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.89	63.53	6.4	F
C-AB	0.70	20.81	2.6	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	267	0.00	613	0.435	263	0.8	10.499	B
C-AB	246	0.00	621	0.396	243	0.7	9.646	A
C-A	667	0.00			667			
A-B	36	0.00			36			
A-C	745	0.00			745			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	318	0.00	552	0.576	316	1.3	15.511	C
C-AB	297	0.00	582	0.510	296	1.0	12.737	B
C-A	793	0.00			793			
A-B	43	0.00			43			
A-C	889	0.00			889			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	390	0.00	440	0.887	374	5.4	47.769	E
C-AB	419	0.00	596	0.703	413	2.5	19.691	C
C-A	916	0.00			916			
A-B	53	0.00			53			
A-C	1089	0.00			1089			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	390	0.00	438	0.891	386	6.4	63.527	F
C-AB	419	0.00	597	0.702	419	2.6	20.813	C
C-A	916	0.00			916			
A-B	53	0.00			53			
A-C	1089	0.00			1089			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	318	0.00	551	0.577	338	1.5	18.801	C
C-AB	297	0.00	585	0.508	303	1.1	13.427	B
C-A	793	0.00			793			
A-B	43	0.00			43			
A-C	889	0.00			889			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	267	0.00	613	0.435	269	0.8	10.858	B
C-AB	246	0.00	622	0.396	248	0.7	9.869	A
C-A	667	0.00			667			
A-B	36	0.00			36			
A-C	745	0.00			745			

2031 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		12.27	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.27	B

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)
D4	2031	Do Nothing	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A602 WB		✓	1104	100.000
B - Whitehill Road		✓	339	100.000
C - A602 EB		✓	1162	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A602 WB	B - Whitehill Road	C - A602 EB
From	A - A602 WB	0	55	1049
	B - Whitehill Road	28	0	311
	C - A602 EB	912	250	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A602 WB	B - Whitehill Road	C - A602 EB
From	A - A602 WB	0	2	2
	B - Whitehill Road	0	0	2
	C - A602 EB	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.92	81.90	7.9	F
C-AB	0.56	16.50	1.3	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	255	0.00	588	0.434	252	0.8	10.815	B
C-AB	188	0.00	605	0.311	186	0.5	8.731	A
C-A	687	0.00			687			
A-B	41	0.00			41			
A-C	790	0.00			790			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	0.00	523	0.583	302	1.4	16.465	C
C-AB	225	0.00	558	0.404	225	0.7	10.978	B
C-A	819	0.00			819			
A-B	49	0.00			49			
A-C	943	0.00			943			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	373	0.00	405	0.923	353	6.4	57.404	F
C-AB	286	0.00	509	0.563	284	1.3	16.167	C
C-A	993	0.00			993			
A-B	61	0.00			61			
A-C	1155	0.00			1155			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	373	0.00	404	0.925	367	7.9	81.898	F
C-AB	286	0.00	509	0.563	286	1.3	16.501	C
C-A	993	0.00			993			
A-B	61	0.00			61			
A-C	1155	0.00			1155			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	0.00	522	0.584	330	1.5	21.464	C
C-AB	225	0.00	558	0.404	228	0.7	11.201	B
C-A	819	0.00			819			
A-B	49	0.00			49			
A-C	943	0.00			943			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	255	0.00	588	0.434	258	0.8	11.204	B
C-AB	188	0.00	605	0.311	189	0.5	8.845	A
C-A	687	0.00			687			
A-B	41	0.00			41			
A-C	790	0.00			790			

2031 | Do Minimum | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.82	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.82	B

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)
D5	2031	Do Minimum	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A602 WB		✓	1040	100.000
B - Whitehill Road		✓	354	100.000
C - A602 EB		✓	1220	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A602 WB	B - Whitehill Road	C - A602 EB
From	A - A602 WB	0	48	992
	B - Whitehill Road	20	0	334
	C - A602 EB	893	327	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A602 WB	B - Whitehill Road	C - A602 EB
From	A - A602 WB	0	2	7
	B - Whitehill Road	0	0	3
	C - A602 EB	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.90	66.43	6.7	F
C-AB	0.71	20.98	2.7	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	267	0.00	612	0.435	263	0.8	10.528	B
C-AB	247	0.00	621	0.397	244	0.7	9.681	A
C-A	672	0.00			672			
A-B	36	0.00			36			
A-C	747	0.00			747			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	318	0.00	551	0.578	316	1.4	15.599	C
C-AB	298	0.00	582	0.512	297	1.1	12.806	B
C-A	799	0.00			799			
A-B	43	0.00			43			
A-C	892	0.00			892			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	390	0.00	436	0.893	373	5.6	49.200	E
C-AB	423	0.00	598	0.707	417	2.5	19.816	C
C-A	920	0.00			920			
A-B	53	0.00			53			
A-C	1092	0.00			1092			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	390	0.00	434	0.898	385	6.7	66.427	F
C-AB	423	0.00	600	0.705	423	2.7	20.979	C
C-A	920	0.00			920			
A-B	53	0.00			53			
A-C	1092	0.00			1092			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	318	0.00	550	0.579	339	1.5	19.132	C
C-AB	298	0.00	584	0.510	304	1.1	13.522	B
C-A	799	0.00			799			
A-B	43	0.00			43			
A-C	892	0.00			892			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	267	0.00	612	0.436	269	0.8	10.889	B
C-AB	247	0.00	621	0.397	248	0.7	9.908	A
C-A	672	0.00			672			
A-B	36	0.00			36			
A-C	747	0.00			747			

2031 | Do Minimum | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		12.66	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.66	B

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)
D6	2031	Do Minimum	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A602 WB		✓	1109	100.000
B - Whitehill Road		✓	339	100.000
C - A602 EB		✓	1165	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A602 WB	B - Whitehill Road	C - A602 EB
From	A - A602 WB	0	55	1054
	B - Whitehill Road	28	0	311
	C - A602 EB	915	250	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A602 WB	B - Whitehill Road	C - A602 EB
From	A - A602 WB	0	2	2
	B - Whitehill Road	0	0	2
	C - A602 EB	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.93	85.13	8.3	F
C-AB	0.56	16.61	1.3	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	255	0.00	587	0.435	252	0.8	10.857	B
C-AB	188	0.00	604	0.312	186	0.5	8.755	A
C-A	689	0.00			689			
A-B	41	0.00			41			
A-C	794	0.00			794			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	0.00	521	0.585	302	1.4	16.595	C
C-AB	225	0.00	557	0.405	225	0.7	11.020	B
C-A	822	0.00			822			
A-B	49	0.00			49			
A-C	948	0.00			948			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	373	0.00	401	0.930	352	6.6	59.267	F
C-AB	286	0.00	507	0.565	284	1.3	16.268	C
C-A	996	0.00			996			
A-B	61	0.00			61			
A-C	1160	0.00			1160			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	373	0.00	400	0.932	366	8.3	85.131	F
C-AB	286	0.00	508	0.564	286	1.3	16.611	C
C-A	996	0.00			996			
A-B	61	0.00			61			
A-C	1160	0.00			1160			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	0.00	520	0.586	332	1.5	22.040	C
C-AB	225	0.00	557	0.405	228	0.7	11.249	B
C-A	822	0.00			822			
A-B	49	0.00			49			
A-C	948	0.00			948			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	255	0.00	587	0.435	258	0.8	11.253	B
C-AB	188	0.00	604	0.312	189	0.5	8.872	A
C-A	689	0.00			689			
A-B	41	0.00			41			
A-C	794	0.00			794			

Junctions 11										
PICADY 11 - Priority Intersection 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: 34583 Culdesac - Stevenage Road.j11

Path: C:\Users\Olivia.McGarrick\OneDrive - DHA Planning & Development Consultants\Documents\Projects\dhpd-live - 34583-Land north of Stevenage Road, Hitchin T\4. Calculations\Junctions Assessments

Report generation date: 12/11/2025 13:30:47

- »2025 | Base | AM
- »2025 | Base | PM
- »2031 | Do Nothing | AM
- »2031 | Do Nothing | PM
- »2031 | Do Minimum | AM
- »2031 | Do Minimum | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-C	D1	0.1	6.65	0.13	A	D2	0.0	5.75	0.04	A
Stream B-A		0.1	9.57	0.09	A		0.0	8.08	0.03	A
Stream C-AB		0.2	6.75	0.12	A		0.1	5.94	0.04	A
	2031 - Do Minimum									
Stream B-C	D5	0.2	6.90	0.15	A	D6	0.0	5.67	0.05	A
Stream B-A		0.1	9.57	0.13	A		0.1	7.81	0.05	A
Stream C-AB		0.2	6.88	0.13	A		0.1	5.98	0.05	A
	2031 - Do Nothing									
Stream B-C	D3	0.2	6.73	0.14	A	D4	0.0	5.78	0.05	A
Stream B-A		0.1	9.72	0.10	A		0.0	8.14	0.04	A
Stream C-AB		0.2	6.84	0.13	A		0.1	5.95	0.05	A

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

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

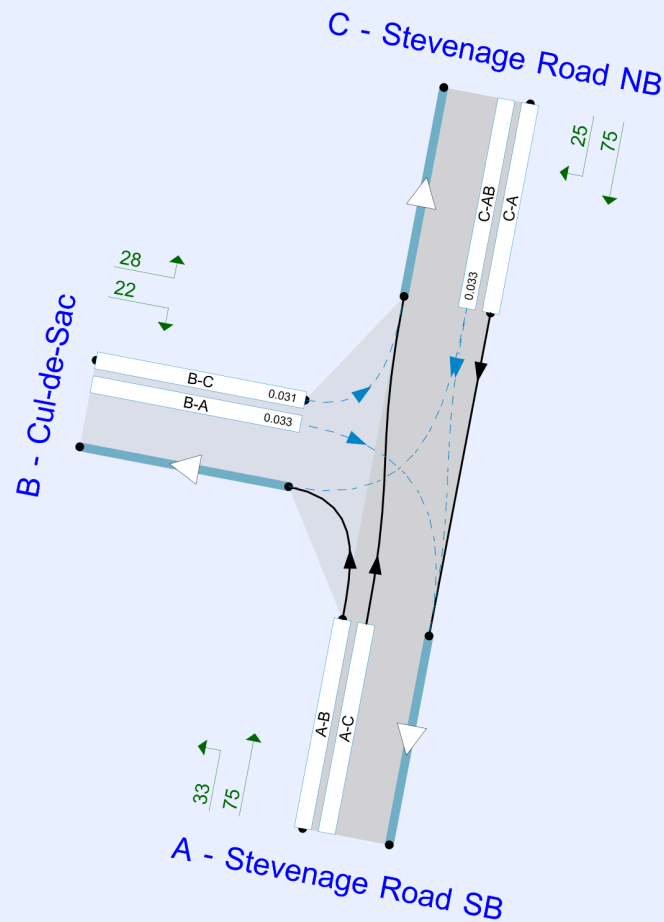
File summary

File Description

Title	
Location	
Site number	
Date	20/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\Olivia.McGarrick
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)
Streams (downstream end) show RFC (s)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2031	Do Nothing	AM	ONE HOUR	07:45	09:15	15
D4	2031	Do Nothing	PM	ONE HOUR	16:45	18:15	15
D5	2031	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D6	2031	Do Minimum	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cul-de-Sac - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Cul-de-Sac - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.96	A

Arms

Arms

Arm	Name	Description	Arm type
A	Stevenage Road SB		Major
B	Cul-de-Sac		Minor
C	Stevenage Road NB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Stevenage Road NB	8.00			51.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Cul-de-Sac	One lane plus flare	7.10	4.30	3.50	3.20	2.90	✓	1.00	103	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	483	0.080	0.203	0.128	0.290
B-C	684	0.096	0.242	-	-
C-B	603	0.213	0.213	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Stevenage Road SB		✓	192	100.000
B - Cul-de-Sac		✓	109	100.000
C - Stevenage Road NB		✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stevenage Road SB	B - Cul-de-Sac	C - Stevenage Road NB
From	A - Stevenage Road SB	0	37	155
	B - Cul-de-Sac	35	0	74
	C - Stevenage Road NB	73	60	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Stevenage Road SB	B - Cul-de-Sac	C - Stevenage Road NB
From	A - Stevenage Road SB	0	0	2
	B - Cul-de-Sac	0	0	0
	C - Stevenage Road NB	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	6.65	0.1	A
B-A	0.09	9.57	0.1	A
C-AB	0.12	6.75	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	0.00	643	0.087	55	0.1	6.121	A
B-A	26	0.00	437	0.060	26	0.1	8.761	A
C-AB	50	0.00	610	0.081	49	0.1	6.447	A
C-A	50	0.00			50			
A-B	28	0.00			28			
A-C	117	0.00			117			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	0.00	635	0.105	66	0.1	6.335	A
B-A	31	0.00	428	0.074	31	0.1	9.084	A
C-AB	60	0.00	612	0.099	60	0.1	6.567	A
C-A	59	0.00			59			
A-B	33	0.00			33			
A-C	139	0.00			139			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	0.00	623	0.131	81	0.1	6.643	A
B-A	39	0.00	415	0.093	38	0.1	9.562	A
C-AB	76	0.00	614	0.124	76	0.2	6.739	A
C-A	70	0.00			70			
A-B	41	0.00			41			
A-C	171	0.00			171			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	0.00	623	0.131	81	0.1	6.646	A
B-A	39	0.00	415	0.093	39	0.1	9.566	A
C-AB	76	0.00	614	0.124	76	0.2	6.745	A
C-A	70	0.00			70			
A-B	41	0.00			41			
A-C	171	0.00			171			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	0.00	635	0.105	67	0.1	6.342	A
B-A	31	0.00	428	0.074	32	0.1	9.091	A
C-AB	60	0.00	612	0.099	61	0.1	6.581	A
C-A	59	0.00			59			
A-B	33	0.00			33			
A-C	139	0.00			139			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	0.00	643	0.087	56	0.1	6.133	A
B-A	26	0.00	437	0.060	26	0.1	8.771	A
C-AB	50	0.00	610	0.081	50	0.1	6.462	A
C-A	50	0.00			50			
A-B	28	0.00			28			
A-C	117	0.00			117			

2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cul-de-Sac - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Cul-de-Sac - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.79	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)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Stevenage Road SB		✓	92	100.000
B - Cul-de-Sac		✓	39	100.000
C - Stevenage Road NB		✓	94	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stevenage Road SB	B - Cul-de-Sac	C - Stevenage Road NB
From	A - Stevenage Road SB	0	20	72
	B - Cul-de-Sac	14	0	25
	C - Stevenage Road NB	72	22	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Stevenage Road SB	B - Cul-de-Sac	C - Stevenage Road NB
From	A - Stevenage Road SB	0	0	0
	B - Cul-de-Sac	0	0	0
	C - Stevenage Road NB	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	5.75	0.0	A
B-A	0.03	8.08	0.0	A
C-AB	0.04	5.94	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	662	0.028	19	0.0	5.593	A
B-A	11	0.00	472	0.022	10	0.0	7.793	A
C-AB	18	0.00	625	0.029	18	0.0	5.934	A
C-A	53	0.00			53			
A-B	15	0.00			15			
A-C	54	0.00			54			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	0.00	659	0.034	22	0.0	5.658	A
B-A	13	0.00	468	0.027	13	0.0	7.908	A
C-AB	22	0.00	630	0.035	22	0.0	5.931	A
C-A	62	0.00			62			
A-B	18	0.00			18			
A-C	65	0.00			65			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	0.00	654	0.042	27	0.0	5.748	A
B-A	15	0.00	461	0.033	15	0.0	8.076	A
C-AB	28	0.00	636	0.044	28	0.1	5.928	A
C-A	76	0.00			76			
A-B	22	0.00			22			
A-C	79	0.00			79			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	0.00	654	0.042	28	0.0	5.748	A
B-A	15	0.00	461	0.033	15	0.0	8.076	A
C-AB	28	0.00	636	0.044	28	0.1	5.932	A
C-A	76	0.00			76			
A-B	22	0.00			22			
A-C	79	0.00			79			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	0.00	659	0.034	23	0.0	5.658	A
B-A	13	0.00	468	0.027	13	0.0	7.908	A
C-AB	22	0.00	630	0.035	22	0.0	5.934	A
C-A	62	0.00			62			
A-B	18	0.00			18			
A-C	65	0.00			65			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	662	0.028	19	0.0	5.597	A
B-A	11	0.00	473	0.022	11	0.0	7.792	A
C-AB	18	0.00	625	0.029	18	0.0	5.936	A
C-A	53	0.00			53			
A-B	15	0.00			15			
A-C	54	0.00			54			

2031 | Do Nothing | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cul-de-Sac - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Cul-de-Sac - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.11	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)
D3	2031	Do Nothing	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Stevenage Road SB		✓	194	100.000
B - Cul-de-Sac		✓	116	100.000
C - Stevenage Road NB		✓	134	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stevenage Road SB	B - Cul-de-Sac	C - Stevenage Road NB
From	A - Stevenage Road SB	0	38	156
	B - Cul-de-Sac	36	0	80
	C - Stevenage Road NB	70	64	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Stevenage Road SB	B - Cul-de-Sac	C - Stevenage Road NB
From	A - Stevenage Road SB	0	0	2
	B - Cul-de-Sac	0	0	0
	C - Stevenage Road NB	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	6.73	0.2	A
B-A	0.10	9.72	0.1	A
C-AB	0.13	6.84	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	0.00	643	0.094	60	0.1	6.166	A
B-A	27	0.00	432	0.063	27	0.1	8.874	A
C-AB	53	0.00	608	0.087	52	0.1	6.504	A
C-A	48	0.00			48			
A-B	29	0.00			29			
A-C	117	0.00			117			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	0.00	635	0.113	72	0.1	6.395	A
B-A	32	0.00	423	0.077	32	0.1	9.212	A
C-AB	64	0.00	609	0.105	64	0.1	6.637	A
C-A	56	0.00			56			
A-B	34	0.00			34			
A-C	140	0.00			140			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	0.00	623	0.141	88	0.2	6.727	A
B-A	40	0.00	410	0.097	40	0.1	9.715	A
C-AB	81	0.00	611	0.132	81	0.2	6.830	A
C-A	67	0.00			67			
A-B	42	0.00			42			
A-C	172	0.00			172			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	0.00	623	0.141	88	0.2	6.731	A
B-A	40	0.00	410	0.097	40	0.1	9.719	A
C-AB	81	0.00	611	0.132	81	0.2	6.840	A
C-A	67	0.00			67			
A-B	42	0.00			42			
A-C	172	0.00			172			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	0.00	635	0.113	72	0.1	6.402	A
B-A	32	0.00	423	0.076	32	0.1	9.219	A
C-AB	64	0.00	609	0.105	64	0.1	6.651	A
C-A	56	0.00			56			
A-B	34	0.00			34			
A-C	140	0.00			140			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	0.00	643	0.094	60	0.1	6.180	A
B-A	27	0.00	432	0.063	27	0.1	8.886	A
C-AB	53	0.00	608	0.087	53	0.1	6.519	A
C-A	48	0.00			48			
A-B	29	0.00			29			
A-C	117	0.00			117			

2031 | Do Nothing | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cul-de-Sac - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Cul-de-Sac - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.85	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)
D4	2031	Do Nothing	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Stevenage Road SB		✓	96	100.000
B - Cul-de-Sac		✓	42	100.000
C - Stevenage Road NB		✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stevenage Road SB	B - Cul-de-Sac	C - Stevenage Road NB
	From			
	A - Stevenage Road SB	0	21	75
	B - Cul-de-Sac	15	0	27
	C - Stevenage Road NB	75	24	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Stevenage Road SB	B - Cul-de-Sac	C - Stevenage Road NB
	From			
	A - Stevenage Road SB	0	0	0
	B - Cul-de-Sac	0	0	0
	C - Stevenage Road NB	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	5.78	0.0	A
B-A	0.04	8.14	0.0	A
C-AB	0.05	5.95	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	0.00	662	0.031	20	0.0	5.613	A
B-A	11	0.00	471	0.024	11	0.0	7.836	A
C-AB	20	0.00	626	0.032	20	0.0	5.940	A
C-A	55	0.00			55			
A-B	16	0.00			16			
A-C	56	0.00			56			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	0.00	658	0.037	24	0.0	5.682	A
B-A	13	0.00	466	0.029	13	0.0	7.962	A
C-AB	24	0.00	631	0.038	24	0.0	5.941	A
C-A	65	0.00			65			
A-B	19	0.00			19			
A-C	67	0.00			67			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	0.00	653	0.046	30	0.0	5.779	A
B-A	17	0.00	459	0.036	16	0.0	8.142	A
C-AB	30	0.00	637	0.048	30	0.1	5.942	A
C-A	79	0.00			79			
A-B	23	0.00			23			
A-C	83	0.00			83			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	0.00	653	0.046	30	0.0	5.779	A
B-A	17	0.00	459	0.036	17	0.0	8.142	A
C-AB	30	0.00	637	0.048	30	0.1	5.946	A
C-A	79	0.00			79			
A-B	23	0.00			23			
A-C	83	0.00			83			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	0.00	658	0.037	24	0.0	5.685	A
B-A	13	0.00	466	0.029	14	0.0	7.963	A
C-AB	24	0.00	631	0.038	24	0.0	5.944	A
C-A	65	0.00			65			
A-B	19	0.00			19			
A-C	67	0.00			67			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	0.00	661	0.031	20	0.0	5.617	A
B-A	11	0.00	471	0.024	11	0.0	7.836	A
C-AB	20	0.00	626	0.032	20	0.0	5.944	A
C-A	55	0.00			55			
A-B	16	0.00			16			
A-C	56	0.00			56			

2031 | Do Minimum | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cul-de-Sac - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Cul-de-Sac - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

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

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.30	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)
D5	2031	Do Minimum	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Stevenage Road SB		✓	201	100.000
B - Cul-de-Sac		✓	131	100.000
C - Stevenage Road NB		✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stevenage Road SB	B - Cul-de-Sac	C - Stevenage Road NB
	A - Stevenage Road SB	0	45	156
	B - Cul-de-Sac	50	0	81
	C - Stevenage Road NB	70	65	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Stevenage Road SB	B - Cul-de-Sac	C - Stevenage Road NB
	A - Stevenage Road SB	0	0	2
	B - Cul-de-Sac	0	0	0
	C - Stevenage Road NB	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.15	6.90	0.2	A
B-A	0.13	9.57	0.1	A
C-AB	0.13	6.88	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	0.00	633	0.096	61	0.1	6.282	A
B-A	38	0.00	455	0.083	37	0.1	8.604	A
C-AB	54	0.00	607	0.088	53	0.1	6.526	A
C-A	48	0.00			48			
A-B	34	0.00			34			
A-C	117	0.00			117			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	0.00	624	0.117	73	0.1	6.532	A
B-A	45	0.00	445	0.101	45	0.1	8.985	A
C-AB	65	0.00	608	0.107	65	0.1	6.666	A
C-A	56	0.00			56			
A-B	40	0.00			40			
A-C	140	0.00			140			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	0.00	611	0.146	89	0.2	6.899	A
B-A	55	0.00	431	0.128	55	0.1	9.560	A
C-AB	82	0.00	610	0.135	82	0.2	6.868	A
C-A	67	0.00			67			
A-B	50	0.00			50			
A-C	172	0.00			172			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	0.00	611	0.146	89	0.2	6.903	A
B-A	55	0.00	431	0.128	55	0.1	9.565	A
C-AB	82	0.00	610	0.135	82	0.2	6.877	A
C-A	67	0.00			67			
A-B	50	0.00			50			
A-C	172	0.00			172			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	0.00	624	0.117	73	0.1	6.537	A
B-A	45	0.00	445	0.101	45	0.1	8.994	A
C-AB	65	0.00	608	0.107	65	0.1	6.680	A
C-A	56	0.00			56			
A-B	40	0.00			40			
A-C	140	0.00			140			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	0.00	633	0.096	61	0.1	6.297	A
B-A	38	0.00	455	0.083	38	0.1	8.621	A
C-AB	54	0.00	607	0.088	54	0.1	6.542	A
C-A	48	0.00			48			
A-B	34	0.00			34			
A-C	117	0.00			117			

2031 | Do Minimum | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cul-de-Sac - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Cul-de-Sac - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.93	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)
D6	2031	Do Minimum	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Stevenage Road SB		✓	108	100.000
B - Cul-de-Sac		✓	50	100.000
C - Stevenage Road NB		✓	100	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stevenage Road SB	B - Cul-de-Sac	C - Stevenage Road NB
	From			
	A - Stevenage Road SB	0	33	75
	B - Cul-de-Sac	22	0	28
	C - Stevenage Road NB	75	25	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Stevenage Road SB	B - Cul-de-Sac	C - Stevenage Road NB
	From			
	A - Stevenage Road SB	0	0	0
	B - Cul-de-Sac	0	0	0
	C - Stevenage Road NB	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	5.67	0.0	A
B-A	0.05	7.81	0.1	A
C-AB	0.05	5.98	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	0.00	677	0.031	21	0.0	5.490	A
B-A	17	0.00	499	0.033	16	0.0	7.465	A
C-AB	21	0.00	624	0.033	21	0.0	5.967	A
C-A	55	0.00			55			
A-B	25	0.00			25			
A-C	56	0.00			56			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	0.00	672	0.037	25	0.0	5.564	A
B-A	20	0.00	493	0.040	20	0.0	7.604	A
C-AB	25	0.00	628	0.040	25	0.0	5.973	A
C-A	65	0.00			65			
A-B	30	0.00			30			
A-C	67	0.00			67			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	0.00	666	0.046	31	0.0	5.667	A
B-A	24	0.00	485	0.050	24	0.1	7.805	A
C-AB	32	0.00	634	0.050	32	0.1	5.981	A
C-A	78	0.00			78			
A-B	36	0.00			36			
A-C	83	0.00			83			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	0.00	666	0.046	31	0.0	5.667	A
B-A	24	0.00	485	0.050	24	0.1	7.805	A
C-AB	32	0.00	634	0.050	32	0.1	5.985	A
C-A	78	0.00			78			
A-B	36	0.00			36			
A-C	83	0.00			83			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	0.00	672	0.037	25	0.0	5.566	A
B-A	20	0.00	493	0.040	20	0.0	7.608	A
C-AB	25	0.00	628	0.040	25	0.1	5.978	A
C-A	65	0.00			65			
A-B	30	0.00			30			
A-C	67	0.00			67			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	0.00	676	0.031	21	0.0	5.496	A
B-A	17	0.00	499	0.033	17	0.0	7.469	A
C-AB	21	0.00	624	0.033	21	0.0	5.971	A
C-A	55	0.00			55			
A-B	25	0.00			25			
A-C	56	0.00			56			

Junctions 11										
PICADY 11 - Priority Intersection 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: 34583 Stevenage Road - A602.j11

Path: C:\Users\Olivia.McGarrick\OneDrive - DHA Planning & Development Consultants\Documents\Projects\dhpd-live - 34583-Land north of Stevenage Road, Hitchin T\4. Calculations\Junctions Assessments

Report generation date: 12/11/2025 13:39:39

- »2025 | Base | AM
- »2025 | Base | PM
- »2031 | Do Nothing | AM
- »2031 | Do Nothing | PM
- »2031 | Do Minimum | AM
- »2031 | Do Minimum | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-C	D1	0.1	11.01	0.09	B	D2	0.1	8.93	0.05	A
Stream B-A		0.7	31.94	0.41	D		0.2	19.91	0.13	C
Stream C-AB		0.1	8.99	0.10	A		0.0	7.84	0.04	A
	2031 - Do Minimum									
Stream B-C	D5	0.1	11.46	0.12	B	D6	0.1	9.31	0.07	A
Stream B-A		0.9	34.11	0.47	D		0.2	22.48	0.18	C
Stream C-AB		0.1	8.99	0.11	A		0.1	8.14	0.06	A
	2031 - Do Nothing									
Stream B-C	D3	0.1	10.98	0.09	B	D4	0.1	9.13	0.06	A
Stream B-A		0.7	31.05	0.43	D		0.2	21.50	0.15	C
Stream C-AB		0.1	8.89	0.11	A		0.0	7.98	0.05	A

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

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

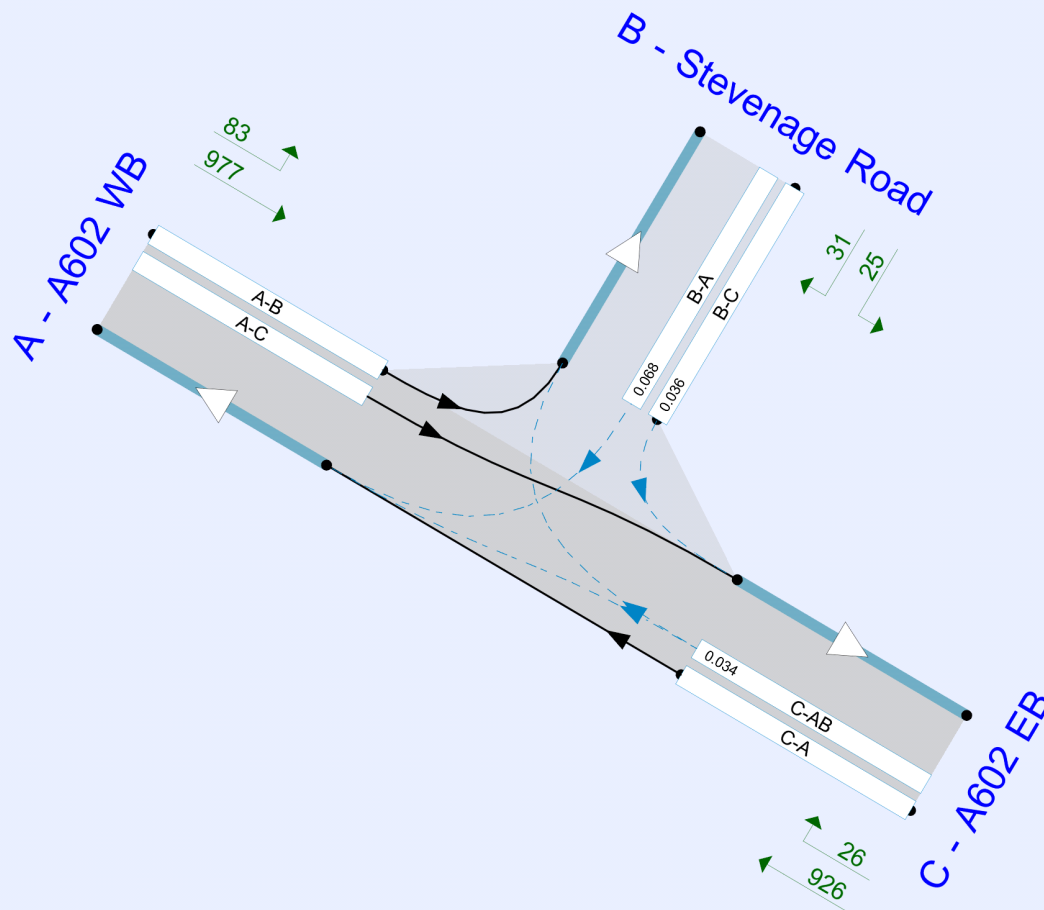
File summary

File Description

Title	
Location	
Site number	
Date	20/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\Olivia.McGarrick
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)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2031	Do Nothing	AM	ONE HOUR	07:45	09:15	15
D4	2031	Do Nothing	PM	ONE HOUR	16:45	18:15	15
D5	2031	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D6	2031	Do Minimum	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stevenage Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.38	A

Arms

Arms

Arm	Name	Description	Arm type
A	A602 WB		Major
B	Stevenage Road		Minor
C	A602 EB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A602 EB	7.70	✓	3.70	✓	3.60	223.0	✓	13.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Stevenage Road	One lane plus flare	10.00	8.80	7.30	6.40	5.80	✓	3.00	64	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	696	0.108	0.274	0.172	0.391
B-C	683	0.097	0.245	-	-
C-B	810	0.291	0.291	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A602 WB		✓	1107	100.000
B - Stevenage Road		✓	102	100.000
C - A602 EB		✓	984	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A602 WB	B - Stevenage Road	C - A602 EB
	A - A602 WB	0	148	959
	B - Stevenage Road	72	0	30
	C - A602 EB	941	43	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A602 WB	B - Stevenage Road	C - A602 EB
	A - A602 WB	0	1	6
	B - Stevenage Road	0	0	0
	C - A602 EB	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	11.01	0.1	B
B-A	0.41	31.94	0.7	D
C-AB	0.10	8.99	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	0.00	476	0.047	22	0.0	7.935	A
B-A	54	0.00	351	0.154	53	0.2	12.065	B
C-AB	32	0.00	568	0.057	32	0.1	6.849	A
C-A	708	0.00			708			
A-B	111	0.00			111			
A-C	722	0.00			722			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	0.00	432	0.062	27	0.1	8.888	A
B-A	65	0.00	284	0.228	64	0.3	16.338	C
C-AB	39	0.00	521	0.074	39	0.1	7.612	A
C-A	846	0.00			846			
A-B	133	0.00			133			
A-C	862	0.00			862			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	0.00	362	0.091	33	0.1	10.950	B
B-A	79	0.00	192	0.414	78	0.7	31.205	D
C-AB	47	0.00	456	0.104	47	0.1	8.981	A
C-A	1036	0.00			1036			
A-B	163	0.00			163			
A-C	1056	0.00			1056			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	0.00	360	0.092	33	0.1	11.006	B
B-A	79	0.00	192	0.413	79	0.7	31.938	D
C-AB	47	0.00	456	0.104	47	0.1	8.987	A
C-A	1036	0.00			1036			
A-B	163	0.00			163			
A-C	1056	0.00			1056			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	0.00	431	0.063	27	0.1	8.927	A
B-A	65	0.00	284	0.228	66	0.3	16.613	C
C-AB	39	0.00	521	0.074	39	0.1	7.617	A
C-A	846	0.00			846			
A-B	133	0.00			133			
A-C	862	0.00			862			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	0.00	475	0.048	23	0.1	7.957	A
B-A	54	0.00	351	0.154	55	0.2	12.158	B
C-AB	32	0.00	568	0.057	32	0.1	6.860	A
C-A	708	0.00			708			
A-B	111	0.00			111			
A-C	722	0.00			722			

2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stevenage Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.41	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)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A602 WB		✓	1031	100.000
B - Stevenage Road		✓	45	100.000
C - A602 EB		✓	920	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A602 WB	B - Stevenage Road	C - A602 EB
	A - A602 WB	0	73	958
	B - Stevenage Road	25	0	20
	C - A602 EB	901	19	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A - A602 WB	B - Stevenage Road	C - A602 EB
	A - A602 WB	0	0	3
	B - Stevenage Road	0	0	0
	C - A602 EB	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	8.93	0.1	A
B-A	0.13	19.91	0.2	C
C-AB	0.04	7.84	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	0.00	523	0.029	15	0.0	7.088	A
B-A	19	0.00	352	0.054	19	0.1	10.807	B
C-AB	14	0.00	585	0.024	14	0.0	6.311	A
C-A	678	0.00			678			
A-B	55	0.00			55			
A-C	721	0.00			721			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	0.00	483	0.037	18	0.0	7.747	A
B-A	22	0.00	291	0.077	22	0.1	13.370	B
C-AB	17	0.00	541	0.032	17	0.0	6.873	A
C-A	810	0.00			810			
A-B	66	0.00			66			
A-C	861	0.00			861			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	0.00	426	0.052	22	0.1	8.915	A
B-A	28	0.00	208	0.132	27	0.1	19.865	C
C-AB	21	0.00	480	0.044	21	0.0	7.835	A
C-A	992	0.00			992			
A-B	80	0.00			80			
A-C	1055	0.00			1055			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	0.00	425	0.052	22	0.1	8.928	A
B-A	28	0.00	208	0.132	28	0.2	19.905	C
C-AB	21	0.00	480	0.044	21	0.0	7.837	A
C-A	992	0.00			992			
A-B	80	0.00			80			
A-C	1055	0.00			1055			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	0.00	482	0.037	18	0.0	7.764	A
B-A	22	0.00	292	0.077	23	0.1	13.394	B
C-AB	17	0.00	541	0.032	17	0.0	6.877	A
C-A	810	0.00			810			
A-B	66	0.00			66			
A-C	861	0.00			861			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	0.00	522	0.029	15	0.0	7.103	A
B-A	19	0.00	352	0.054	19	0.1	10.820	B
C-AB	14	0.00	585	0.024	14	0.0	6.312	A
C-A	678	0.00			678			
A-B	55	0.00			55			
A-C	721	0.00			721			

2031 | Do Nothing | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stevenage Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.46	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)
D3	2031	Do Nothing	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A602 WB		✓	1090	100.000
B - Stevenage Road		✓	109	100.000
C - A602 EB		✓	965	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A602 WB	B - Stevenage Road	C - A602 EB
From	A - A602 WB	0	153	937
	B - Stevenage Road	78	0	31
	C - A602 EB	921	44	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A602 WB	B - Stevenage Road	C - A602 EB
From	A - A602 WB	0	1	6
	B - Stevenage Road	0	0	0
	C - A602 EB	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	10.98	0.1	B
B-A	0.43	31.05	0.7	D
C-AB	0.11	8.89	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	0.00	477	0.049	23	0.1	7.927	A
B-A	59	0.00	358	0.164	58	0.2	11.956	B
C-AB	33	0.00	572	0.058	33	0.1	6.812	A
C-A	693	0.00			693			
A-B	115	0.00			115			
A-C	705	0.00			705			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	0.00	434	0.064	28	0.1	8.872	A
B-A	70	0.00	292	0.240	70	0.3	16.124	C
C-AB	40	0.00	525	0.075	39	0.1	7.557	A
C-A	828	0.00			828			
A-B	138	0.00			138			
A-C	842	0.00			842			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	0.00	364	0.094	34	0.1	10.920	B
B-A	86	0.00	201	0.426	84	0.7	30.329	D
C-AB	48	0.00	461	0.105	48	0.1	8.887	A
C-A	1014	0.00			1014			
A-B	168	0.00			168			
A-C	1032	0.00			1032			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	0.00	362	0.094	34	0.1	10.977	B
B-A	86	0.00	202	0.426	86	0.7	31.051	D
C-AB	48	0.00	461	0.105	48	0.1	8.892	A
C-A	1014	0.00			1014			
A-B	168	0.00			168			
A-C	1032	0.00			1032			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	0.00	432	0.064	28	0.1	8.911	A
B-A	70	0.00	293	0.240	72	0.3	16.406	C
C-AB	40	0.00	525	0.075	40	0.1	7.561	A
C-A	828	0.00			828			
A-B	138	0.00			138			
A-C	842	0.00			842			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	0.00	476	0.049	23	0.1	7.948	A
B-A	59	0.00	358	0.164	59	0.2	12.056	B
C-AB	33	0.00	572	0.058	33	0.1	6.819	A
C-A	693	0.00			693			
A-B	115	0.00			115			
A-C	705	0.00			705			

2031 | Do Nothing | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stevenage Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.46	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)
D4	2031	Do Nothing	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A602 WB		✓	1054	100.000
B - Stevenage Road		✓	49	100.000
C - A602 EB		✓	946	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A602 WB	B - Stevenage Road	C - A602 EB
From	A - A602 WB	0	77	977
	B - Stevenage Road	27	0	22
	C - A602 EB	926	20	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A602 WB	B - Stevenage Road	C - A602 EB
From	A - A602 WB	0	0	3
	B - Stevenage Road	0	0	0
	C - A602 EB	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	9.13	0.1	A
B-A	0.15	21.50	0.2	C
C-AB	0.05	7.98	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	0.00	519	0.032	16	0.0	7.157	A
B-A	20	0.00	343	0.059	20	0.1	11.130	B
C-AB	15	0.00	580	0.026	15	0.0	6.376	A
C-A	697	0.00			697			
A-B	58	0.00			58			
A-C	736	0.00			736			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	0.00	478	0.041	20	0.0	7.857	A
B-A	24	0.00	282	0.086	24	0.1	13.960	B
C-AB	18	0.00	535	0.034	18	0.0	6.965	A
C-A	832	0.00			832			
A-B	69	0.00			69			
A-C	878	0.00			878			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	0.00	419	0.058	24	0.1	9.118	A
B-A	30	0.00	197	0.151	29	0.2	21.449	C
C-AB	22	0.00	473	0.047	22	0.0	7.983	A
C-A	1020	0.00			1020			
A-B	85	0.00			85			
A-C	1076	0.00			1076			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	0.00	418	0.058	24	0.1	9.133	A
B-A	30	0.00	197	0.151	30	0.2	21.503	C
C-AB	22	0.00	473	0.047	22	0.0	7.984	A
C-A	1020	0.00			1020			
A-B	85	0.00			85			
A-C	1076	0.00			1076			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	0.00	477	0.041	20	0.0	7.876	A
B-A	24	0.00	282	0.086	25	0.1	13.982	B
C-AB	18	0.00	535	0.034	18	0.0	6.969	A
C-A	832	0.00			832			
A-B	69	0.00			69			
A-C	878	0.00			878			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	0.00	519	0.032	17	0.0	7.171	A
B-A	20	0.00	344	0.059	20	0.1	11.143	B
C-AB	15	0.00	580	0.026	15	0.0	6.379	A
C-A	697	0.00			697			
A-B	58	0.00			58			
A-C	736	0.00			736			

2031 | Do Minimum | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stevenage Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.72	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)
D5	2031	Do Minimum	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A602 WB		✓	1094	100.000
B - Stevenage Road		✓	123	100.000
C - A602 EB		✓	968	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A602 WB	B - Stevenage Road	C - A602 EB
From	A - A602 WB	0	157	937
	B - Stevenage Road	85	0	38
	C - A602 EB	921	47	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A602 WB	B - Stevenage Road	C - A602 EB
From	A - A602 WB	0	1	6
	B - Stevenage Road	0	0	0
	C - A602 EB	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	11.46	0.1	B
B-A	0.47	34.11	0.9	D
C-AB	0.11	8.99	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	0.00	478	0.060	28	0.1	8.009	A
B-A	64	0.00	355	0.180	63	0.2	12.287	B
C-AB	35	0.00	571	0.062	35	0.1	6.852	A
C-A	693	0.00			693			
A-B	118	0.00			118			
A-C	705	0.00			705			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	0.00	433	0.079	34	0.1	9.026	A
B-A	76	0.00	290	0.264	76	0.3	16.809	C
C-AB	42	0.00	524	0.081	42	0.1	7.616	A
C-A	828	0.00			828			
A-B	141	0.00			141			
A-C	842	0.00			842			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	0.00	358	0.117	42	0.1	11.376	B
B-A	94	0.00	199	0.471	92	0.8	33.066	D
C-AB	52	0.00	460	0.112	52	0.1	8.989	A
C-A	1014	0.00			1014			
A-B	173	0.00			173			
A-C	1032	0.00			1032			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	0.00	356	0.118	42	0.1	11.459	B
B-A	94	0.00	199	0.471	93	0.9	34.109	D
C-AB	52	0.00	460	0.112	52	0.1	8.992	A
C-A	1014	0.00			1014			
A-B	173	0.00			173			
A-C	1032	0.00			1032			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	0.00	431	0.079	34	0.1	9.075	A
B-A	76	0.00	290	0.264	78	0.4	17.183	C
C-AB	42	0.00	524	0.081	42	0.1	7.620	A
C-A	828	0.00			828			
A-B	141	0.00			141			
A-C	842	0.00			842			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	0.00	477	0.060	29	0.1	8.036	A
B-A	64	0.00	355	0.180	65	0.2	12.405	B
C-AB	35	0.00	571	0.062	35	0.1	6.862	A
C-A	693	0.00			693			
A-B	118	0.00			118			
A-C	705	0.00			705			

2031 | Do Minimum | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stevenage Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.55	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)
D6	2031	Do Minimum	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A602 WB		✓	1060	100.000
B - Stevenage Road		✓	56	100.000
C - A602 EB		✓	952	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A602 WB	B - Stevenage Road	C - A602 EB
From	A - A602 WB	0	83	977
	B - Stevenage Road	31	0	25
	C - A602 EB	926	26	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A602 WB	B - Stevenage Road	C - A602 EB
From	A - A602 WB	0	0	3
	B - Stevenage Road	0	0	0
	C - A602 EB	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	9.31	0.1	A
B-A	0.18	22.48	0.2	C
C-AB	0.06	8.14	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	517	0.036	19	0.0	7.224	A
B-A	23	0.00	342	0.068	23	0.1	11.290	B
C-AB	20	0.00	578	0.034	19	0.0	6.440	A
C-A	697	0.00			697			
A-B	62	0.00			62			
A-C	736	0.00			736			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	0.00	475	0.047	22	0.0	7.952	A
B-A	28	0.00	280	0.100	28	0.1	14.274	B
C-AB	23	0.00	533	0.044	23	0.0	7.060	A
C-A	832	0.00			832			
A-B	75	0.00			75			
A-C	878	0.00			878			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	0.00	415	0.066	27	0.1	9.288	A
B-A	34	0.00	194	0.176	34	0.2	22.403	C
C-AB	29	0.00	471	0.061	29	0.1	8.136	A
C-A	1020	0.00			1020			
A-B	91	0.00			91			
A-C	1076	0.00			1076			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	0.00	414	0.066	28	0.1	9.308	A
B-A	34	0.00	194	0.176	34	0.2	22.484	C
C-AB	29	0.00	471	0.061	29	0.1	8.138	A
C-A	1020	0.00			1020			
A-B	91	0.00			91			
A-C	1076	0.00			1076			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	0.00	474	0.047	23	0.1	7.977	A
B-A	28	0.00	280	0.099	28	0.1	14.315	B
C-AB	23	0.00	533	0.044	23	0.0	7.062	A
C-A	832	0.00			832			
A-B	75	0.00			75			
A-C	878	0.00			878			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	516	0.036	19	0.0	7.239	A
B-A	23	0.00	342	0.068	23	0.1	11.312	B
C-AB	20	0.00	578	0.034	20	0.0	6.444	A
C-A	697	0.00			697			
A-B	62	0.00			62			
A-C	736	0.00			736			