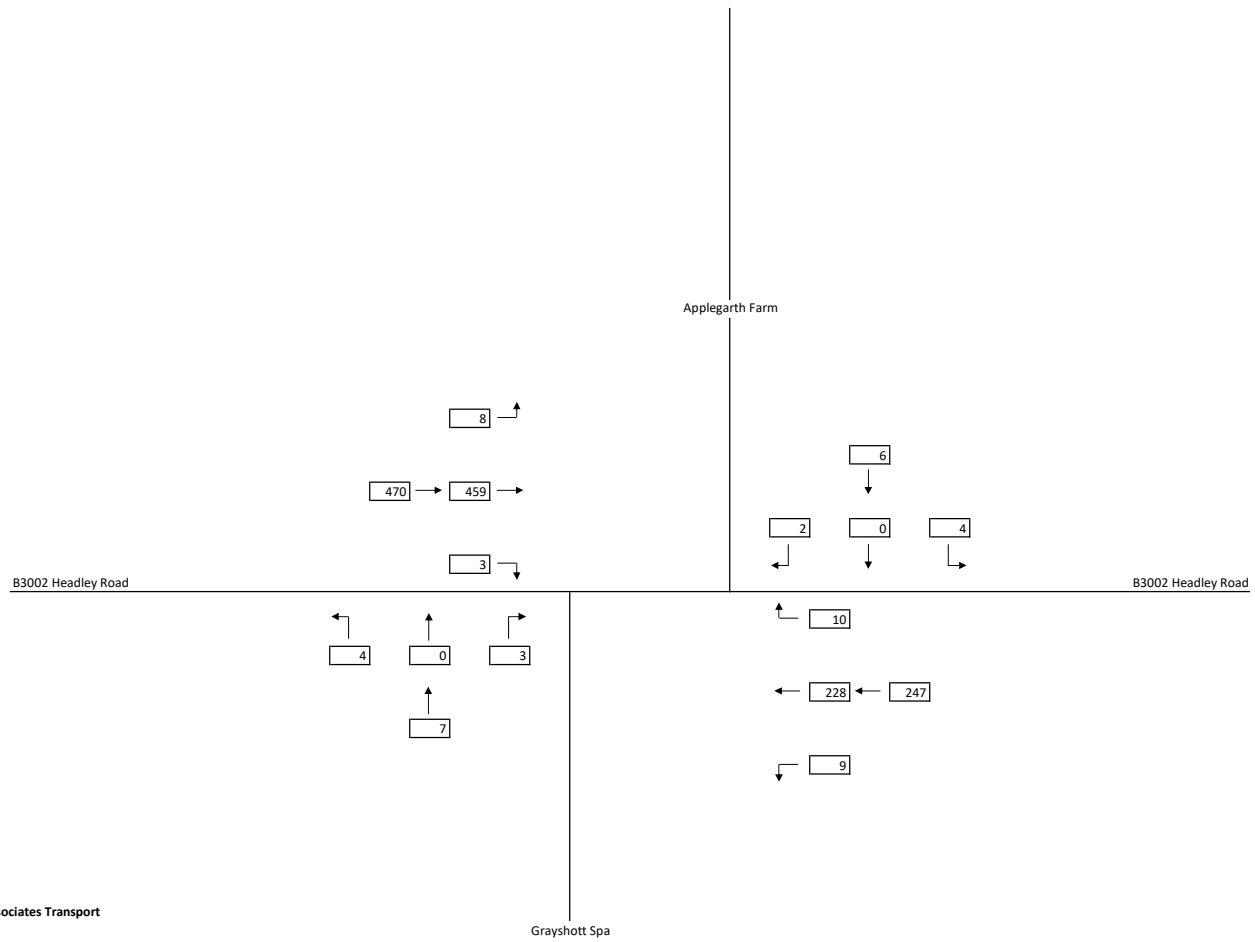


APPENDIX BGH 9

2014 SURVEYED VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
8:00am - 9:00am
AM PEAK
FRIDAY 9TH MAY 2014



KEY

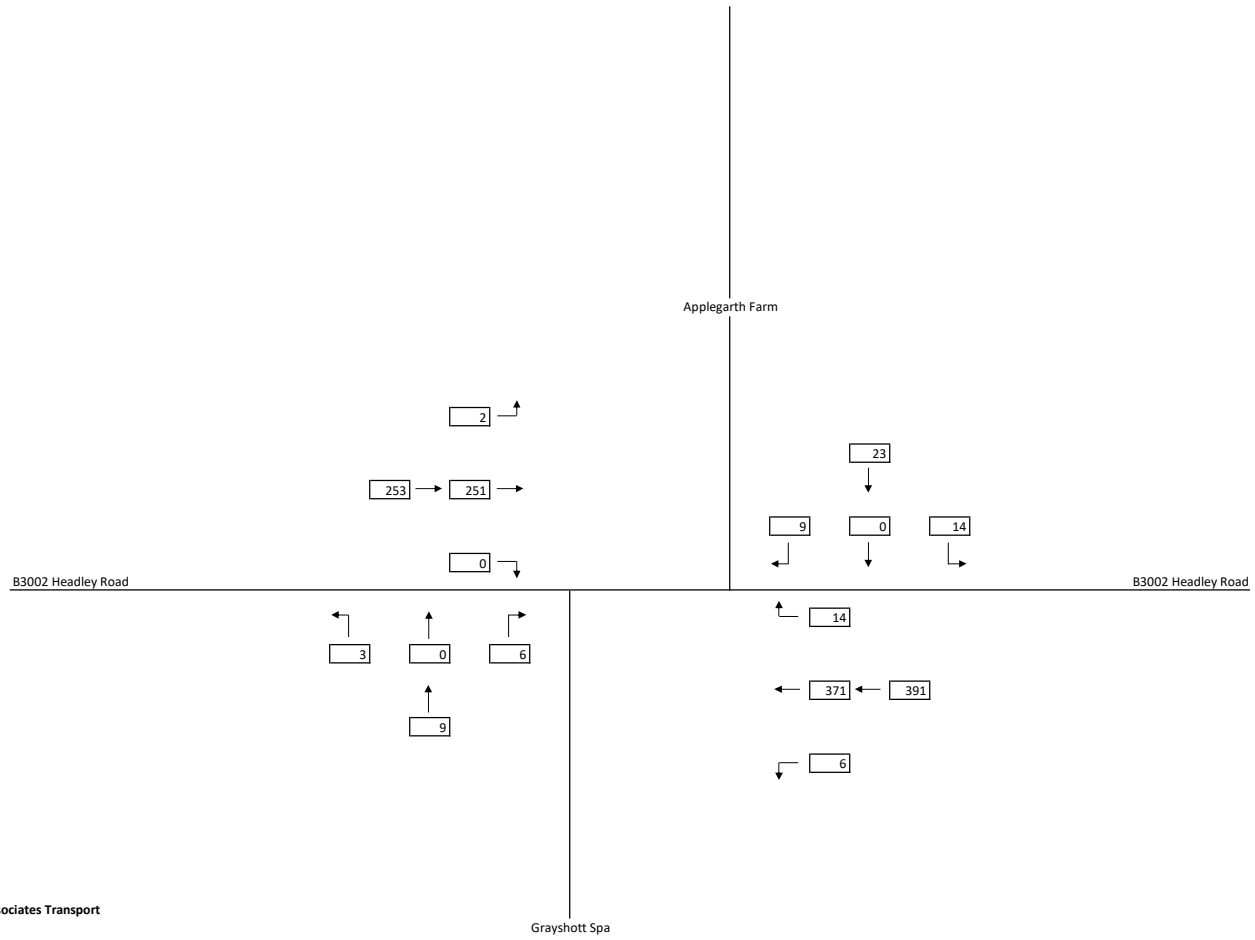
□ PCUs

*Traffic flows taken from Figure 5.1 of Peter Brett Associates Transport Statement dated December 2014 (Applegarth Farm)

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Applegarth Farm
Project:	Applegarth Farm, Hampshire
Job Number:	20-214
Prepared by:	Daniel Grant
Checked by:	Robbie Donaldson

2014 SURVEYED VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
4:00pm - 5:00pm
PM PEAK
FRIDAY 9TH MAY 2014



KEY

□ PCUs

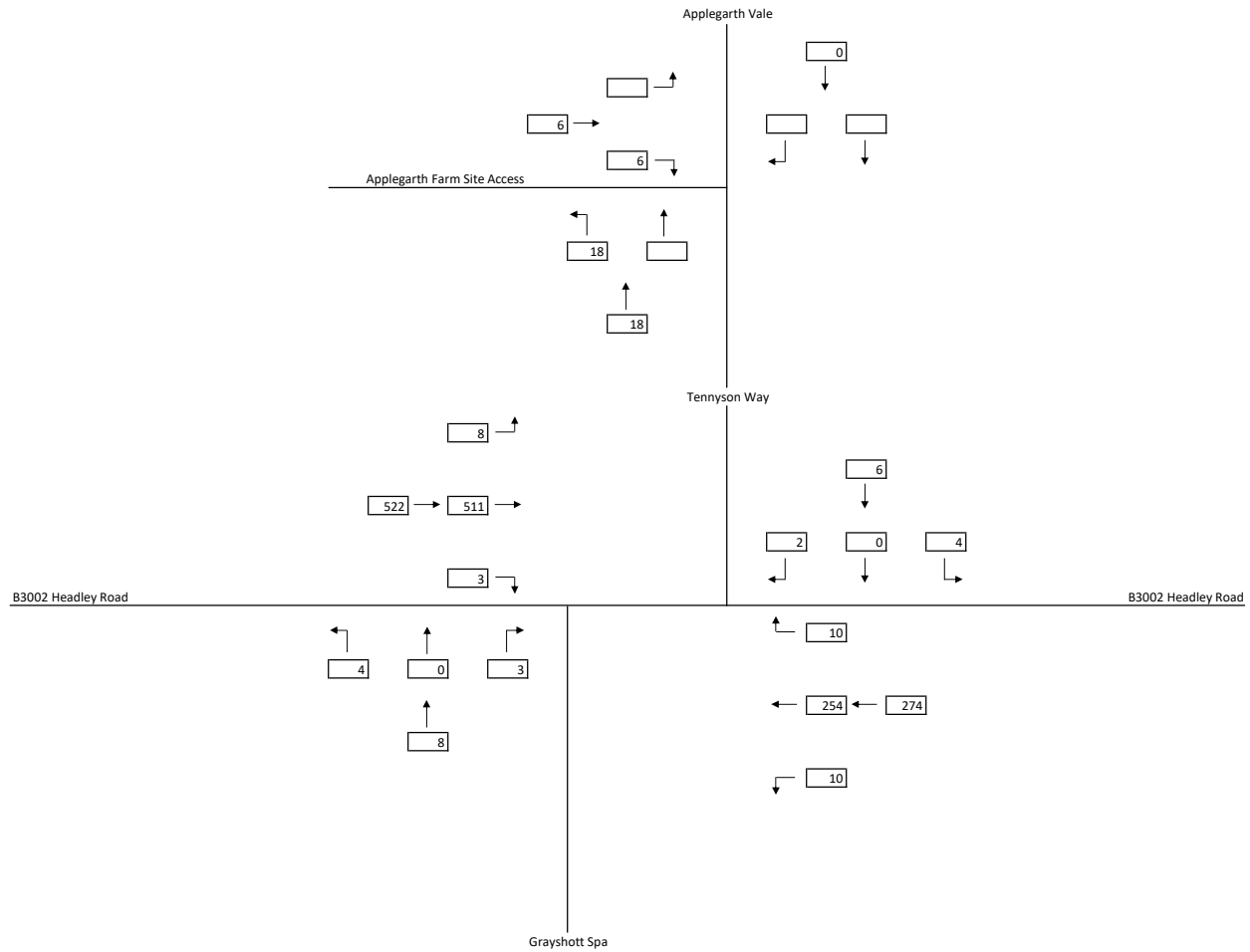
*Traffic flows taken from Figure 5.2 of Peter Brett Associates Transport Statement dated December 2014 (Applegarth Farm)

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client: Applegarth Farm
Project: Applegarth Farm, Hampshire
Job Number: 20-214
Prepared by: Daniel Grant
Checked by: Robbie Donaldson

APPENDIX BGH 10

2021 GROWTHED VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
8:00am - 9:00am
AM PEAK

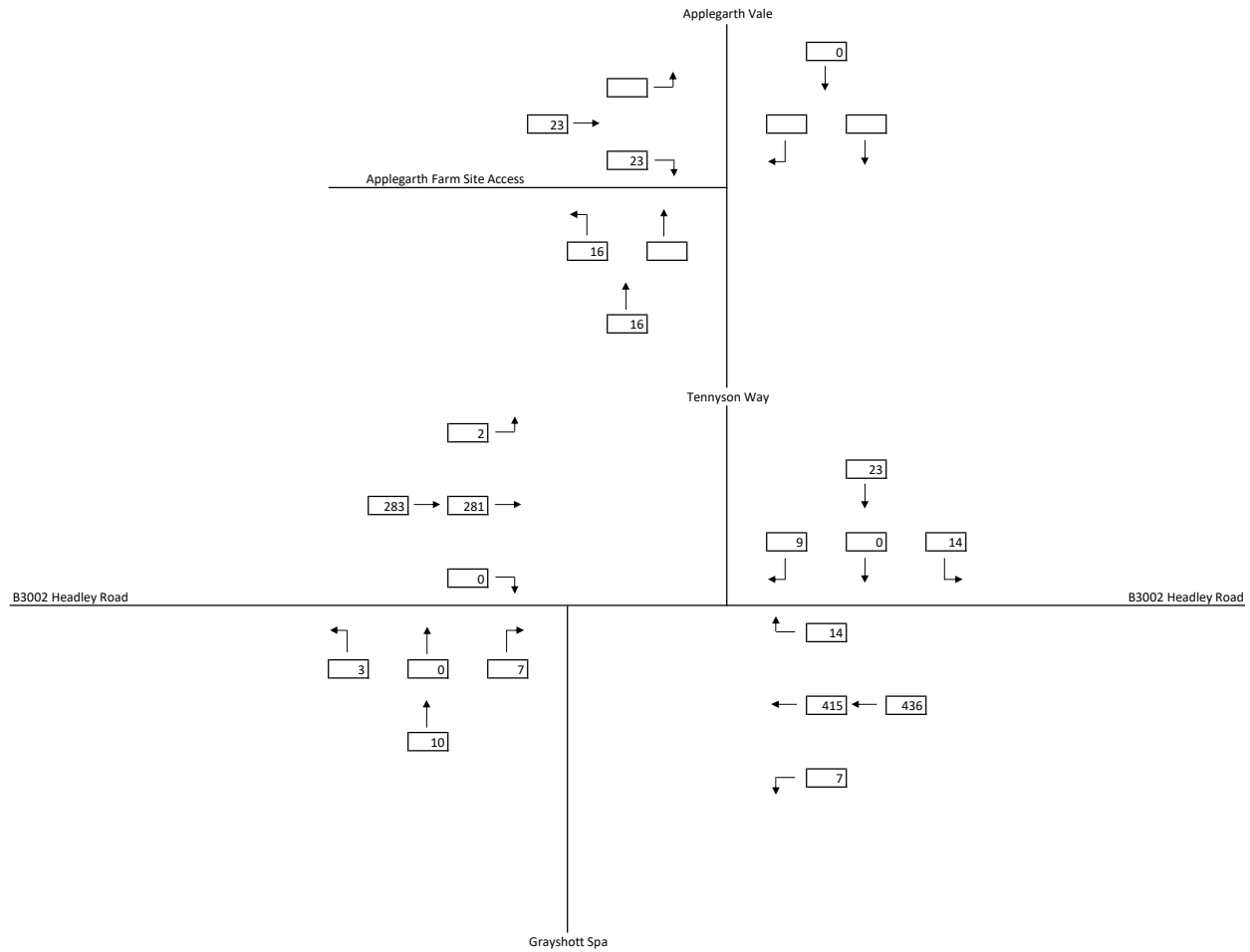


KEY
 [] PCUs

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Applegarth Farm
Project:	Applegarth Farm, Hampshire
Job Number:	20-214
Prepared by:	Daniel Grant
Checked by:	Robbie Donaldson

2021 GROWTHED VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
4:00pm - 5:00pm
PM PEAK



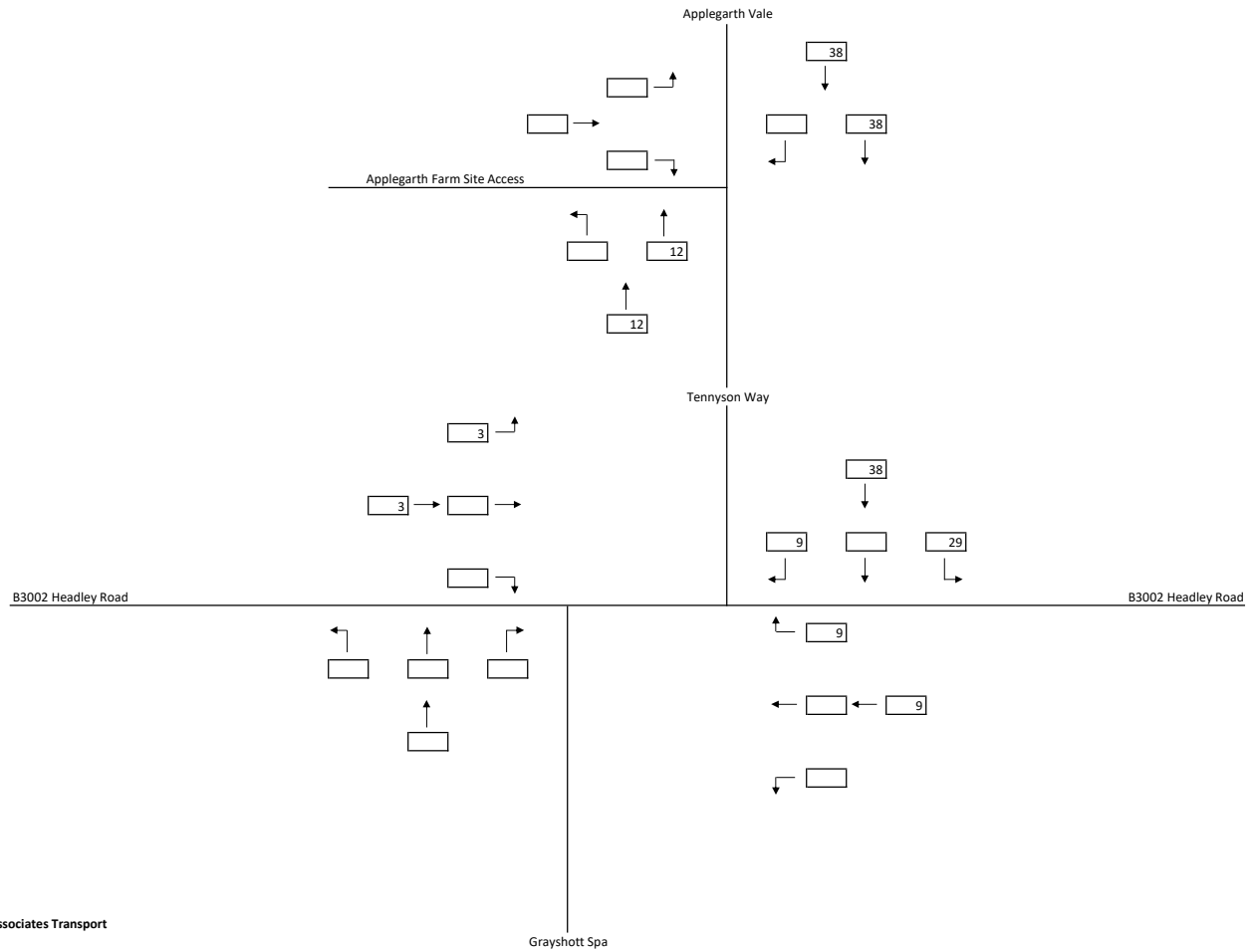
KEY
 [] PCUs

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Applegarth Farm
Project:	Applegarth Farm, Hampshire
Job Number:	20-214
Prepared by:	Daniel Grant
Checked by:	Robbie Donaldson

APPENDIX BGH 11

COMMITTED DEVELOPMENT VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
8:00am - 9:00am
AM PEAK
APPLEGARTH VALE - 80 DWELLINGS



KEY

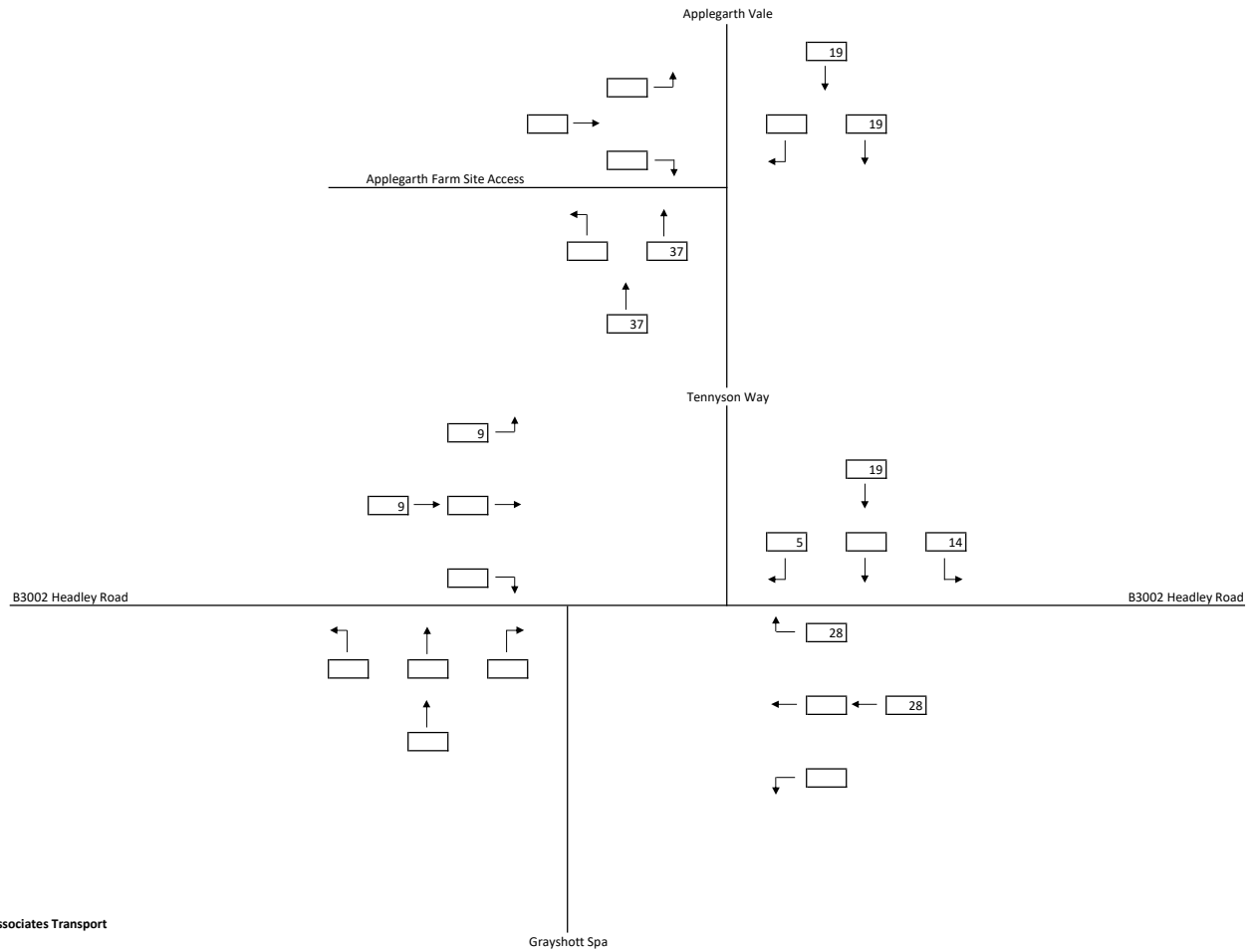
□ PCUs

*Traffic flows taken from Figure 6.11 of Peter Brett Associates Transport Assessment dated August 2015 (Applegarth Vale)

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client: Applegarth Farm
Project: Applegarth Farm, Hampshire
Job Number: 20-214
Prepared by: Daniel Grant
Checked by: Robbie Donaldson

COMMITTED DEVELOPMENT VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
4:00pm - 5:00pm
PM PEAK
APPLEGARTH VALE - 80 DWELLINGS



KEY

□ PCUs

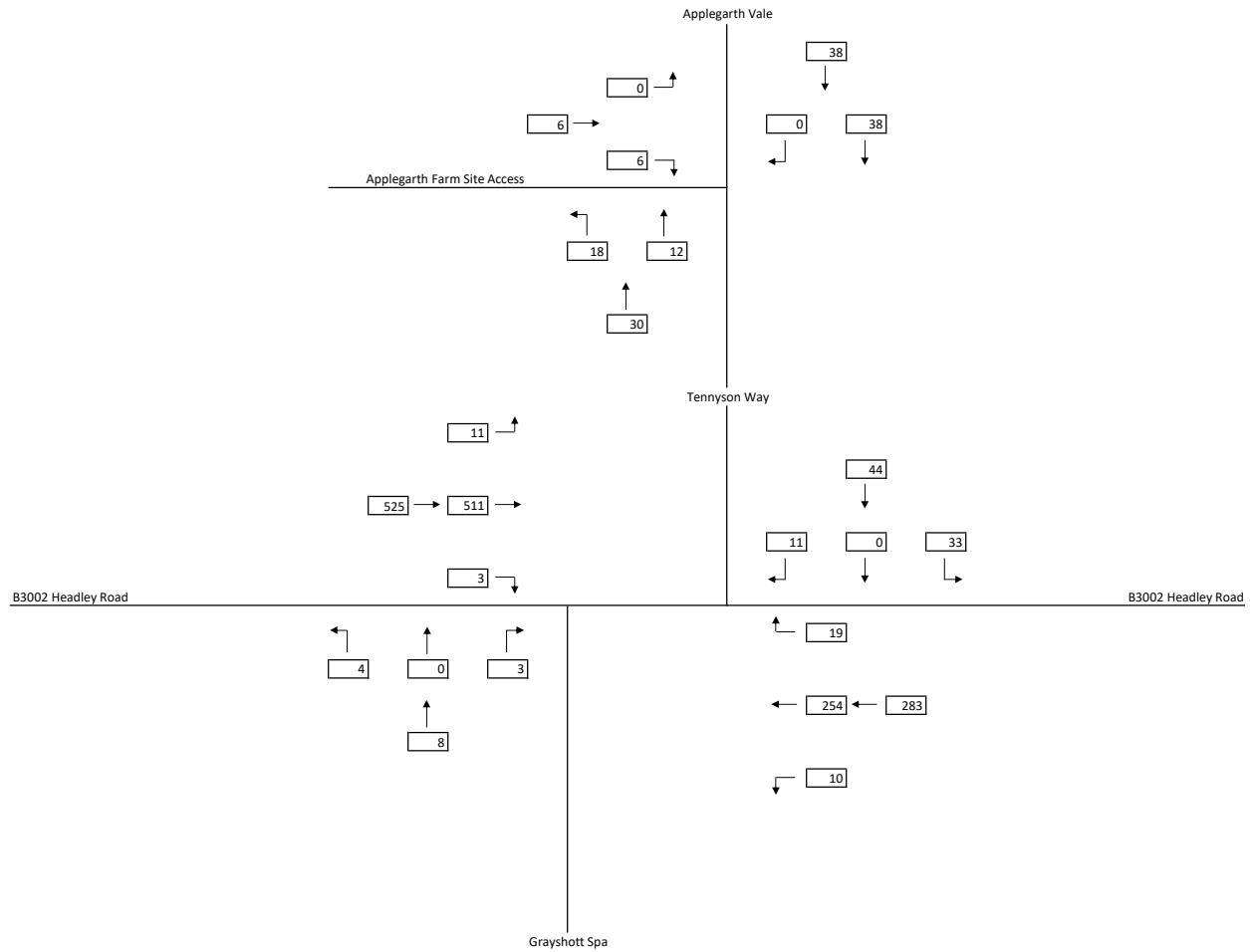
*Traffic flows taken from Figure 6.12 of Peter Brett Associates Transport Assessment dated August 2015 (Applegarth Vale)

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client: Applegarth Farm
Project: Applegarth Farm, Hampshire
Job Number: 20-214
Prepared by: Daniel Grant
Checked by: Robbie Donaldson

APPENDIX BGH 12

2021 EXISTING VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
8:00am - 9:00am
AM PEAK



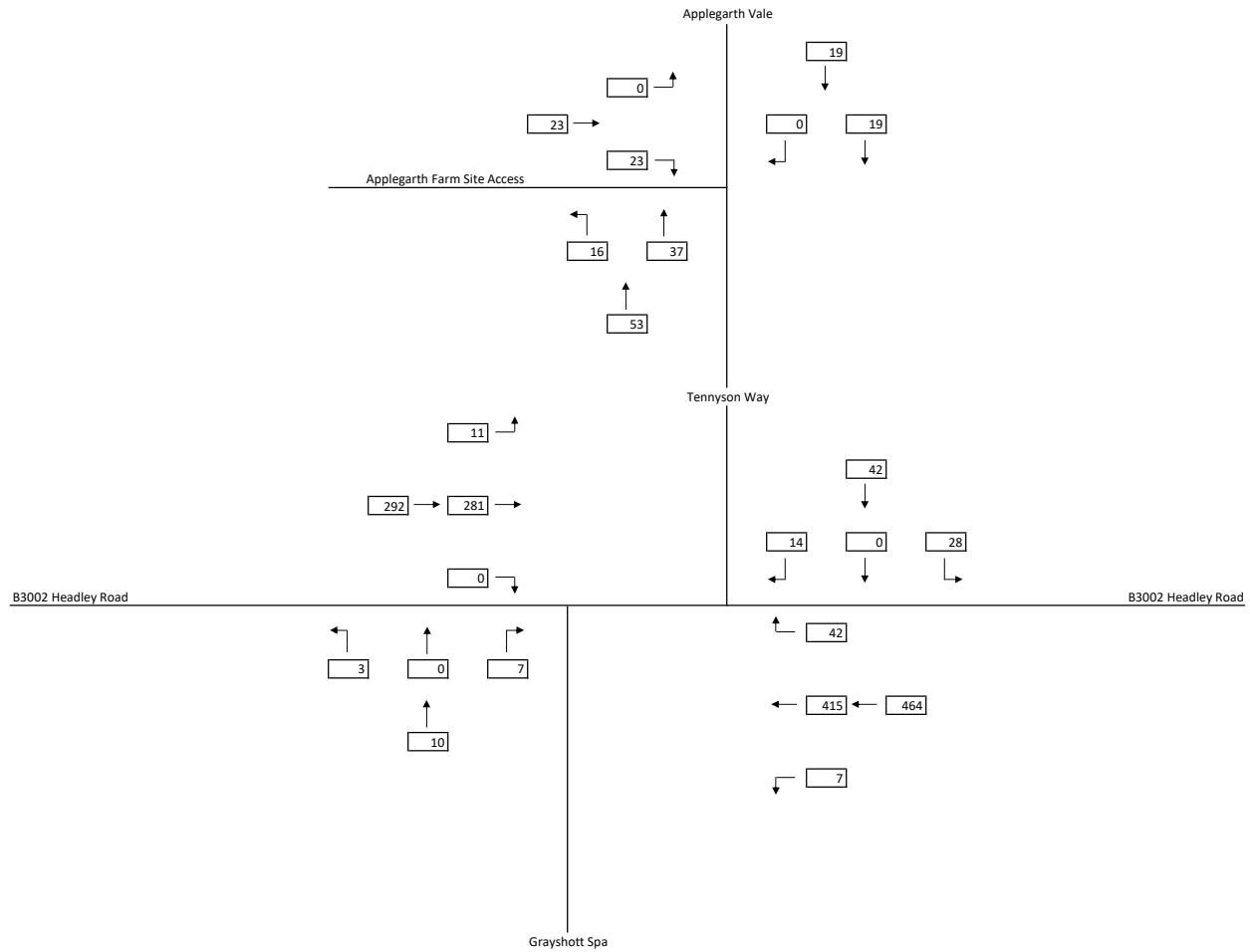
KEY

[] PCUs

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client: Applegarth Farm
Project: Applegarth Farm, Hampshire
Job Number: 20-214
Prepared by: Daniel Grant
Checked by: Robbie Donaldson

2021 EXISTING VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
4:00pm - 5:00pm
PM PEAK



KEY
 [] PCUs

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client: Applegarth Farm
Project: Applegarth Farm, Hampshire
Job Number: 20-214
Prepared by: Daniel Grant
Checked by: Robbie Donaldson

APPENDIX BGH 13

<h1>Junctions 8</h1>
<h2>PICADY 8 - Priority Intersection Module</h2>
Version: 8.0.5.523 [19102,19/06/2015] © Copyright TRL Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
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Filename: 20-214 Tennyson Way-Headley Rd-Grayshott Spa X-Rds.arc8
Path: Y:\2020\20-201 to 20-225\20-214 Applegarth, Hampshire\Technical\Junction Models
Report generation date: 08/03/2021 15:14:59

Summary of junction performance

	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Existing Layout - 2021 Existing								
Stream B-ACD	0.02	8.29	0.02	A	0.03	9.78	0.03	A
Stream A-BCD	0.07	5.33	0.05	A	0.23	4.75	0.11	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.12	8.86	0.11	A	0.11	8.24	0.10	A
Stream C-ABD	0.01	4.27	0.01	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Existing Layout - 2026 Base								
Stream B-ACD	0.02	8.55	0.02	A	0.03	9.78	0.03	A
Stream A-BCD	0.08	5.32	0.05	A	0.27	4.71	0.12	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.14	9.26	0.12	A	0.11	8.46	0.10	A
Stream C-ABD	0.01	4.23	0.01	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Existing Layout - 2026 Predicted								
Stream B-ACD	0.02	8.66	0.02	A	0.03	10.07	0.03	B
Stream A-BCD	0.32	6.01	0.16	A	0.57	5.26	0.24	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.21	10.21	0.18	B	0.48	11.75	0.33	B
Stream C-ABD	0.01	4.16	0.01	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-

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

"D1 - 2021 Existing, AM Peak" model duration: 07:45 - 09:15

"D2 - 2021 Existing, PM Peak" model duration: 15:45 - 17:15

"D3 - 2026 Base, AM Peak" model duration: 07:45 - 09:15

"D4 - 2026 Base, PM Peak" model duration: 15:45 - 17:15

"D5 - 2026 Predicted, AM Peak" model duration: 07:45 - 09:15

"D6 - 2026 Predicted, PM Peak" model duration: 15:45 - 17:15

Run using Junctions 8.0.5.523 at 08/03/2021 15:14:55

File summary

Title	Tennyson Way/B3002 Headley Road/Grayshott Spa Junction
Location	Applegarth Farm, Hampshire
Site Number	
Date	28/01/2021
Version	
Status	(new file)
Identifier	
Client	Applegarth Farm
Jobnumber	20-214
Enumerator	R Donaldson
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

Existing Layout - 2021 Existing, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Existing, AM Peak	2021 Existing	AM Peak		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	7.31	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
B3002 Headley Road (E)	A	B3002 Headley Road (E)		Major
Grayshott Spa	B	Grayshott Spa		Minor
B3002 Headley Road (W)	C	B3002 Headley Road (W)		Major
Tennyson Way	D	Tennyson Way		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
B3002 Headley Road (E)	6.00		0.00		2.20	150.00	✓	0.00
B3002 Headley Road (W)	6.00		0.00		2.20	125.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Grayshott Spa	One lane	3.00										20	20
Tennyson Way	One lane	3.24										90	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	660.830	-	-	-	0.256	0.256	0.256	-	0.256	-	-
1	B-AD	493.923	0.090	0.227	-	-	-	0.143	0.325	0.143	0.090	0.227
1	B-C	636.527	0.098	0.247	-	-	-	-	-	-	0.098	0.247
1	C-B	646.352	0.250	0.250	-	-	-	-	-	-	0.250	0.250
1	D-A	656.979	-	-	-	0.255	0.101	0.255	-	0.101	-	-
1	D-BC	533.016	0.154	0.154	0.351	0.245	0.097	0.245	-	0.097	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
B3002 Headley Road (E)	ONE HOUR	✓	283.00	100.000
Grayshott Spa	ONE HOUR	✓	7.00	100.000
B3002 Headley Road (W)	ONE HOUR	✓	525.00	100.000
Tennyson Way	ONE HOUR	✓	44.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.000	10.000	254.000	19.000
	Grayshott Spa	3.000	0.000	4.000	0.000
	B3002 Headley Road (W)	511.000	3.000	0.000	11.000
	Tennyson Way	33.000	0.000	11.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.00	0.04	0.90	0.07
	Grayshott Spa	0.43	0.00	0.57	0.00
	B3002 Headley Road (W)	0.97	0.01	0.00	0.02
	Tennyson Way	0.75	0.00	0.25	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	1.000	1.000	1.000	1.000
	Grayshott Spa	1.000	1.000	1.000	1.000
	B3002 Headley Road (W)	1.000	1.000	1.000	1.000
	Tennyson Way	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.0	0.0	0.0	0.0
	Grayshott Spa	0.0	0.0	0.0	0.0
	B3002 Headley Road (W)	0.0	0.0	0.0	0.0
	Tennyson Way	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	8.29	0.02	A
A-BCD	0.05	5.33	0.07	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	0.11	8.86	0.12	A
C-ABD	0.01	4.27	0.01	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	5.27	5.23	0.00	482.99	0.011	0.01	7.534	A
A-BCD	19.73	19.58	0.00	695.10	0.028	0.04	5.329	A
A-B	7.32	7.32	0.00	-	-	-	-	-
A-C	186.01	186.01	0.00	-	-	-	-	-
D-ABC	33.13	32.85	0.00	508.25	0.065	0.07	7.569	A
C-ABD	3.92	3.90	0.00	847.79	0.005	0.00	4.265	A
C-D	8.25	8.25	0.00	-	-	-	-	-
C-A	383.08	383.08	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.29	6.28	0.00	465.98	0.014	0.01	7.831	A
A-BCD	25.24	25.19	0.00	703.63	0.036	0.05	5.306	A
A-B	8.68	8.68	0.00	-	-	-	-	-
A-C	220.49	220.49	0.00	-	-	-	-	-
D-ABC	39.56	39.48	0.00	485.90	0.081	0.09	8.063	A
C-ABD	5.16	5.15	0.00	885.12	0.006	0.01	4.090	A
C-D	9.84	9.84	0.00	-	-	-	-	-
C-A	456.97	456.97	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	7.71	7.69	0.00	441.95	0.017	0.02	8.289	A
A-BCD	34.01	33.93	0.00	716.16	0.047	0.07	5.276	A
A-B	10.51	10.51	0.00	-	-	-	-	-
A-C	267.06	267.06	0.00	-	-	-	-	-
D-ABC	48.44	48.32	0.00	454.65	0.107	0.12	8.856	A
C-ABD	7.16	7.15	0.00	934.91	0.008	0.01	3.880	A
C-D	12.03	12.03	0.00	-	-	-	-	-
C-A	558.85	558.85	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	7.71	7.71	0.00	441.93	0.017	0.02	8.290	A
A-BCD	34.04	34.04	0.00	716.18	0.048	0.07	5.278	A
A-B	10.51	10.51	0.00	-	-	-	-	-
A-C	267.04	267.04	0.00	-	-	-	-	-
D-ABC	48.44	48.44	0.00	454.64	0.107	0.12	8.862	A

C-ABD	7.16	7.16	0.00	934.90	0.008	0.01	3.880	A
C-D	12.03	12.03	0.00	-	-	-	-	-
C-A	558.85	558.85	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.29	6.31	0.00	465.95	0.014	0.01	7.832	A
A-BCD	25.27	25.36	0.00	703.67	0.036	0.05	5.308	A
A-B	8.68	8.68	0.00	-	-	-	-	-
A-C	220.46	220.46	0.00	-	-	-	-	-
D-ABC	39.56	39.67	0.00	485.88	0.081	0.09	8.071	A
C-ABD	5.16	5.17	0.00	885.10	0.006	0.01	4.091	A
C-D	9.84	9.84	0.00	-	-	-	-	-
C-A	456.96	456.96	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	5.27	5.28	0.00	482.95	0.011	0.01	7.538	A
A-BCD	19.78	19.83	0.00	695.14	0.028	0.04	5.333	A
A-B	7.32	7.32	0.00	-	-	-	-	-
A-C	185.96	185.96	0.00	-	-	-	-	-
D-ABC	33.13	33.20	0.00	508.22	0.065	0.07	7.581	A
C-ABD	3.93	3.94	0.00	847.76	0.005	0.00	4.265	A
C-D	8.25	8.25	0.00	-	-	-	-	-
C-A	383.07	383.07	0.00	-	-	-	-	-

Existing Layout - 2021 Existing, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Existing, PM Peak	2021 Existing	PM Peak		ONE HOUR	15:45	17:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.27	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
B3002 Headley Road (E)	A	B3002 Headley Road (E)		Major
Grayshott Spa	B	Grayshott Spa		Minor
B3002 Headley Road (W)	C	B3002 Headley Road (W)		Major
Tennyson Way	D	Tennyson Way		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
B3002 Headley Road (E)	6.00		0.00		2.20	150.00	✓	0.00
B3002 Headley Road (W)	6.00		0.00		2.20	125.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Grayshott Spa	One lane	3.00										20	20
Tennyson Way	One lane	3.24										90	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	660.830	-	-	-	0.256	0.256	0.256	-	0.256	-	-
1	B-AD	493.923	0.090	0.227	-	-	-	0.143	0.325	0.143	0.090	0.227
1	B-C	636.527	0.098	0.247	-	-	-	-	-	-	0.098	0.247
1	C-B	646.352	0.250	0.250	-	-	-	-	-	-	0.250	0.250
1	D-A	656.979	-	-	-	0.255	0.101	0.255	-	0.101	-	-
1	D-BC	533.016	0.154	0.154	0.351	0.245	0.097	0.245	-	0.097	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
B3002 Headley Road (E)	ONE HOUR	✓	464.00	100.000
Grayshott Spa	ONE HOUR	✓	10.00	100.000
B3002 Headley Road (W)	ONE HOUR	✓	292.00	100.000
Tennyson Way	ONE HOUR	✓	42.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.000	7.000	415.000	42.000
	Grayshott Spa	7.000	0.000	3.000	0.000
	B3002 Headley Road (W)	281.000	0.000	0.000	11.000
	Tennyson Way	28.000	0.000	14.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.00	0.02	0.89	0.09
	Grayshott Spa	0.70	0.00	0.30	0.00
	B3002 Headley Road (W)	0.96	0.00	0.00	0.04
	Tennyson Way	0.67	0.00	0.33	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	1.000	1.000	1.000	1.000
	Grayshott Spa	1.000	1.000	1.000	1.000
	B3002 Headley Road (W)	1.000	1.000	1.000	1.000
	Tennyson Way	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.0	0.0	0.0	0.0
	Grayshott Spa	0.0	0.0	0.0	0.0
	B3002 Headley Road (W)	0.0	0.0	0.0	0.0
	Tennyson Way	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.03	9.78	0.03	A
A-BCD	0.11	4.75	0.23	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	0.10	8.24	0.11	A
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	7.53	7.46	0.00	427.22	0.018	0.02	8.575	A
A-BCD	49.89	49.49	0.00	808.98	0.062	0.10	4.740	A
A-B	4.97	4.97	0.00	-	-	-	-	-
A-C	294.46	294.46	0.00	-	-	-	-	-
D-ABC	31.62	31.37	0.00	524.90	0.060	0.06	7.291	A
C-ABD	0.00	0.00	0.00	564.15	0.000	0.00	0.000	A
C-D	8.28	8.28	0.00	-	-	-	-	-
C-A	211.55	211.55	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.99	8.97	0.00	407.06	0.022	0.02	9.043	A
A-BCD	67.83	67.64	0.00	844.81	0.080	0.15	4.633	A
A-B	5.79	5.79	0.00	-	-	-	-	-
A-C	343.50	343.50	0.00	-	-	-	-	-
D-ABC	37.76	37.69	0.00	507.54	0.074	0.08	7.662	A
C-ABD	0.00	0.00	0.00	548.14	0.000	0.00	0.000	A
C-D	9.89	9.89	0.00	-	-	-	-	-
C-A	252.61	252.61	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	11.01	10.98	0.00	379.05	0.029	0.03	9.781	A
A-BCD	94.74	94.41	0.00	888.46	0.107	0.23	4.538	A
A-B	6.90	6.90	0.00	-	-	-	-	-
A-C	409.23	409.23	0.00	-	-	-	-	-
D-ABC	46.24	46.14	0.00	483.02	0.096	0.10	8.238	A
C-ABD	0.00	0.00	0.00	526.04	0.000	0.00	0.000	A
C-D	12.11	12.11	0.00	-	-	-	-	-
C-A	309.39	309.39	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	11.01	11.01	0.00	379.00	0.029	0.03	9.782	A
A-BCD	94.87	94.86	0.00	888.59	0.107	0.23	4.541	A
A-B	6.90	6.90	0.00	-	-	-	-	-
A-C	409.10	409.10	0.00	-	-	-	-	-
D-ABC	46.24	46.24	0.00	482.97	0.096	0.11	8.242	A

C-ABD	0.00	0.00	0.00	525.98	0.000	0.00	0.000	A
C-D	12.11	12.11	0.00	-	-	-	-	-
C-A	309.39	309.39	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.99	9.02	0.00	406.97	0.022	0.02	9.046	A
A-BCD	67.99	68.31	0.00	845.01	0.080	0.15	4.641	A
A-B	5.79	5.79	0.00	-	-	-	-	-
A-C	343.35	343.35	0.00	-	-	-	-	-
D-ABC	37.76	37.85	0.00	507.46	0.074	0.08	7.669	A
C-ABD	0.00	0.00	0.00	548.04	0.000	0.00	0.000	A
C-D	9.89	9.89	0.00	-	-	-	-	-
C-A	252.61	252.61	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	7.53	7.55	0.00	427.13	0.018	0.02	8.581	A
A-BCD	50.09	50.29	0.00	809.14	0.062	0.10	4.746	A
A-B	4.96	4.96	0.00	-	-	-	-	-
A-C	294.27	294.27	0.00	-	-	-	-	-
D-ABC	31.62	31.69	0.00	524.80	0.060	0.06	7.303	A
C-ABD	0.00	0.00	0.00	564.05	0.000	0.00	0.000	A
C-D	8.28	8.28	0.00	-	-	-	-	-
C-A	211.55	211.55	0.00	-	-	-	-	-

Existing Layout - 2026 Base, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Base, AM Peak	2026 Base	AM Peak		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	7.52	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
B3002 Headley Road (E)	A	B3002 Headley Road (E)		Major
Grayshott Spa	B	Grayshott Spa		Minor
B3002 Headley Road (W)	C	B3002 Headley Road (W)		Major
Tennyson Way	D	Tennyson Way		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
B3002 Headley Road (E)	6.00		0.00		2.20	150.00	✓	0.00
B3002 Headley Road (W)	6.00		0.00		2.20	125.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Grayshott Spa	One lane	3.00										20	20
Tennyson Way	One lane	3.24										90	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	660.830	-	-	-	0.256	0.256	0.256	-	0.256	-	-
1	B-AD	493.923	0.090	0.227	-	-	-	0.143	0.325	0.143	0.090	0.227
1	B-C	636.527	0.098	0.247	-	-	-	-	-	-	0.098	0.247
1	C-B	646.352	0.250	0.250	-	-	-	-	-	-	0.250	0.250
1	D-A	656.979	-	-	-	0.255	0.101	0.255	-	0.101	-	-
1	D-BC	533.016	0.154	0.154	0.351	0.245	0.097	0.245	-	0.097	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
B3002 Headley Road (E)	ONE HOUR	✓	298.00	100.000
Grayshott Spa	ONE HOUR	✓	9.00	100.000
B3002 Headley Road (W)	ONE HOUR	✓	552.00	100.000
Tennyson Way	ONE HOUR	✓	49.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.000	11.000	267.000	20.000
	Grayshott Spa	4.000	0.000	5.000	0.000
	B3002 Headley Road (W)	537.000	4.000	0.000	11.000
	Tennyson Way	36.000	0.000	13.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.00	0.04	0.90	0.07
	Grayshott Spa	0.44	0.00	0.56	0.00
	B3002 Headley Road (W)	0.97	0.01	0.00	0.02
	Tennyson Way	0.73	0.00	0.27	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	1.000	1.000	1.000	1.000
	Grayshott Spa	1.000	1.000	1.000	1.000
	B3002 Headley Road (W)	1.000	1.000	1.000	1.000
	Tennyson Way	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.0	0.0	0.0	0.0
	Grayshott Spa	0.0	0.0	0.0	0.0
	B3002 Headley Road (W)	0.0	0.0	0.0	0.0
	Tennyson Way	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	8.55	0.02	A
A-BCD	0.05	5.32	0.08	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	0.12	9.26	0.14	A
C-ABD	0.01	4.23	0.01	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.78	6.72	0.00	474.97	0.014	0.01	7.687	A
A-BCD	21.15	20.99	0.00	697.52	0.030	0.04	5.321	A
A-B	8.04	8.04	0.00	-	-	-	-	-
A-C	195.16	195.16	0.00	-	-	-	-	-
D-ABC	36.89	36.57	0.00	499.49	0.074	0.08	7.772	A
C-ABD	5.36	5.34	0.00	857.13	0.006	0.01	4.226	A
C-D	8.23	8.23	0.00	-	-	-	-	-
C-A	401.98	401.98	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.09	8.08	0.00	456.75	0.018	0.02	8.023	A
A-BCD	27.16	27.11	0.00	706.68	0.038	0.05	5.297	A
A-B	9.53	9.53	0.00	-	-	-	-	-
A-C	231.21	231.21	0.00	-	-	-	-	-
D-ABC	44.05	43.96	0.00	475.75	0.093	0.10	8.335	A
C-ABD	7.08	7.07	0.00	895.96	0.008	0.01	4.049	A
C-D	9.82	9.82	0.00	-	-	-	-	-
C-A	479.34	479.34	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.91	9.89	0.00	430.98	0.023	0.02	8.549	A
A-BCD	36.82	36.72	0.00	720.12	0.051	0.08	5.268	A
A-B	11.53	11.53	0.00	-	-	-	-	-
A-C	279.76	279.76	0.00	-	-	-	-	-
D-ABC	53.95	53.81	0.00	442.52	0.122	0.14	9.258	A
C-ABD	9.86	9.85	0.00	947.59	0.010	0.01	3.838	A
C-D	12.00	12.00	0.00	-	-	-	-	-
C-A	585.90	585.90	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.91	9.91	0.00	430.96	0.023	0.02	8.549	A
A-BCD	36.85	36.85	0.00	720.15	0.051	0.08	5.271	A
A-B	11.52	11.52	0.00	-	-	-	-	-
A-C	279.73	279.73	0.00	-	-	-	-	-
D-ABC	53.95	53.95	0.00	442.50	0.122	0.14	9.264	A

C-ABD	9.87	9.87	0.00	947.58	0.010	0.01	3.841	A
C-D	12.00	12.00	0.00	-	-	-	-	-
C-A	585.89	585.89	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.09	8.11	0.00	456.71	0.018	0.02	8.026	A
A-BCD	27.20	27.30	0.00	706.72	0.038	0.05	5.301	A
A-B	9.52	9.52	0.00	-	-	-	-	-
A-C	231.17	231.17	0.00	-	-	-	-	-
D-ABC	44.05	44.19	0.00	475.73	0.093	0.10	8.344	A
C-ABD	7.09	7.10	0.00	895.94	0.008	0.01	4.051	A
C-D	9.82	9.82	0.00	-	-	-	-	-
C-A	479.33	479.33	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.78	6.79	0.00	474.92	0.014	0.01	7.690	A
A-BCD	21.20	21.26	0.00	697.56	0.030	0.04	5.323	A
A-B	8.04	8.04	0.00	-	-	-	-	-
A-C	195.11	195.11	0.00	-	-	-	-	-
D-ABC	36.89	36.98	0.00	499.45	0.074	0.08	7.787	A
C-ABD	5.38	5.39	0.00	857.10	0.006	0.01	4.228	A
C-D	8.23	8.23	0.00	-	-	-	-	-
C-A	401.96	401.96	0.00	-	-	-	-	-

Existing Layout - 2026 Base, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Base, PM Peak	2026 Base	PM Peak		ONE HOUR	15:45	17:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.27	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
B3002 Headley Road (E)	A	B3002 Headley Road (E)		Major
Grayshott Spa	B	Grayshott Spa		Minor
B3002 Headley Road (W)	C	B3002 Headley Road (W)		Major
Tennyson Way	D	Tennyson Way		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
B3002 Headley Road (E)	6.00		0.00		2.20	150.00	✓	0.00
B3002 Headley Road (W)	6.00		0.00		2.20	125.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Grayshott Spa	One lane	3.00										20	20
Tennyson Way	One lane	3.24										90	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	660.830	-	-	-	0.256	0.256	0.256	-	0.256	-	-
1	B-AD	493.923	0.090	0.227	-	-	-	0.143	0.325	0.143	0.090	0.227
1	B-C	636.527	0.098	0.247	-	-	-	-	-	-	0.098	0.247
1	C-B	646.352	0.250	0.250	-	-	-	-	-	-	0.250	0.250
1	D-A	656.979	-	-	-	0.255	0.101	0.255	-	0.101	-	-
1	D-BC	533.016	0.154	0.154	0.351	0.245	0.097	0.245	-	0.097	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
B3002 Headley Road (E)	ONE HOUR	✓	490.00	100.000
Grayshott Spa	ONE HOUR	✓	11.00	100.000
B3002 Headley Road (W)	ONE HOUR	✓	308.00	100.000
Tennyson Way	ONE HOUR	✓	44.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.000	7.000	438.000	45.000
	Grayshott Spa	7.000	0.000	4.000	0.000
	B3002 Headley Road (W)	296.000	0.000	0.000	12.000
	Tennyson Way	29.000	0.000	15.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.00	0.01	0.89	0.09
	Grayshott Spa	0.64	0.00	0.36	0.00
	B3002 Headley Road (W)	0.96	0.00	0.00	0.04
	Tennyson Way	0.66	0.00	0.34	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	1.000	1.000	1.000	1.000
	Grayshott Spa	1.000	1.000	1.000	1.000
	B3002 Headley Road (W)	1.000	1.000	1.000	1.000
	Tennyson Way	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.0	0.0	0.0	0.0
	Grayshott Spa	0.0	0.0	0.0	0.0
	B3002 Headley Road (W)	0.0	0.0	0.0	0.0
	Tennyson Way	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.03	9.78	0.03	A
A-BCD	0.12	4.71	0.27	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	0.10	8.46	0.11	A
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.28	8.20	0.00	430.74	0.019	0.02	8.519	A
A-BCD	56.67	56.19	0.00	822.26	0.069	0.12	4.700	A
A-B	4.91	4.91	0.00	-	-	-	-	-
A-C	307.32	307.32	0.00	-	-	-	-	-
D-ABC	33.13	32.85	0.00	518.55	0.064	0.07	7.409	A
C-ABD	0.00	0.00	0.00	559.62	0.000	0.00	0.000	A
C-D	9.03	9.03	0.00	-	-	-	-	-
C-A	222.84	222.84	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.89	9.87	0.00	409.58	0.024	0.02	9.006	A
A-BCD	75.03	74.83	0.00	855.43	0.088	0.17	4.615	A
A-B	5.75	5.75	0.00	-	-	-	-	-
A-C	359.72	359.72	0.00	-	-	-	-	-
D-ABC	39.56	39.49	0.00	500.01	0.079	0.09	7.816	A
C-ABD	0.00	0.00	0.00	542.72	0.000	0.00	0.000	A
C-D	10.79	10.79	0.00	-	-	-	-	-
C-A	266.10	266.10	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	12.11	12.08	0.00	380.13	0.032	0.03	9.781	A
A-BCD	105.53	105.13	0.00	901.54	0.117	0.27	4.523	A
A-B	6.83	6.83	0.00	-	-	-	-	-
A-C	427.15	427.15	0.00	-	-	-	-	-
D-ABC	48.44	48.33	0.00	473.79	0.102	0.11	8.460	A
C-ABD	0.00	0.00	0.00	519.41	0.000	0.00	0.000	A
C-D	13.21	13.21	0.00	-	-	-	-	-
C-A	325.90	325.90	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	12.11	12.11	0.00	380.07	0.032	0.03	9.783	A
A-BCD	105.69	105.68	0.00	901.70	0.117	0.27	4.528	A
A-B	6.82	6.82	0.00	-	-	-	-	-
A-C	426.99	426.99	0.00	-	-	-	-	-
D-ABC	48.44	48.44	0.00	473.73	0.102	0.11	8.464	A

C-ABD	0.00	0.00	0.00	519.34	0.000	0.00	0.000	A
C-D	13.21	13.21	0.00	-	-	-	-	-
C-A	325.90	325.90	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.89	9.92	0.00	409.47	0.024	0.02	9.012	A
A-BCD	75.23	75.61	0.00	855.67	0.088	0.18	4.622	A
A-B	5.75	5.75	0.00	-	-	-	-	-
A-C	359.52	359.52	0.00	-	-	-	-	-
D-ABC	39.56	39.66	0.00	499.93	0.079	0.09	7.823	A
C-ABD	0.00	0.00	0.00	542.61	0.000	0.00	0.000	A
C-D	10.79	10.79	0.00	-	-	-	-	-
C-A	266.10	266.10	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.28	8.30	0.00	430.64	0.019	0.02	8.524	A
A-BCD	56.93	57.14	0.00	822.46	0.069	0.12	4.707	A
A-B	4.91	4.91	0.00	-	-	-	-	-
A-C	307.06	307.06	0.00	-	-	-	-	-
D-ABC	33.13	33.20	0.00	518.43	0.064	0.07	7.422	A
C-ABD	0.00	0.00	0.00	559.51	0.000	0.00	0.000	A
C-D	9.03	9.03	0.00	-	-	-	-	-
C-A	222.84	222.84	0.00	-	-	-	-	-

Existing Layout - 2026 Predicted, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Predicted, AM Peak	2026 Predicted	AM Peak		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	7.63	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
B3002 Headley Road (E)	A	B3002 Headley Road (E)		Major
Grayshott Spa	B	Grayshott Spa		Minor
B3002 Headley Road (W)	C	B3002 Headley Road (W)		Major
Tennyson Way	D	Tennyson Way		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
B3002 Headley Road (E)	6.00		0.00		2.20	150.00	✓	0.00
B3002 Headley Road (W)	6.00		0.00		2.20	125.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Grayshott Spa	One lane	3.00										20	20
Tennyson Way	One lane	3.24										90	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	660.830	-	-	-	0.256	0.256	0.256	-	0.256	-	-
1	B-AD	493.923	0.090	0.227	-	-	-	0.143	0.325	0.143	0.090	0.227
1	B-C	636.527	0.098	0.247	-	-	-	-	-	-	0.098	0.247
1	C-B	646.352	0.250	0.250	-	-	-	-	-	-	0.250	0.250
1	D-A	656.979	-	-	-	0.255	0.101	0.255	-	0.101	-	-
1	D-BC	533.016	0.154	0.154	0.351	0.245	0.097	0.245	-	0.097	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
B3002 Headley Road (E)	ONE HOUR	✓	339.00	100.000
Grayshott Spa	ONE HOUR	✓	9.00	100.000
B3002 Headley Road (W)	ONE HOUR	✓	585.00	100.000
Tennyson Way	ONE HOUR	✓	69.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.000	11.000	267.000	61.000
	Grayshott Spa	4.000	0.000	5.000	0.000
	B3002 Headley Road (W)	537.000	4.000	0.000	44.000
	Tennyson Way	50.000	0.000	19.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.00	0.03	0.79	0.18
	Grayshott Spa	0.44	0.00	0.56	0.00
	B3002 Headley Road (W)	0.92	0.01	0.00	0.08
	Tennyson Way	0.72	0.00	0.28	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	1.000	1.000	1.000	1.000
	Grayshott Spa	1.000	1.000	1.000	1.000
	B3002 Headley Road (W)	1.000	1.000	1.000	1.000
	Tennyson Way	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.0	0.0	0.0	0.0
	Grayshott Spa	0.0	0.0	0.0	0.0
	B3002 Headley Road (W)	0.0	0.0	0.0	0.0
	Tennyson Way	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	8.66	0.02	A
A-BCD	0.16	6.01	0.32	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	0.18	10.21	0.21	B
C-ABD	0.01	4.16	0.01	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.78	6.72	0.00	471.45	0.014	0.01	7.745	A
A-BCD	64.72	64.10	0.00	691.89	0.094	0.15	5.732	A
A-B	7.54	7.54	0.00	-	-	-	-	-
A-C	182.96	182.96	0.00	-	-	-	-	-
D-ABC	51.95	51.48	0.00	490.32	0.106	0.12	8.195	A
C-ABD	5.52	5.50	0.00	870.97	0.006	0.01	4.159	A
C-D	32.94	32.94	0.00	-	-	-	-	-
C-A	401.96	401.96	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.09	8.08	0.00	452.39	0.018	0.02	8.102	A
A-BCD	85.05	84.81	0.00	702.75	0.121	0.21	5.830	A
A-B	8.69	8.69	0.00	-	-	-	-	-
A-C	211.01	211.01	0.00	-	-	-	-	-
D-ABC	62.03	61.89	0.00	464.69	0.133	0.15	8.934	A
C-ABD	7.32	7.31	0.00	911.90	0.008	0.01	3.979	A
C-D	39.27	39.27	0.00	-	-	-	-	-
C-A	479.31	479.31	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.91	9.89	0.00	425.41	0.023	0.02	8.663	A
A-BCD	116.80	116.37	0.00	716.97	0.163	0.32	5.999	A
A-B	10.15	10.15	0.00	-	-	-	-	-
A-C	246.30	246.30	0.00	-	-	-	-	-
D-ABC	75.97	75.73	0.00	428.62	0.177	0.21	10.193	B
C-ABD	10.24	10.23	0.00	966.05	0.011	0.01	3.765	A
C-D	48.00	48.00	0.00	-	-	-	-	-
C-A	585.85	585.85	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.91	9.91	0.00	425.33	0.023	0.02	8.665	A
A-BCD	116.94	116.93	0.00	717.14	0.163	0.32	6.007	A
A-B	10.14	10.14	0.00	-	-	-	-	-
A-C	246.16	246.16	0.00	-	-	-	-	-
D-ABC	75.97	75.96	0.00	428.57	0.177	0.21	10.209	B

C-ABD	10.25	10.25	0.00	966.01	0.011	0.01	3.768	A
C-D	48.00	48.00	0.00	-	-	-	-	-
C-A	585.85	585.85	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.09	8.11	0.00	452.27	0.018	0.02	8.106	A
A-BCD	85.22	85.63	0.00	703.00	0.121	0.22	5.840	A
A-B	8.69	8.69	0.00	-	-	-	-	-
A-C	210.85	210.85	0.00	-	-	-	-	-
D-ABC	62.03	62.26	0.00	464.60	0.134	0.16	8.952	A
C-ABD	7.32	7.34	0.00	911.82	0.008	0.01	3.981	A
C-D	39.27	39.27	0.00	-	-	-	-	-
C-A	479.31	479.31	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.78	6.79	0.00	471.33	0.014	0.01	7.751	A
A-BCD	64.95	65.20	0.00	692.09	0.094	0.16	5.748	A
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	182.74	182.74	0.00	-	-	-	-	-
D-ABC	51.95	52.09	0.00	490.19	0.106	0.12	8.221	A
C-ABD	5.54	5.55	0.00	870.89	0.006	0.01	4.161	A
C-D	32.93	32.93	0.00	-	-	-	-	-
C-A	401.95	401.95	0.00	-	-	-	-	-

Existing Layout - 2026 Predicted, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Predicted, PM Peak	2026 Predicted	PM Peak		ONE HOUR	15:45	17:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	8.13	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
B3002 Headley Road (E)	A	B3002 Headley Road (E)		Major
Grayshott Spa	B	Grayshott Spa		Minor
B3002 Headley Road (W)	C	B3002 Headley Road (W)		Major
Tennyson Way	D	Tennyson Way		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
B3002 Headley Road (E)	6.00		0.00		2.20	150.00	✓	0.00
B3002 Headley Road (W)	6.00		0.00		2.20	125.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Grayshott Spa	One lane	3.00										20	20
Tennyson Way	One lane	3.24										90	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	660.830	-	-	-	0.256	0.256	0.256	-	0.256	-	-
1	B-AD	493.923	0.090	0.227	-	-	-	0.143	0.325	0.143	0.090	0.227
1	B-C	636.527	0.098	0.247	-	-	-	-	-	-	0.098	0.247
1	C-B	646.352	0.250	0.250	-	-	-	-	-	-	0.250	0.250
1	D-A	656.979	-	-	-	0.255	0.101	0.255	-	0.101	-	-
1	D-BC	533.016	0.154	0.154	0.351	0.245	0.097	0.245	-	0.097	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
B3002 Headley Road (E)	ONE HOUR	✓	536.00	100.000
Grayshott Spa	ONE HOUR	✓	11.00	100.000
B3002 Headley Road (W)	ONE HOUR	✓	314.00	100.000
Tennyson Way	ONE HOUR	✓	134.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.000	7.000	438.000	91.000
	Grayshott Spa	7.000	0.000	4.000	0.000
	B3002 Headley Road (W)	296.000	0.000	0.000	18.000
	Tennyson Way	84.000	0.000	50.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.00	0.01	0.82	0.17
	Grayshott Spa	0.64	0.00	0.36	0.00
	B3002 Headley Road (W)	0.94	0.00	0.00	0.06
	Tennyson Way	0.63	0.00	0.37	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	1.000	1.000	1.000	1.000
	Grayshott Spa	1.000	1.000	1.000	1.000
	B3002 Headley Road (W)	1.000	1.000	1.000	1.000
	Tennyson Way	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		B3002 Headley Road (E)	Grayshott Spa	B3002 Headley Road (W)	Tennyson Way
From	B3002 Headley Road (E)	0.0	0.0	0.0	0.0
	Grayshott Spa	0.0	0.0	0.0	0.0
	B3002 Headley Road (W)	0.0	0.0	0.0	0.0
	Tennyson Way	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.03	10.07	0.03	B
A-BCD	0.24	5.26	0.57	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	0.33	11.75	0.48	B
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.28	8.20	0.00	423.95	0.020	0.02	8.659	A
A-BCD	114.68	113.63	0.00	821.32	0.140	0.26	5.086	A
A-B	4.54	4.54	0.00	-	-	-	-	-
A-C	284.30	284.30	0.00	-	-	-	-	-
D-ABC	100.88	99.89	0.00	504.56	0.200	0.25	8.875	A
C-ABD	0.00	0.00	0.00	553.03	0.000	0.00	0.000	A
C-D	13.55	13.55	0.00	-	-	-	-	-
C-A	222.84	222.84	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.89	9.87	0.00	401.31	0.025	0.03	9.196	A
A-BCD	151.95	151.55	0.00	854.50	0.178	0.36	5.126	A
A-B	5.19	5.19	0.00	-	-	-	-	-
A-C	324.71	324.71	0.00	-	-	-	-	-
D-ABC	120.46	120.14	0.00	483.61	0.249	0.33	9.895	A
C-ABD	0.00	0.00	0.00	534.71	0.000	0.00	0.000	A
C-D	16.18	16.18	0.00	-	-	-	-	-
C-A	266.10	266.10	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	12.11	12.08	0.00	369.91	0.033	0.03	10.060	B
A-BCD	217.91	217.11	0.00	904.15	0.241	0.56	5.248	A
A-B	5.86	5.86	0.00	-	-	-	-	-
A-C	366.39	366.39	0.00	-	-	-	-	-
D-ABC	147.54	146.95	0.00	453.85	0.325	0.47	11.708	B
C-ABD	0.00	0.00	0.00	509.58	0.000	0.00	0.000	A
C-D	19.82	19.82	0.00	-	-	-	-	-
C-A	325.90	325.90	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	12.11	12.11	0.00	369.73	0.033	0.03	10.066	B
A-BCD	218.24	218.22	0.00	904.51	0.241	0.57	5.262	A
A-B	5.85	5.85	0.00	-	-	-	-	-
A-C	366.05	366.05	0.00	-	-	-	-	-
D-ABC	147.54	147.52	0.00	453.73	0.325	0.48	11.754	B

C-ABD	0.00	0.00	0.00	509.38	0.000	0.00	0.000	A
C-D	19.82	19.82	0.00	-	-	-	-	-
C-A	325.90	325.90	0.00	-	-	-	-	-

Main results: (16:45-17:00)

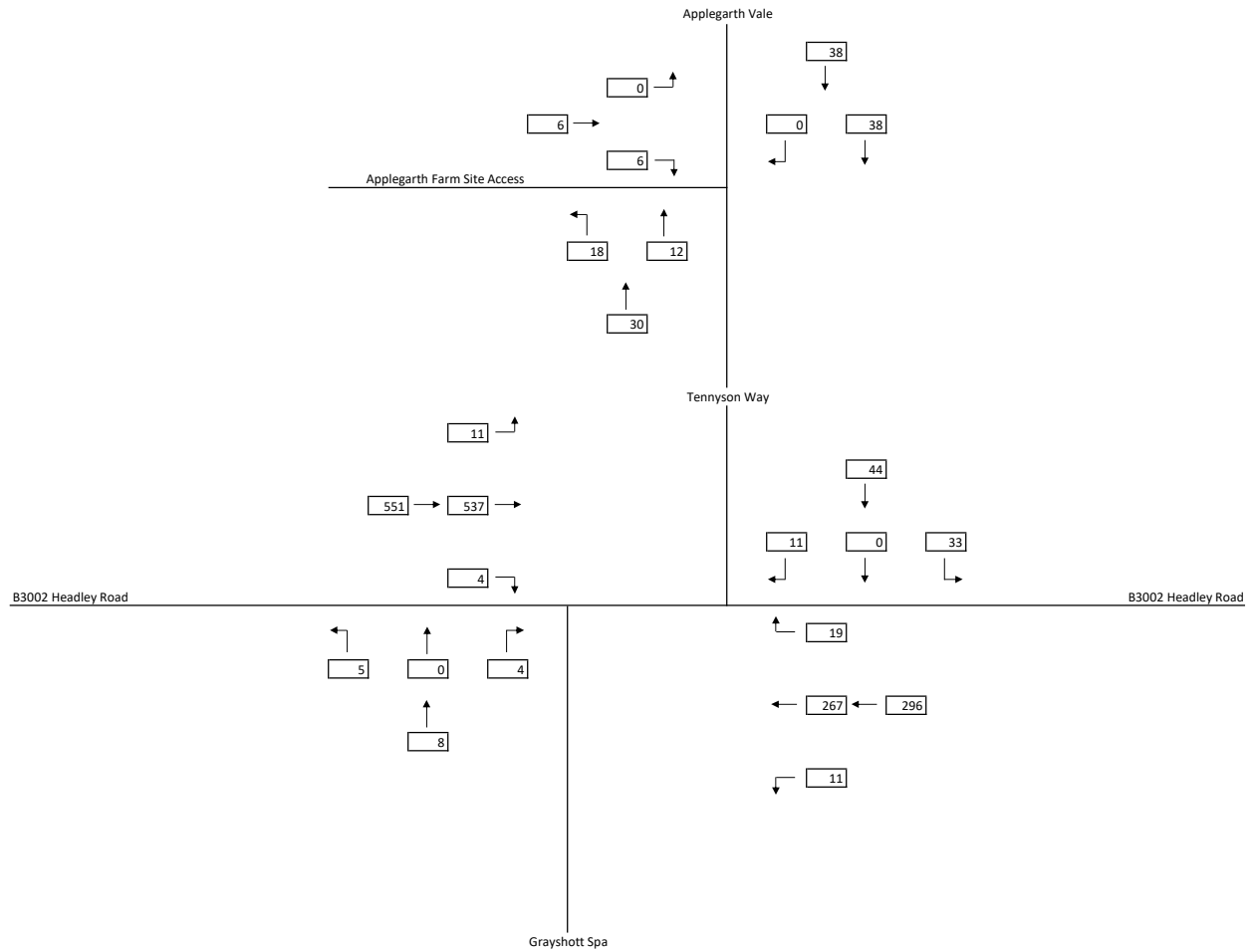
Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.89	9.92	0.00	401.04	0.025	0.03	9.204	A
A-BCD	152.34	153.11	0.00	855.02	0.178	0.38	5.145	A
A-B	5.18	5.18	0.00	-	-	-	-	-
A-C	324.33	324.33	0.00	-	-	-	-	-
D-ABC	120.46	121.03	0.00	483.44	0.249	0.34	9.950	A
C-ABD	0.00	0.00	0.00	534.43	0.000	0.00	0.000	A
C-D	16.18	16.18	0.00	-	-	-	-	-
C-A	266.10	266.10	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.28	8.30	0.00	423.67	0.020	0.02	8.668	A
A-BCD	115.25	115.67	0.00	821.76	0.140	0.27	5.107	A
A-B	4.53	4.53	0.00	-	-	-	-	-
A-C	283.75	283.75	0.00	-	-	-	-	-
D-ABC	100.88	101.22	0.00	504.31	0.200	0.25	8.938	A
C-ABD	0.00	0.00	0.00	552.73	0.000	0.00	0.000	A
C-D	13.55	13.55	0.00	-	-	-	-	-
C-A	222.84	222.84	0.00	-	-	-	-	-

APPENDIX BGH 14

2026 GROWTHED VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
8:00am - 9:00am
AM PEAK

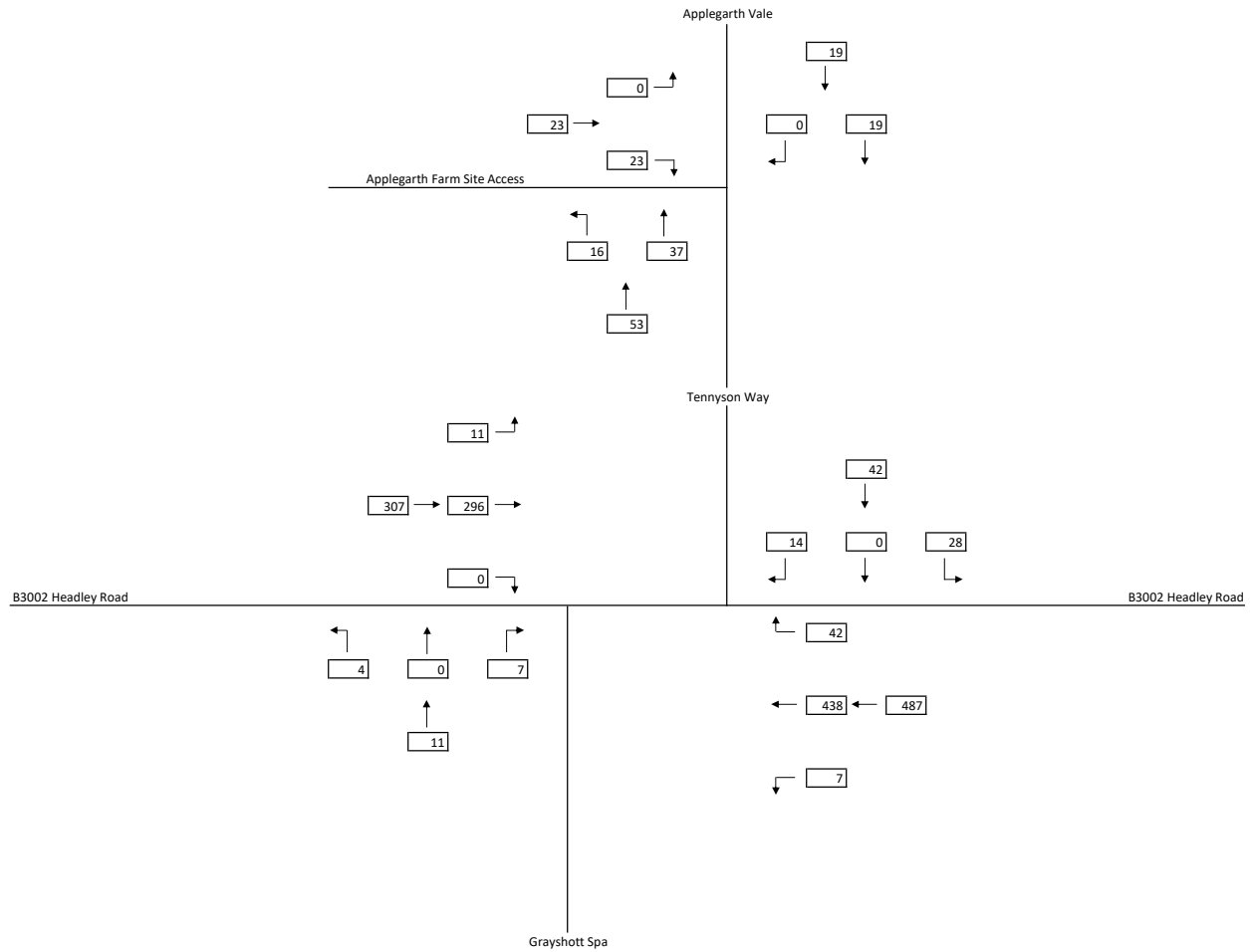


KEY
 [] PCUs

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Applegarth Farm
Project:	Applegarth Farm, Hampshire
Job Number:	20-214
Prepared by:	Daniel Grant
Checked by:	Robbie Donaldson

2026 GROWTHED VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
4:00pm - 5:00pm
PM PEAK



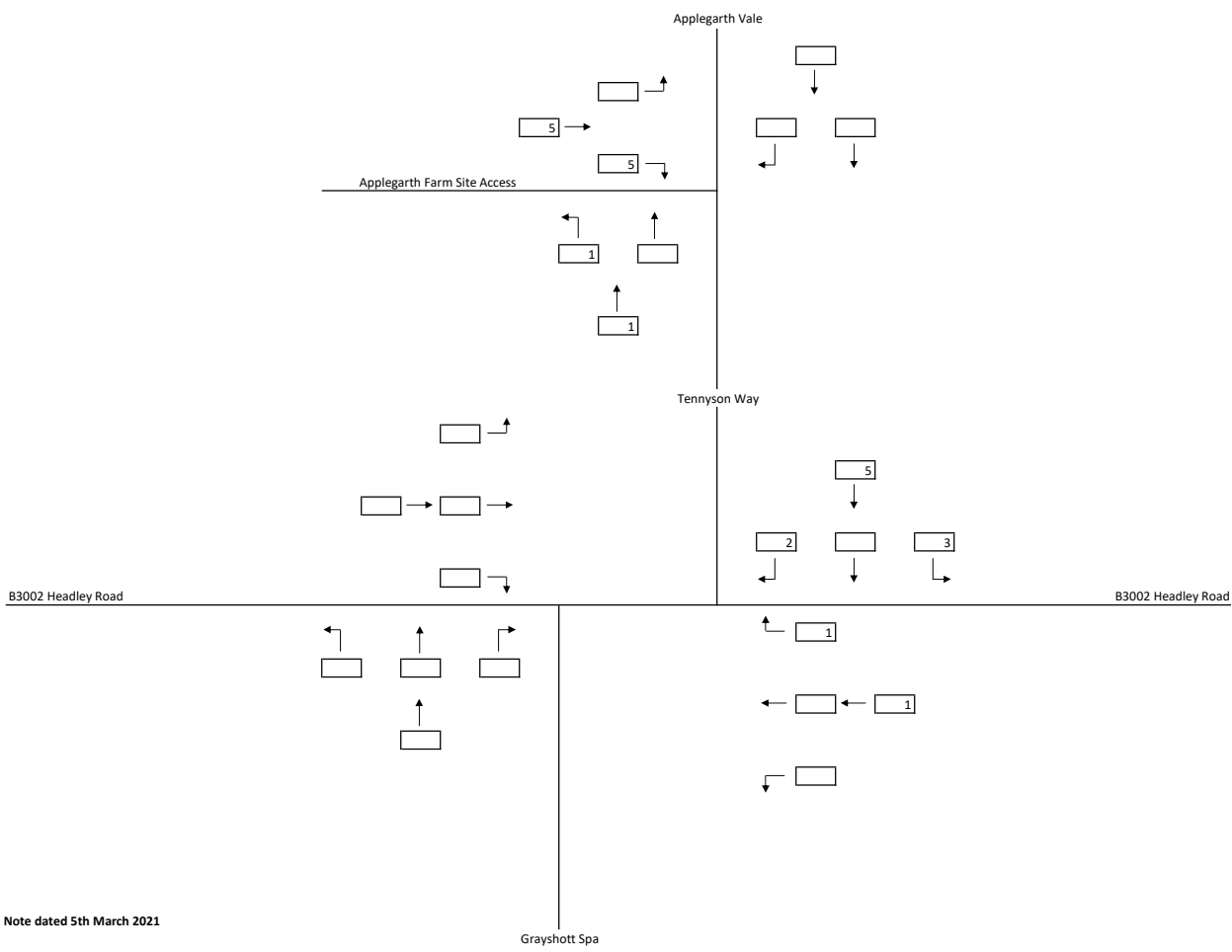
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 [] PCUs

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Applegarth Farm
Project:	Applegarth Farm, Hampshire
Job Number:	20-214
Prepared by:	Daniel Grant
Checked by:	Robbie Donaldson

APPENDIX BGH 15


ECOPODS DEVELOPMENT GENERATED FLOWS
APPLEGARTH, HAMPSHIRE
8:00am - 9:00am
AM PEAK



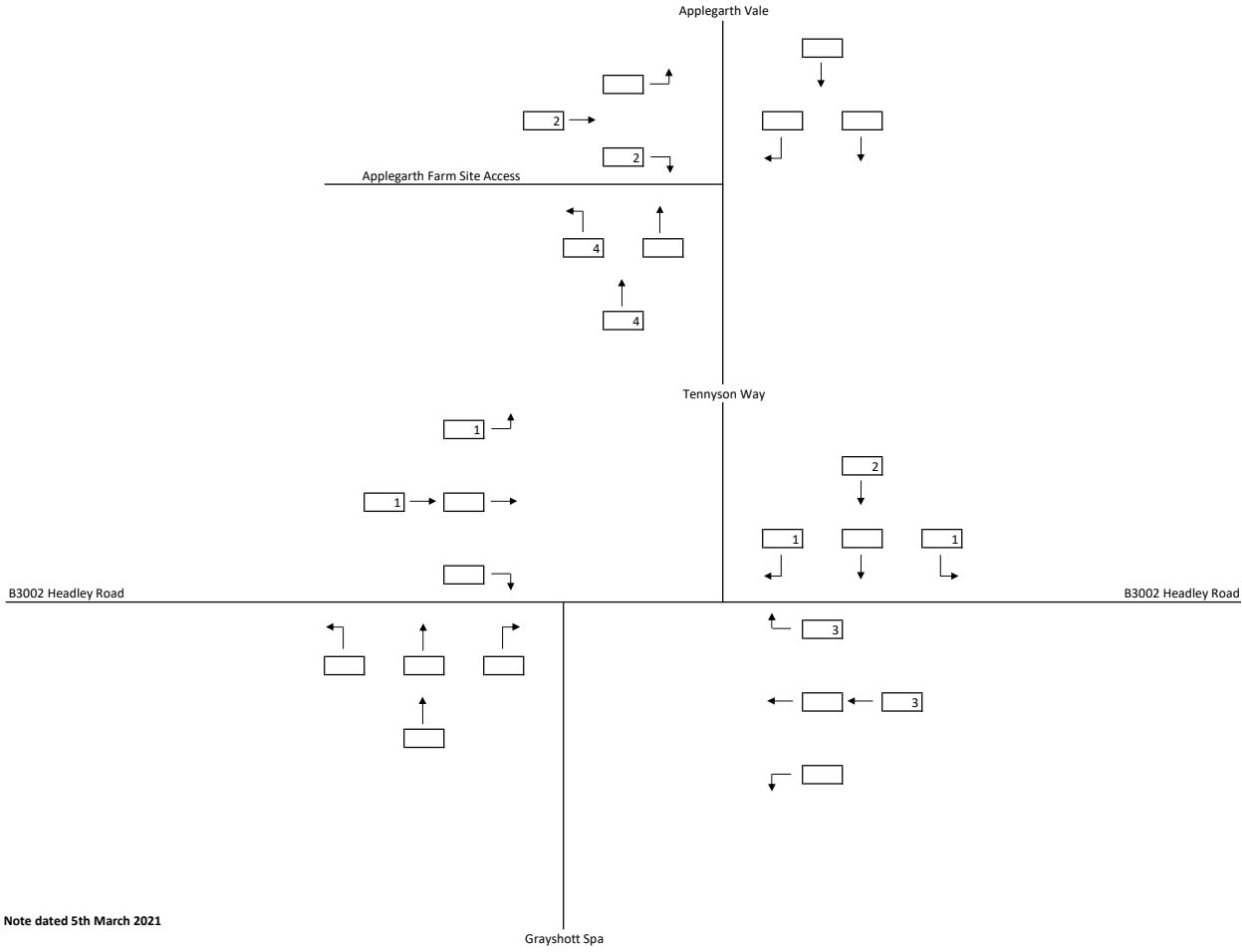
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□ PCUs

*Traffic flows from Table 1 of BGH Highways Technical Note dated 5th March 2021 (document ref. 20-214-004.01)

 <p>BRYAN G HALL CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS</p>	
<p>Client: Applegarth Farm Project: Applegarth Farm, Hampshire Job Number: 20-214 Prepared by: Daniel Grant Checked by: Robbie Donaldson</p>	

ECOPODS DEVELOPMENT GENERATED FLOWS
APPLEGARTH, HAMPSHIRE
4:00pm - 5:00pm
PM PEAK



KEY

□ PCUs

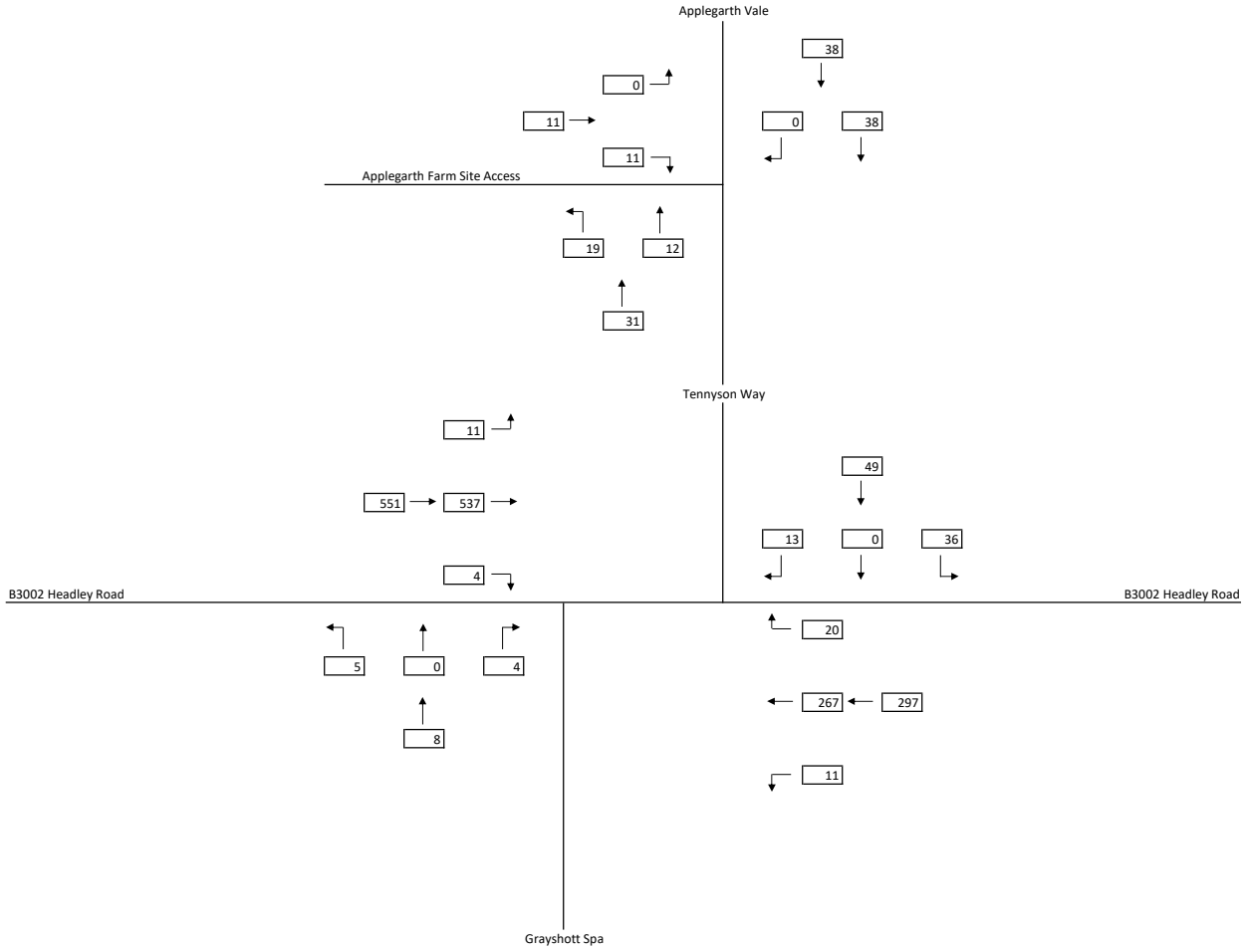
*Traffic flows from Table 1 of BGH Highways Technical Note dated 5th March 2021 (document ref. 20-214-004.01)

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Applegarth Farm
Project:	Applegarth Farm, Hampshire
Job Number:	20-214
Prepared by:	Daniel Grant
Checked by:	Robbie Donaldson

APPENDIX BGH 16

2026 BASE VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
8:00am - 9:00am
AM PEAK

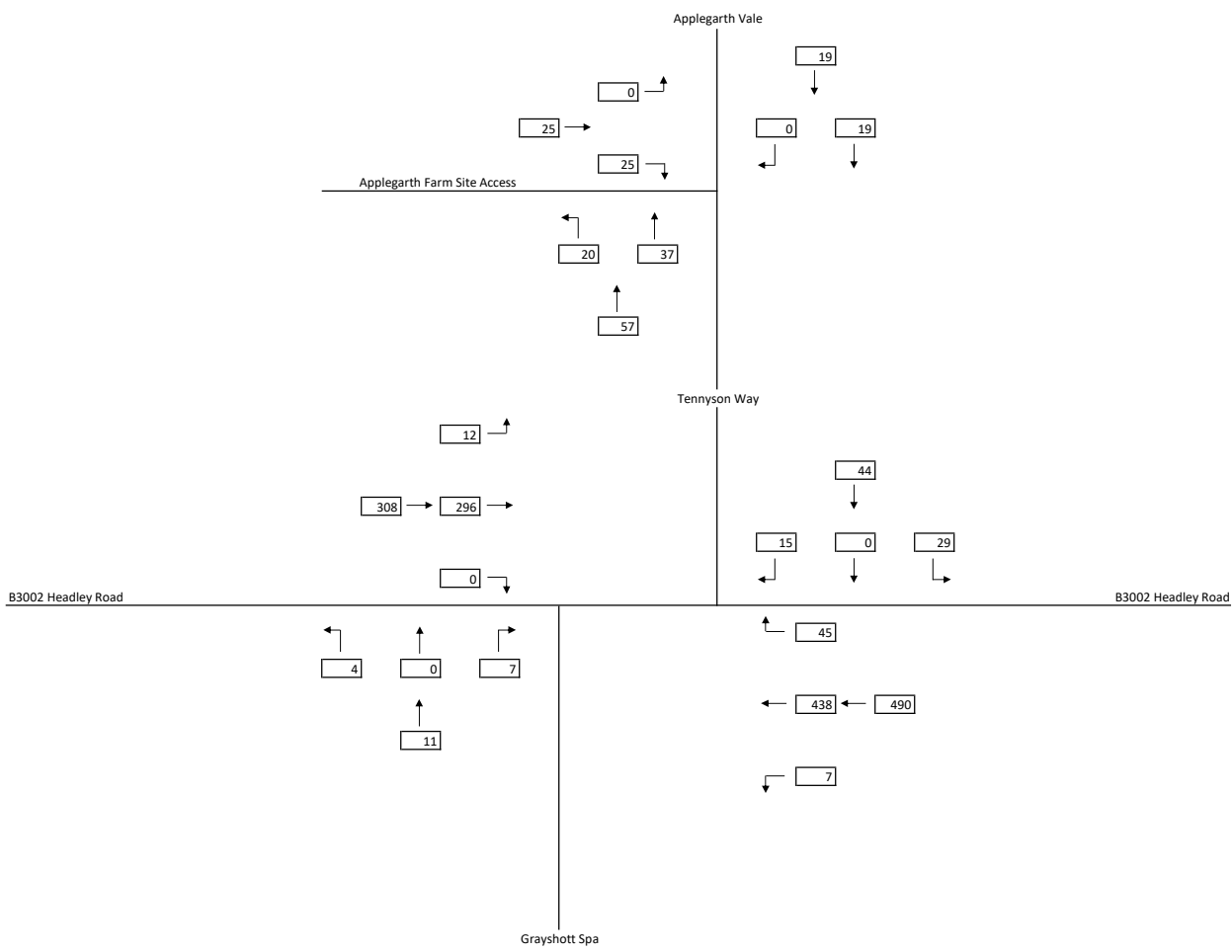


KEY
 [] PCUs

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Applegarth Farm
Project:	Applegarth Farm, Hampshire
Job Number:	20-214
Prepared by:	Daniel Grant
Checked by:	Robbie Donaldson

2026 BASE VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
4:00pm - 5:00pm
PM PEAK



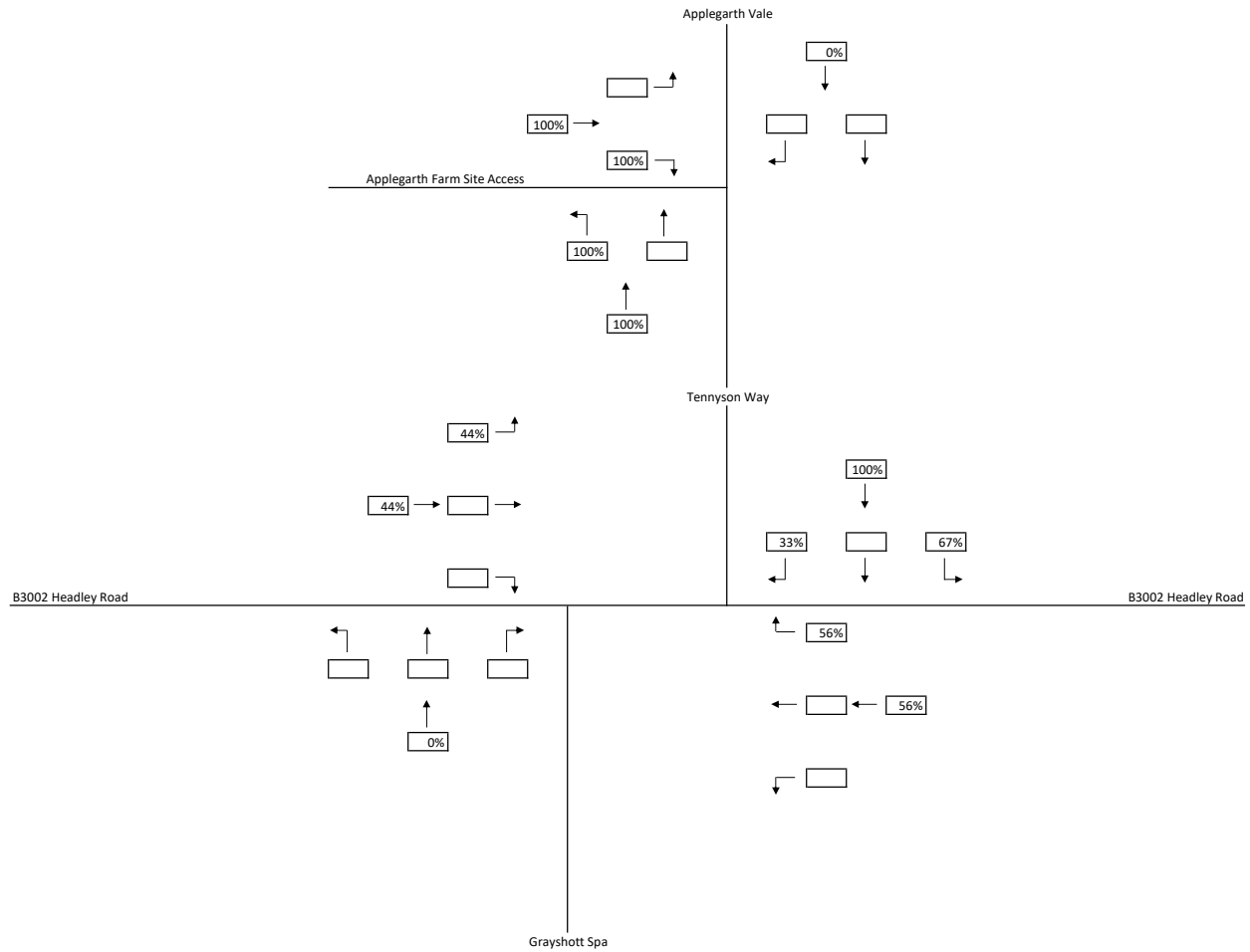
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BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Applegarth Farm
Project:	Applegarth Farm, Hampshire
Job Number:	20-214
Prepared by:	Daniel Grant
Checked by:	Robbie Donaldson

APPENDIX BGH 17

TRIP DISTRIBUTION - EXISTING TURNING PROPORTIONS
APPLEGARTH, HAMPSHIRE
8:00am - 9:00am
AM PEAK



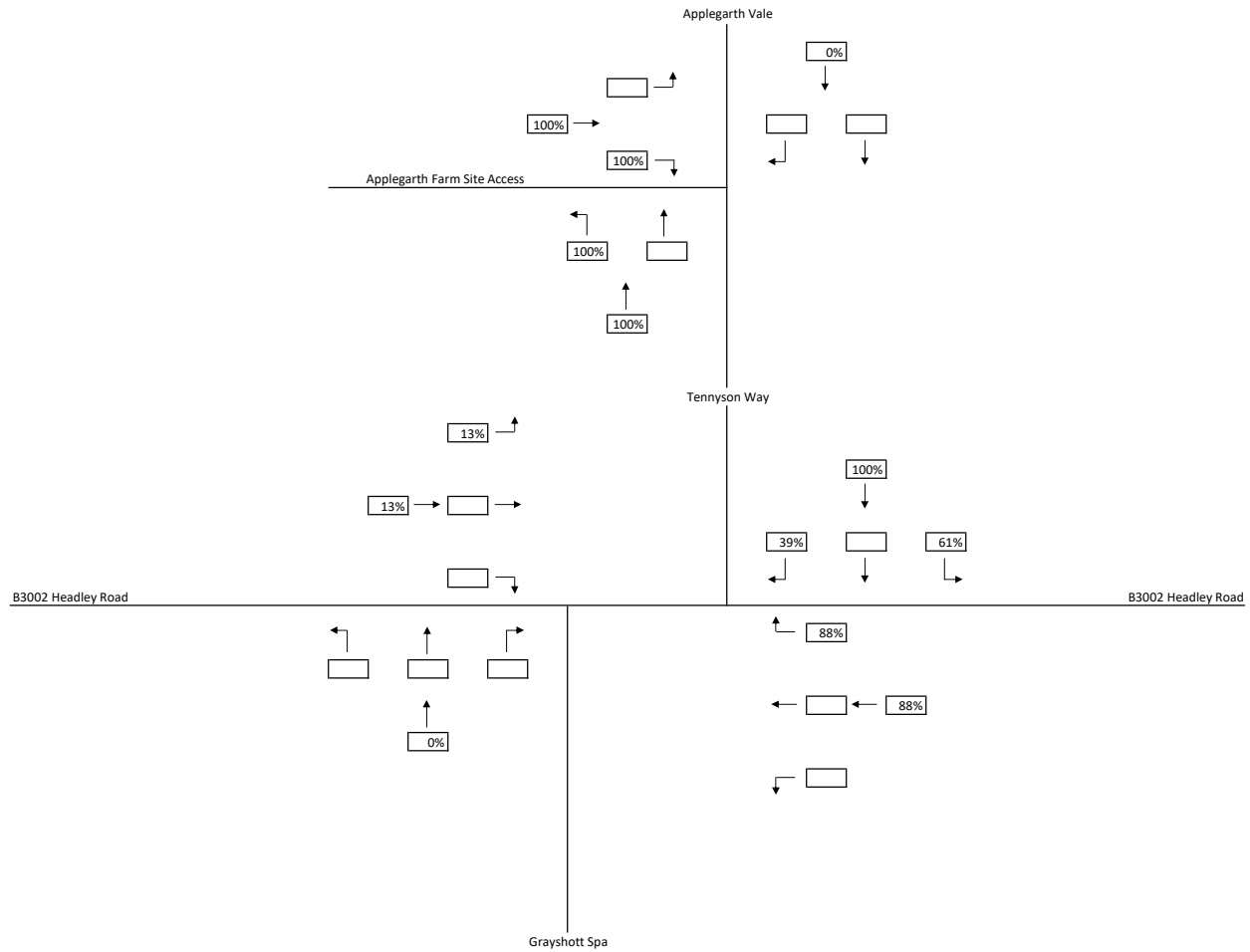
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□ PCUs

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client: Applegarth Farm
Project: Applegarth Farm, Hampshire
Job Number: 20-214
Prepared by: Daniel Grant
Checked by: Robbie Donaldson

TRIP DISTRIBUTION - EXISTING TURNING PROPORTIONS
APPLEGARTH, HAMPSHIRE
4:00pm - 5:00pm
PM PEAK



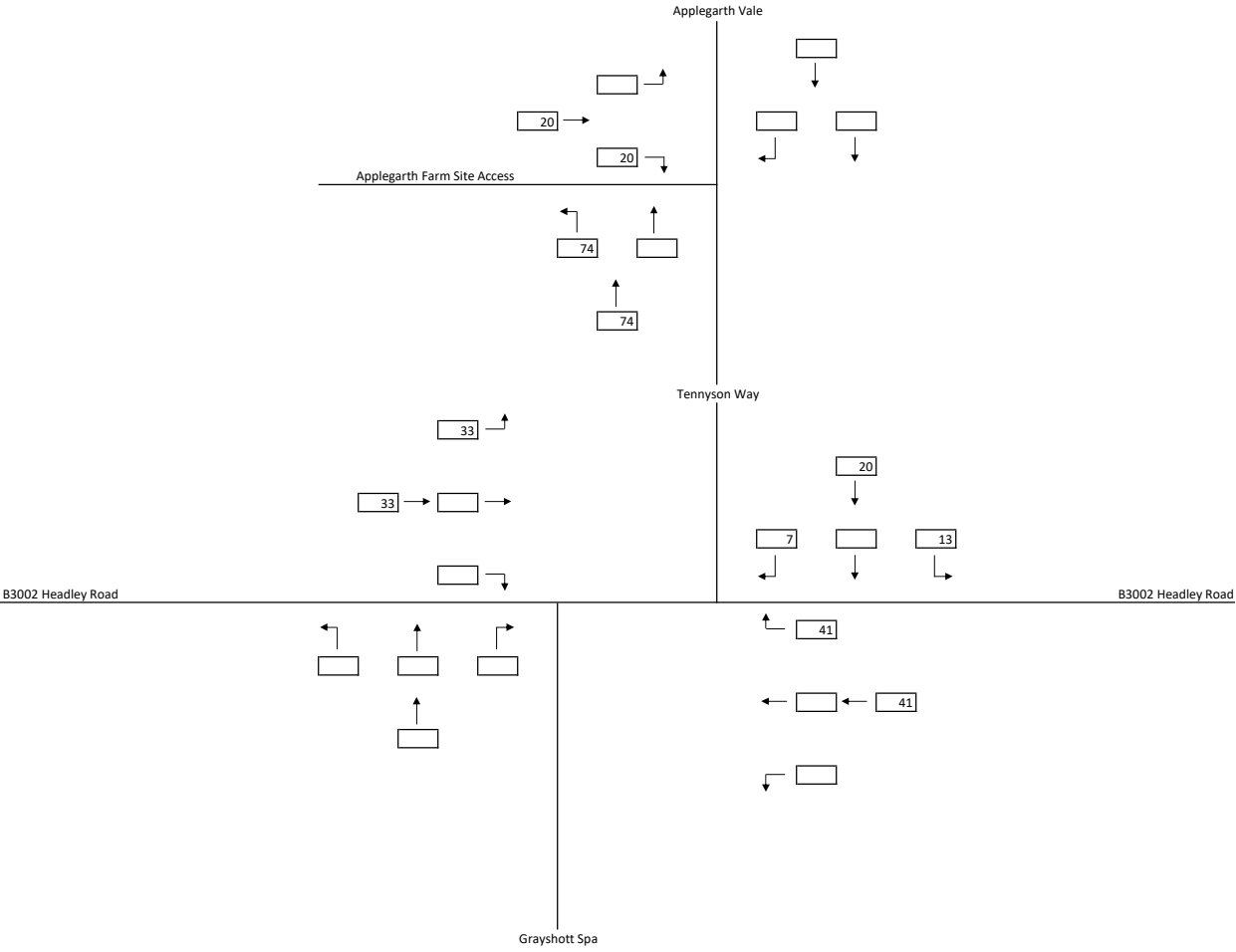
KEY

□ PCUs

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client: Applegarth Farm
Project: Applegarth Farm, Hampshire
Job Number: 20-214
Prepared by: Daniel Grant
Checked by: Robbie Donaldson

DEVELOPMENT GENERATED VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
8:00am - 9:00am
AM PEAK

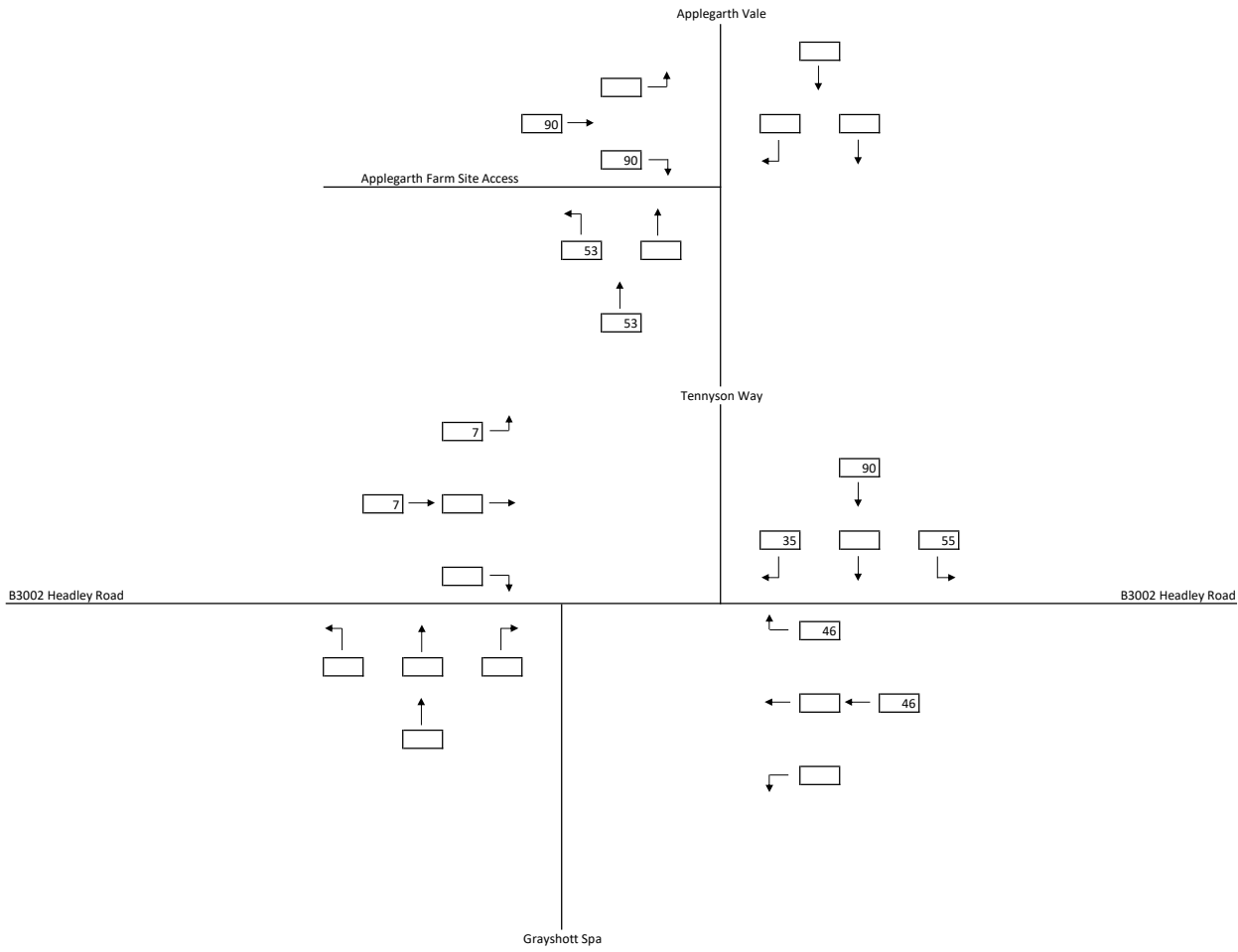


KEY
 [] PCUs

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Applegarth Farm
Project:	Applegarth Farm, Hampshire
Job Number:	20-214
Prepared by:	Daniel Grant
Checked by:	Robbie Donaldson

DEVELOPMENT GENERATED VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
4:00pm - 5:00pm
PM PEAK



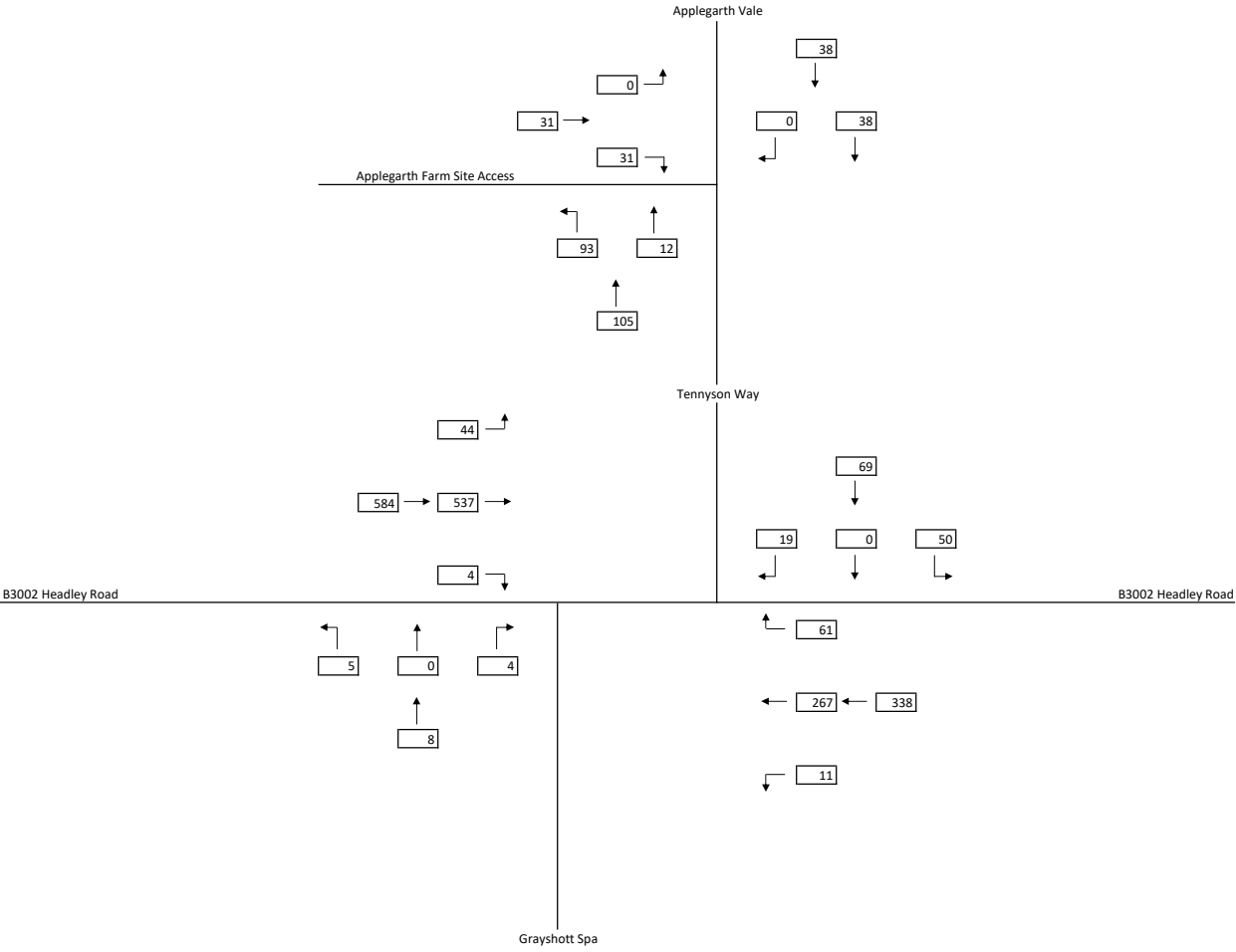
KEY
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 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Applegarth Farm
Project:	Applegarth Farm, Hampshire
Job Number:	20-214
Prepared by:	Daniel Grant
Checked by:	Robbie Donaldson

APPENDIX BGH 18

2026 PREDICTED VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
8:00am - 9:00am
AM PEAK

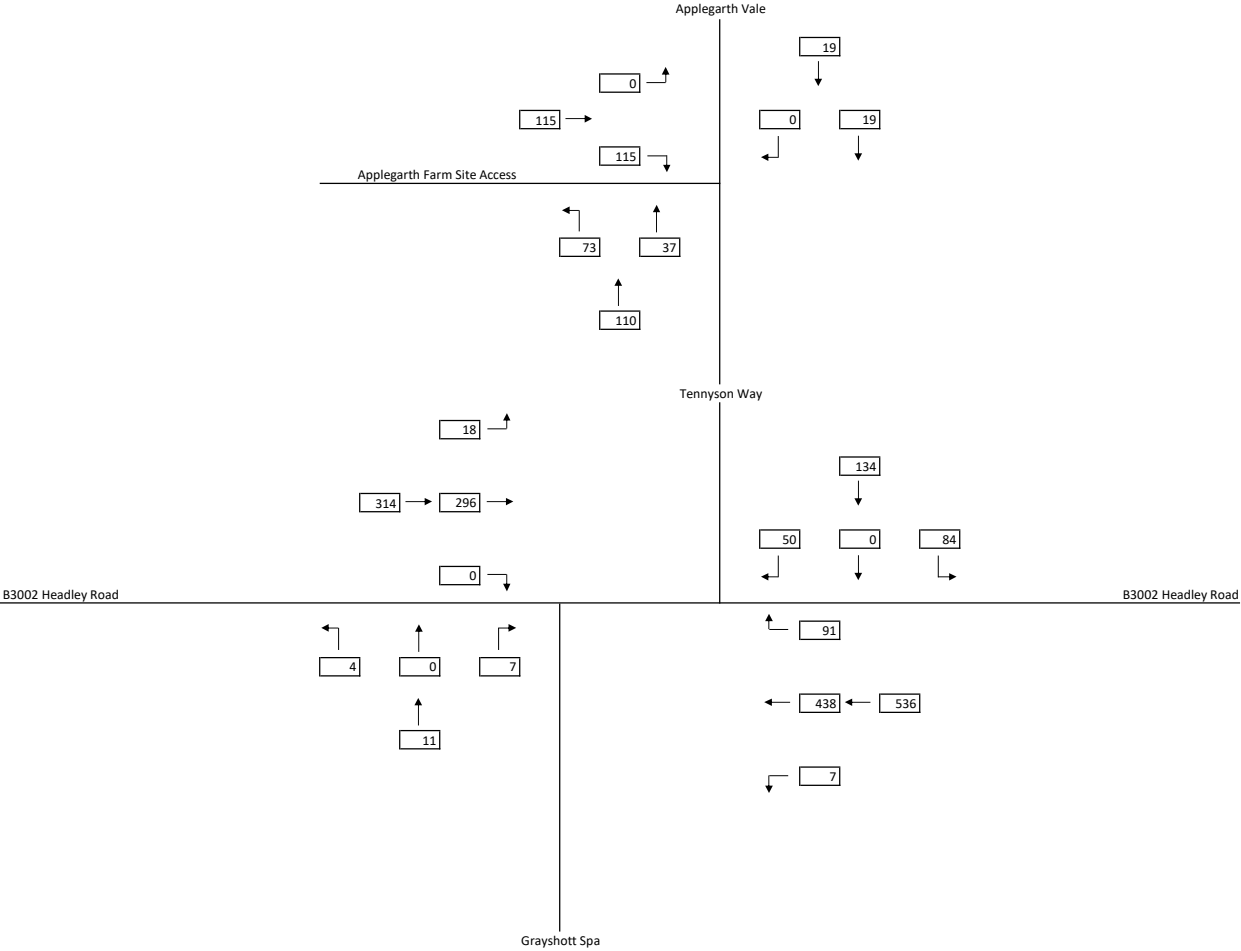


KEY
 [] PCUs



Client:	Applegarth Farm
Project:	Applegarth Farm, Hampshire
Job Number:	20-214
Prepared by:	Daniel Grant
Checked by:	Robbie Donaldson

2026 PREDICTED VEHICULAR FLOWS
APPLEGARTH, HAMPSHIRE
4:00pm - 5:00pm
PM PEAK



KEY
 [] PCUs

BRYAN G HALL
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Applegarth Farm
Project:	Applegarth Farm, Hampshire
Job Number:	20-214
Prepared by:	Daniel Grant
Checked by:	Robbie Donaldson

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