



Land South of Turnpike Lane, Ickleford

TRANSPORT ASSESSMENT

for Outline planning application for residential development, with means
of access from Turnpike Lane for consideration (all other matters
reserved for subsequent approval)

on behalf of Hawridge Strategic Land Limited

2025/8550/TA01

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1 INTRODUCTION

1.1 Document Context

- 1.1.1 RGP is commissioned to provide highways and transport input in support of proposed development at Land South of Turnpike Lane, Ickleford ("the site").
- 1.1.2 The proposed development comprises the delivery of 100 residential units, with access off Turnpike Lane – it is proposed that the development would comprise 50% affordable housing and with approximately half of these being 1 or 2-bedroom dwellings and half being 3-bedroom dwellings.
- 1.1.3 This document is prepared to support an outline planning application for the site, with all matters reserved, except for the access arrangements – Hertfordshire County Council (HCC) and North Hertfordshire District Council (NHDC) are the respective Highway and Local Planning Authorities for the site.

1.2 Planning Context

- 1.2.1 It is observed two planning applications have recently been determined by HCC and are in the process of being implemented:
- 17/01955/1
 - a) Outline Planning application for up to 71 dwellings and associated access, car parking, garages, landscaping and open space including demolition and removal of all existing structures, buildings and hardstanding (all matters reserved except means of access).
 - 19/01106/FP
 - a) Erection of 48 dwellings with associated access, parking, private and public amenity space and associated works, following demolition of existing buildings (as amended 10th June 2021, additional drainage information on 20 April 2022 and revised off site highway works 16 May 2022).
 - 22/01448/FP
 - a) Erection of five dwelling houses in association with a new access spur from the Lodge Court, on-site parking, landscaping (inclusive of new trees), formation of a pedestrian footpath and designated communal open space. Revised application following approvals of 20/00891/FP and 21/03464/S73 (Amended plans received 05.09.2022).
- 1.2.2 Consideration is given to those applications, where appropriate, in highways and transport terms within this document.

1.3 Transport Assessment

1.3.1 This Transport Assessment is prepared to assess the potential highways and transport impacts of the development proposals, to comprise the following Sections:

- Planning Policies.
- Baseline Conditions.
- Trip Generation.
- Access.
- Parking.
- Waste.
- Summary and Conclusions.

1.3.2 This document is prepared with consideration to relevant planning policies and best practice guidance.

1.4 Additional Documents

1.4.1 RGP have additionally prepared a Travel Plan (document reference. 2024/8550/TP02). The Travel Plan has been prepared with consideration to the potential highways and transport impacts associated with the proposed development as identified in this document. It is recommended the two documents are read in conjunction.

2 PLANNING POLICIES

2.1 National Planning Policy Framework

2.1.1 Paragraph 115 of Chapter 9 (Promoting Sustainable Transport) of the National Planning Policy Framework confirms “[i]n assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

2.1.2 In consideration of Point D, above, paragraph 58 confirms “[p]lanning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.”

2.1.3 Paragraph 116 of the Framework confirms “[d]evelopment should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

2.1.4 Paragraph 117 of the Framework confirms in the context of the above “applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.2 North Hertfordshire Local Plan

2.2.1 Policy T1 (Assessment of Transport Matters) of the Local Plan confirms "[p]lanning permission will be granted provided that:

- a) Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network;
- b) Mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7;
- c) Suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and
- d) For major developments, applicants demonstrate (as far as is practicable) how:
 - i. the proposed scheme would be served by public transport;
 - ii. safe, direct and convenient routes for pedestrians and cyclists will be provided; and
 - iii. comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured."

2.2.2 Policy T2 (Parking) of the Local Plan confirms "[p]lanning permission will be granted provided that:

- a) Parking for residential development is provided in accordance with the minimum standards set out in Appendix 4 of this Plan;
- b) Parking for non-residential development is provided having regard to the standards for non-residential development set out in the relevant Supplementary Planning Document;
- c) Proposals have regard to relevant Supplementary Planning Documents, strategies or advice and;
- d) Applicants clearly identify how they provide for all likely types of parking demand and demonstrate that parking will be safe and of a design and layout that will function satisfactorily.

Variations from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations."

2.3 Ickleford Neighbourhood Plan

- 2.3.1 Policy MTT1 (Provision for Pedestrians, Cyclists and Horseriders) confirms “[w]herever practicable, development proposals should upgrade, enhance existing pedestrian routes, and connect into them. The development of new links within the village, to neighbouring villages and to the wider countryside will be supported.

As appropriate to their scale, nature and location, development proposals should include measures that keep traffic speeds low and improve the provision of footways and access for pedestrians and cyclists and horse riders. Any such new roads, junctions, footways, and traffic management measures should be designed to complement the rural character of the village and respond positively to local heritage.”

- 2.3.2 Policy MTT2 (Car Parking) confirms “[d]evelopment proposals should not result in the loss of publicly accessible off-street car parking. Development proposals which would result in the loss of off-road parking spaces will only be supported where alternative provision is made which maintains the number of accessible parking spaces within the immediate vicinity of the site.

Proposals for new development that provide additional off-road car parking spaces will be supported.”

3 BASELINE CONDITIONS

3.1 Site Location

- 3.1.1 The site comprises a parcel of land off Turnpike Lane in the village of Ickleford. A site location plan is provided below, for reference.



Figure 1 Site Location Plan

- 3.1.2 The site is located close to village amenities and public transport stops on Bedford Road and a public transport station in the town centre of Hitchin, approximately 3.0 kilometres to the south of the site.

3.2 Highway Safety Appraisal

- 3.2.1 A Highway Safety Appraisal has been completed of the local highway network in line with Department for Transport (DfT) guidance. The Appraisal comprises the most recent five years, 2019 to 2023, inclusive.

3.2.2 A 'Road Collision' is classified as one that involved personal injury and took place on the public highway; however, some may refer to Road Collisions as 'Road Accidents' or 'Road Crashes'.

3.2.3 A Road Collision can include:

- Collisions which commence on the public highway, but which involve casualties off the public highway, to include the adjacent footway.
- Collisions involving the boarding or alighting of buses or coaches and collisions in which passengers already aboard a bus or coach are injured, whether or not another vehicle or pedestrian was involved.
- Collisions with pedal cyclists or horse riders, where they injure themselves or another road user.

3.2.4 The figure below illustrates the Appraisal of the local highway network.



Figure 2 Highway Safety Appraisal – Output

3.2.5 It is illustrated no collisions have occurred on Turnpike Lane. It is observed some collisions have observed at the roundabout of Bedford Road, Turnpike Lane and Westmill Lane. In review, it is observed the collisions are sporadic, occurring between 2020 and 2023.

3.2.6 It is not considered the proposed development would contribute to or exacerbate collisions on the local road network.

3.3 Accessibility Credentials

Walk

- 3.3.1 Turnpike Lane benefits from a single footway which benefits from incidences of dropped kerbs and lighting. Footways provide connectivity to local public transport stops (bus) and amenities of the village of Ickleford. The village of Ickleford comprises a convenience store, church, public house, primary school, sports club and village hall, amongst other amenities – the facilities of the village would serve a range of day-to-day requirements without needing to travel further afield.
- 3.3.2 The proposed development would link to the existing footway provision on Turnpike Lane via a new pedestrian crossing point, comprising dropped kerbs, tactile paving and pedestrian refuge – details of which are provided later in this document. Footways also extend along Bedford Road, which provide access to local bus stops and link to Hitchin. There is also a new signalised crossing at the western frontage of the site, which provides access to the north-bound bus stop.
- 3.3.3 It is anticipated the proposed development would provide a new footway link onto Bedford Road to connect to the new signalised crossing – the indicative arrangement for this is illustrated in the figure below.



Figure 3 Proposed Pedestrian Connection – Bedford Road

Cycle

- 3.3.4 A review of 'Hertfordshire Cycling Map for Recreation and Commuting' there are no cycleways present in or around Ickleford, however, it is considered the local road network could provide opportunities for travel by bicycle.
- 3.3.5 The proposed footways of the site would improve cycle connections through the site.

Bus

3.3.6 The closest bus stops are located on the A600, Bedford Road. Services comprise:

- 9B – Bedford to Stevenage – running to an approximate hourly frequency between 05:00 and 20:00.
- 9D – Bedford to Stevenage – an early morning servicing operating between 04:00 and 06:00.
- 74 – Bedford to Hitchin – running to an approximate hourly frequency between 07:00 and 17:00.
- 89 – Henlow Camp to Hitchin – running to an approximate hourly frequency between 07:00 and 18:00.

3.3.7 It is considered education, employment, leisure and retail trips could be completed by bus.

3.3.8 The northbound stop is demarcated by a flag and post arrangement, to benefit from a shelter, seating and printed timetable information.



Figure 4 Bedford Road – Bus Stops

3.3.9 The southbound stop is demarcated by on-carriageway markings, to benefit from printed timetable information, seating and shelter. It should be noted there is a layby (as illustrated in the figure above) provided for buses to pull clear of through traffic.

3.3.10 A new pedestrian access would be provided at the western site boundary, conveniently positioned to link to the existing bus stops on Bedford Road.

3.3.11 Further information can be found at:

- <https://www.traveline.info/>.

National Rail

3.3.12 The closest National Rail station is Hitchin, located to the south of the site at an approximate 3.0 kilometres – the station could therefore be conveniently reached by bicycle or bus, as part of a multi-modal trip.

3.3.13 The station is served by Great Northern and Thameslink services to:

- Brighton.
- Cambridge.
- Horsham.
- Letchworth Garden City.
- London King's Cross.
- Peterborough.

3.3.14 The station benefits from 389 car parking spaces and 291 cycle parking spaces.

3.3.15 Further information can be found at:

- <https://www.nationalrail.co.uk/stations/hitchin/>.

Car

3.3.16 Turnpike Lane is a single carriageway with travel permitted to the east and west. Turnpike Lane benefits from incidences of street lighting installations. The carriageway is subject to some traffic calming measures.

3.3.17 Bedford Road provides connectivity to the town of Hitchin to the south of the site. Hitchin is the location of the closest National Rail station and amenities and services.

Summary

3.3.18 It is demonstrated there are opportunities for travel by active and sustainable travel modes and in consideration of this, RGP have additionally prepared a Travel Plan (document reference. 2024/8550/TP02) to promote travel by such modes, which should be read in conjunction with this document.

4 TRIP GENERATION

4.1 Context

- 4.1.1 The Trip Rate Information Computer System database has been interrogated to identify sites similar to the proposed development.

4.2 Residential

- 4.2.1 The following filtering parameters were applied to the Trip Rate Information Computer System database:

- Main Land Use / Sub Land Use – 03 (Residential) / A (Houses Privately Owned).
- Regions: England, Scotland and Wales.
- Location Type – Edge of Town (only).

- 4.2.2 With consideration to the proposed 100 residential dwellings, the following trip generation is anticipated, as summarised in the table below.

Mode	AM Peak			PM Peak			Total Daily		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Pedestrian	5	11	15	5	6	11	54	55	109
Cyclist	1	2	2	1	1	2	6	6	12
Public Transport	0	3	3	2	0	2	12	10	22
Car	15	33	47	31	16	47	206	211	417
Total Vehicles	18	37	54	35	18	52	244	248	492
Total	23	52	74	43	25	67	315	320	635

Figure 5 Proposed Residential Trip Generation

For reference, the AM peak refers to 08:00 to 09:00 and the PM peak refers to 17:00 to 18:00.

Any discrepancies in the above total figures is as a result of the round method employed.

- 4.2.3 As summarised above, the proposed 100 residential dwellings could generate 74 two-way movements across the AM peak and 67 two-way movements across the PM peak, totalling 635 total daily two-way movements.

- 4.2.4 The Trip Rate Information Computer System output is attached hereto at **Appendix A**.

5 ACCESS

5.1 Context

- 5.1.1 Vehicular access into the site is currently via Ickleford Manor, through the rear of the car park – this is constrained and therefore a new vehicle access is required to serve the site.
- 5.1.2 The proposed new vehicle and pedestrian access arrangements have been designed with consideration to Hertfordshire County Council's guidance document titled 'Place & Movement Planning and Design Guidance for Hertfordshire'.
- 5.1.3 The Guidance discourages the use of mini-roundabouts for access to new development. Instead, various parameters are provided in relation to priority junctions, with these aiming to reflect the street context. It advises that carriageway widths should be at least 5.5 metres and that roads should be suitable to accommodate refuse vehicles up to 11 metres in length.

5.2 Proposed Access

- 5.2.1 The proposed development would be accessed off Turnpike Lane. The access would comprise a new simple priority junction – the location of this provides a suitable spacing from other junctions, allows for good sight lines, and minimises impact on existing vegetation.
- 5.2.2 The access would measure 5.5 metres in width and would be accompanied by a footway measuring 2.0 metres in width, to align with the Council's Guidance document.
- 5.2.3 The footway would be provided with a pedestrian crossing on Turnpike Lane to provide opportunities for onward travel by foot to the existing footway. This would include a central refuge, dropped kerbs and tactile paving, therefore ensuring a high level of safety and attractiveness for pedestrians. Good sight lines would be provided in both directions.

Secondary Access

- 5.2.4 While secondary / emergency access points may generally be given consideration for sites exceeding 100 dwellings, it is worth noting the proposals are only marginally over this level. In light of the surrounding context and layout of the site, providing a single access is considered the optimum arrangement with it not anticipated that a second vehicle access would be beneficial or suitable. However, pedestrians and cyclists would be able to access the site from other entrances provided.

Drawing

- 5.2.5 The above arrangement is illustrated on RGP drawing (reference. 8550-IMI-RGP-XX-XX-DR-T-005) attached hereto.

5.3 Automatic Traffic Count

- 5.3.1 An Automatic Traffic Count (ATC) was conducted on Turnpike Lane between 07 May and 13 May 2025 – the location of the Count was close to the proposed site access.
- 5.3.2 The ATC survey confirmed 85th percentile speeds of 27.7 miles per hour (eastbound) and 28.1 miles per hour (westbound).
- 5.3.3 The results of the ATC are attached hereto at **Appendix B**.

5.4 Visibility

- 5.4.1 In consideration of the above, the proposed access would be designed to achieve visibility splays in accordance with Table 7.1 of Manual for Streets for a 30 mile per hour road.

5.5 Right Turn Treatments

- 5.5.1 With consideration to the proposed trip generation of this document, the Annual Average Daily Traffic for the proposed development could be up to 492 vehicles.
- 5.5.2 In consideration of Figure 2.3.1 of CD 123, right turn treatments should usually be considered on trunk roads where the minor road traffic exceeds 300 movements Annual Average Daily Traffic.
- 5.5.3 Whilst this applies to trunk roads and therefore does not need to be rigidly applied to the development proposals, a ghost right turn lane is provided to ensure there would be no detrimental impact on highway capacity. Additionally, the introduction of this right turn facility enables a pedestrian refuge to be provided at the pedestrian crossing point, which therefore provides a further benefit.

5.6 Road Safety Audit

- 5.6.1 A Stage 1 Road Safety Audit was completed in July 2025 – the Audit is attached hereto at **Appendix C**.

Matters Arising

- 5.6.2 The table below summarises the matters arising from the Stage 1 Audit.

Item 3.1	
Location: Turnpike Lane, development access junction.	
Summary	Recommendation
Increased risk of kerb strikes, single vehicle loss of control, side swipe or vehicle to pedestrian type.	The Audit Team recommend that vehicles can safely negotiate all expected manoeuvres without hitting kerbs or overrunning adjacent footway/verge areas.

Figure 6 Road Safety Audit – Item 3.1

5.6.3 For reference, the waste collection vehicle tracking as illustrated on RGP drawing (reference. 8550-IMI-RGP-XX-XX-DR-T-005) attached hereto is considered overly robust, for while this vehicle specification is indicated on the North Hertfordshire website as the 'largest' vehicle in their fleet, Hertfordshire's 'Highway Design Guide' recommends tracking a 11,000 millimetre waste collection.

5.6.4 Nonetheless, the recommendation is accepted with the dimensions and siting of the proposed central island on Turnpike Lane have been considered to avoid the increased risk of kerb strikes, single vehicle loss of control, side swipe or vehicle to pedestrian type.

Summary

5.6.5 It is demonstrated the observations of the Stage 1 Audit can be addressed in full and hence there would not be a highway safety issue associated with the development proposals.

5.7 Internal Layout

5.7.1 Internal streets would be designed to accommodate the North Hertfordshire District Council waste collection vehicle. It is anticipated the waste collection vehicle would be the largest vehicle to travel on internal streets, and therefore, sufficient space would be provided on-site for all vehicles to safely travel and manoeuvre on internal streets.

5.7.2 The site would benefit from good pedestrian permeability to provide connectivity to existing footways in a variety of directions from the site in order to encourage trips on foot.

6 TRIP DISTRIBUTION & JUNCTION CAPACITY MODELLING

6.1 Trip Distribution

6.1.1 Census WU03EW (Location of Usual Residence and Place of Work by Method of Travel to Work) data has been interrogated to identify the general direction in which residents could depart from / arrive at the proposed development.

6.1.2 With consideration to departures from the proposed development, it has been assumed:

- 21% of vehicles would travel east along Turnpike Lane to the roundabout of Arlesey Road and Turnpike Lane:
 - a) With 10% of vehicles taking Arlesey Road North; and
 - b) The remaining 90% taking Arlesey Road South.
- 79% of vehicles would travel west along Turnpike Lane to the roundabout of Bedford Road / Turnpike Lane and Westmill Lane:
 - a) With 45% of vehicles taking Bedford Road North; and
 - b) The remaining 55% taking Bedford Road South.

It is not anticipated any vehicles would take Westmill Lane.

6.1.3 It is considered the inverse of the above would be true for arrivals at the site.

6.2 Junction Capacity Modelling

Context

6.2.1 An All Turning Count survey was completed of the Bedford Road / Turnpike Lane and Westmill Lane roundabout and Arlesey Road and Turnpike Lane roundabout on Wednesday 7th May 2025 between 07:00 10:00 and 16:00 and 19:00.

6.2.2 The All Turning Count survey comprised a breakdown of vehicle classification per 15-minute time period and captured queue length counts. The full survey results are attached hereto at **Appendix D**.

6.2.3 The All Turning Count survey results have been reviewed, and peak hour data has been inputted to RGP's Traffic Flow diagrams (attached hereto at **Appendix E**) to illustrate all turning movements captured during the observed AM and PM peak hours.

6.2.4 Trip End Model Presentation Program (TEMPro) traffic growth factors have been obtained in order to model the future operation of the highway network five years into the future, for robustness. The factors are summarised below.

- AM – 1.0450.
- PM – 1.0452.

- 6.2.5 Junction capacity modelling has been completed using JUNCTIONS 11.
- 6.2.6 It should be noted the arrangement of the Bedford Road / Turnpike Lane and Westmill Lane roundabout has been prepared with consideration to that of accepted in Transport Statement (ref. 160651/H Jenkins) submitted in support of approved planning application (reference. 19/01106/FP) at Burford Grange.
- 6.2.7 The same manual adjustments have been made, as previously accepted, to ensure consistency of models and observed conditions.
- 6.2.8 It is noted that the current flows are not substantially higher than the previously modelled (pre-covid) flows. This is likely to be in part due to the increased ability for home working, meaning the peak hours have not necessarily increased as much as previously forecast.
- 6.2.9 The junction capacity modelling comprised the following scenarios:
- 2025 Baseline – AM and PM
 - 2030 Baseline Factored – AM and PM
 - 2030 Baseline Factored (to include Permitted Developments) – AM and PM.
 - 2030 Baseline Factored (to include Permitted Developments & Development Proposals) – AM and PM.
- 6.2.10 The modelling outputs are attached hereto at **Appendix F** and summarised below.

6.3 Bedford Road / Turnpike Lane and Westmill Lane Roundabout – AM

- 6.3.1 The junction capacity modelling for the Bedford Road / Turnpike Lane and Westmill Lane roundabout for the AM peak is summarised in the table below.

AM Peak			
	Queue (Vehicle)	RFC	LOS
	2025 Baseline		
1 – A600 Bedford Road (N)	2.9	0.75	B
2 – Turnpike Lane	1.7	0.63	C
3 – A600 Bedford Road (S)	3.4	0.78	C
4 – Westmill Lane	0.1	0.09	A
	2030 Baseline Factored		
1 – A600 Bedford Road (N)	3.6	0.79	B
2 – Turnpike Lane	2.0	0.68	C
3 – A600 Bedford Road (S)	4.2	0.82	D

4 – Westmill Lane	0.1	0.10	A
2030 Baseline Factored (to include Permitted Development)			
1 – A600 Bedford Road (N)	3.7	0.79	B
2 – Turnpike Lane	2.1	0.68	C
3 – A600 Bedford Road (S)	4.4	0.83	D
4 – Westmill Lane	0.1	0.10	A
2030 Baseline Factored (to include Permitted Development & Development Proposals)			
1 – A600 Bedford Road (N)	3.8	0.80	B
2 – Turnpike Lane	2.7	0.74	D
3 – A600 Bedford Road (S)	5.0	0.85	D
4 – Westmill Lane	0.1	0.11	A

Figure 7 Bedford Road / Turnpike Lane and Westmill Lane Roundabout - AM

- 6.3.2 It is demonstrated that the Bedford Road / Turnpike Lane and Westmill Lane roundabout operates within capacity for the modelled scenarios across the AM peak – the proposed development would not materially impact the operation of the roundabout.
- 6.3.3 It is observed sporadic queuing occurs momentarily on the Bedford Road (north) arm of the roundabout, however, this was not sustained and queues were generally short and in line with the above outputs.

6.4 Bedford Road / Turnpike Lane and Westmill Lane Roundabout – PM

- 6.4.1 The junction capacity modelling for the Bedford Road / Turnpike Lane and Westmill Lane roundabout for the PM peak is summarised in the table below.

PM Peak			
	Queue (Vehicle)	RFC	LOS
2025 Baseline			
1 – A600 Bedford Road (N)	0.8	0.44	A
2 – Turnpike Lane	1.5	0.60	A
3 – A600 Bedford Road (S)	2.2	0.69	B
4 – Westmill Lane	0.1	0.12	C
2030 Baseline Factored			
1 – A600 Bedford Road (N)	0.9	0.46	A

2 – Turnpike Lane	1.7	0.63	A
3 – A600 Bedford Road (S)	2.6	0.72	B
4 – Westmill Lane	0.2	0.14	D
2030 Baseline Factored (to include Permitted Development)			
1 – A600 Bedford Road (N)	0.9	0.47	A
2 – Turnpike Lane	1.7	0.64	A
3 – A600 Bedford Road (S)	2.6	0.73	B
4 – Westmill Lane	0.2	0.15	D
2030 Baseline Factored (to include Permitted Development & Development Proposals)			
1 – A600 Bedford Road (N)	0.9	0.48	A
2 – Turnpike Lane	1.8	0.65	A
3 – A600 Bedford Road (S)	2.9	0.75	B
4 – Westmill Lane	0.2	0.16	D

Figure 8 Bedford Road / Turnpike Lane and Westmill Lane Roundabout – PM

- 6.4.2 It is demonstrated that the Bedford Road / Turnpike Lane and Westmill Lane roundabout operates within capacity for the modelled scenarios across the PM peak – the proposed development would not materially impact the operation of the roundabout.

Planned Improvements

- 6.4.3 It is noted that the Cala Homes permission identified there are planned improvements to the Bedford Road / Turnpike Lane and Westmill Lane Roundabout in development. While there are no clear plans online or information available, it is understood there may be an intention to carry out improvement works in due course.

6.5 Arlesey Road and Turnpike Lane Roundabout – AM

- 6.5.1 The junction capacity modelling for the Arlesey Road and Turnpike Lane roundabout for the AM peak is summarised in the table below.

AM Peak			
	Queue (Vehicle)	RFC	LOS
2025 Baseline			
1 – Turnpike Lane (N)	0.6	0.38	A
2 – Arlesey Road	0.1	0.12	A

3 – Turnpike Lane (W)	4.7	0.83	C
2030 Baseline Factored			
1 – Turnpike Lane (N)	0.7	0.40	A
2 – Arlesey Road	0.1	0.13	A
3 – Turnpike Lane (W)	6.1	0.87	D
2030 Baseline Factored (to include Permitted Development)			
1 – Turnpike Lane (N)	0.7	0.40	A
2 – Arlesey Road	0.2	0.13	A
3 – Turnpike Lane (W)	6.2	0.87	D
2030 Baseline Factored (to include Permitted Development & Development Proposals)			
1 – Turnpike Lane (N)	0.7	0.41	A
2 – Arlesey Road	0.2	0.14	A
3 – Turnpike Lane (W)	6.5	0.88	D

Figure 9 Arlesey Road and Turnpike Lane Roundabout - AM

- 6.5.2 It is demonstrated that the Arlesey Road and Turnpike Lane roundabout operates within or close to capacity across the AM peak – the proposed development would not materially impact the operation of the roundabout, with there being no perceptible difference in delay, queuing or overall level of service.

6.6 Arlesey Road and Turnpike Lane Roundabout – PM

- 6.6.1 The junction capacity modelling for the Arlesey Road and Turnpike Lane roundabout for the PM peak is summarised in the table below.

PM Peak			
	Queue (Vehicle)	RFC	LOS
2025 Baseline			
1 – Turnpike Lane (N)	0.8	0.43	A
2 – Arlesey Road	0.7	0.41	A
3 – Turnpike Lane (W)	0.6	0.39	A
2030 Baseline Factored			
1 – Turnpike Lane (N)	0.8	0.45	A
2 – Arlesey Road	0.8	0.44	B

3 – Turnpike Lane (W)	0.7	0.41	A
2030 Baseline Factored (to include Permitted Development)			
1 – Turnpike Lane (N)	0.8	0.45	A
2 – Arlesey Road	0.8	0.44	B
3 – Turnpike Lane (W)	0.7	0.41	A
2030 Baseline Factored (to include Permitted Development & Development Proposals)			
1 – Turnpike Lane (N)	0.8	0.45	A
2 – Arlesey Road	0.8	0.45	B
3 – Turnpike Lane (W)	0.7	0.41	A

Figure 10 Arlesey Road and Turnpike Lane Roundabout - PM

- 6.6.2 It is demonstrated that the Arlesey Road and Turnpike Lane roundabout operates within or close to capacity across the PM peak – the proposed development would not materially impact the operation of the roundabout.

7 PARKING

7.1 Car and Cycle

- 7.1.1 Car and cycle parking standards are contained at North Hertfordshire District Council 'Vehicle Parking at New Development Supplementary Planning Document' (2011).
- 7.1.2 Table 4.1 (Residential Parking Standards) of the Supplementary Planning Document is reproduced below.

Class Use C3	Car Parking Standard	Minimum Cycle parking Standard
1 bedroom	1 Space per dwelling Minimum	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling.
2+bedrooms	2 spaces per dwelling Minimum	

Figure 11 Residential Car & Cycle Parking Standard

- 7.1.3 It is considered car and cycle parking would be provided with consideration to the above standards.

7.2 Visitor / Unallocated

- 7.2.1 It is confirmed the above standards will require visitor / unallocated parking.

Visitor/unallocated	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number), with the lower standard being applied where there are no garages in the proposed scheme and the higher standard applied where every dwelling in the scheme is to be provided with a garage.	If no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per dwelling for visitors
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Figure 12 Visitor / Unallocated Car & Cycle Parking Standard

- 7.2.2 It is considered any visitor / unallocated car parking would be provided with consideration to the lower standard, given the relative accessibility of the site by non-car modes.
- 7.2.3 It is anticipated that any visitor / unallocated cycle parking would be minimal, with the majority of dwellings provided with garages / secure areas within the curtilage of the dwelling.

7.3 Electric Vehicle Charging Points

- 7.3.1 The Supplementary Planning Document does not provide a standard for the provision of electric vehicle infrastructure.
- 7.3.2 It is anticipated that electric vehicle infrastructure would be provided with consideration to The Building Regulations 'Approved Document S: Infrastructure for Charging Electric Vehicles.'

8 WASTE

8.1 Guidance

8.1.1 Waste guidance is contained at East and North Herts Shared Waste Services 'Waste Storage & Collection Guidance For Developers' (2024).

8.2 Waste Collection Vehicle

8.2.1 Section 3.2 (Vehicle Dimensions) of the Guidance confirms maximum waste collection vehicle dimensions to comprise the following specification:

- Width – 2,500 millimetres (without mirrors).
- Height – 3,400 millimetres (without hazard beacons).
- Turning Circle – 22,800 millimetres.
- Overall Length – 12,100 millimetres (from front to rear of bin lift).

8.2.2 The proposed development would be designed to accommodate a vehicle of the above specification to enable it to access in a forward gear, manoeuvre on site and egress in a forward gear.

8.2.3 It is anticipated this would be the largest vehicle to service the site; therefore, the development proposals would provide sufficient space for other servicing vehicle visits (i.e. light goods vehicles).

8.3 Waste Containers

8.3.1 The Guidance confirms standard residential properties are provided with the following waste containers, as summarised in the table below, reproduced from the Guidance.

Container	Material
23 litre	Food Waste
180 litre	Residual Waste
240 litre	Mixed Dry Recycling
240 litre	Fibre Paper and Card
240 litre	Garden Waste*

Figure 13 Waste Container Provision

**For reference, this is a chargeable opt in service.*

8.4 Collection Frequency

- 8.4.1 The Guidance confirms standard residential properties generate the following waste collection frequencies, as summarised in the table below, reproduced from the Guidance.

Container	Material	Material
23 litre	Food Waste	Weekly
180 litre	Residual Waste	Three Weekly
240 litre	Mixed Dry Recycling	Three Weely
240 litre	Fibre Paper and Card	Three Weekly
240 litre	Garden Waste*	Fortnightly*

Figure 14 Waste Collection Frequency

**For reference, this is a chargeable opt in service.*

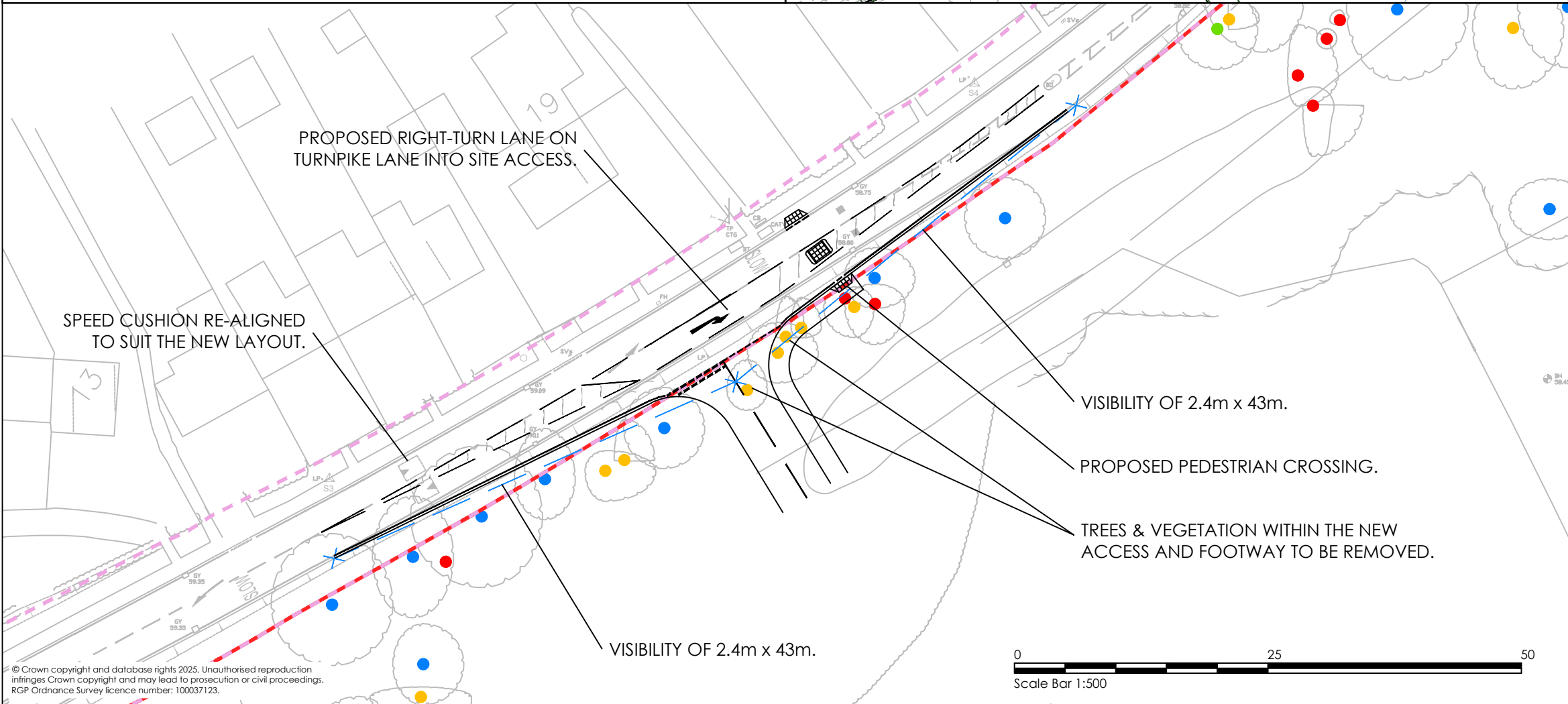
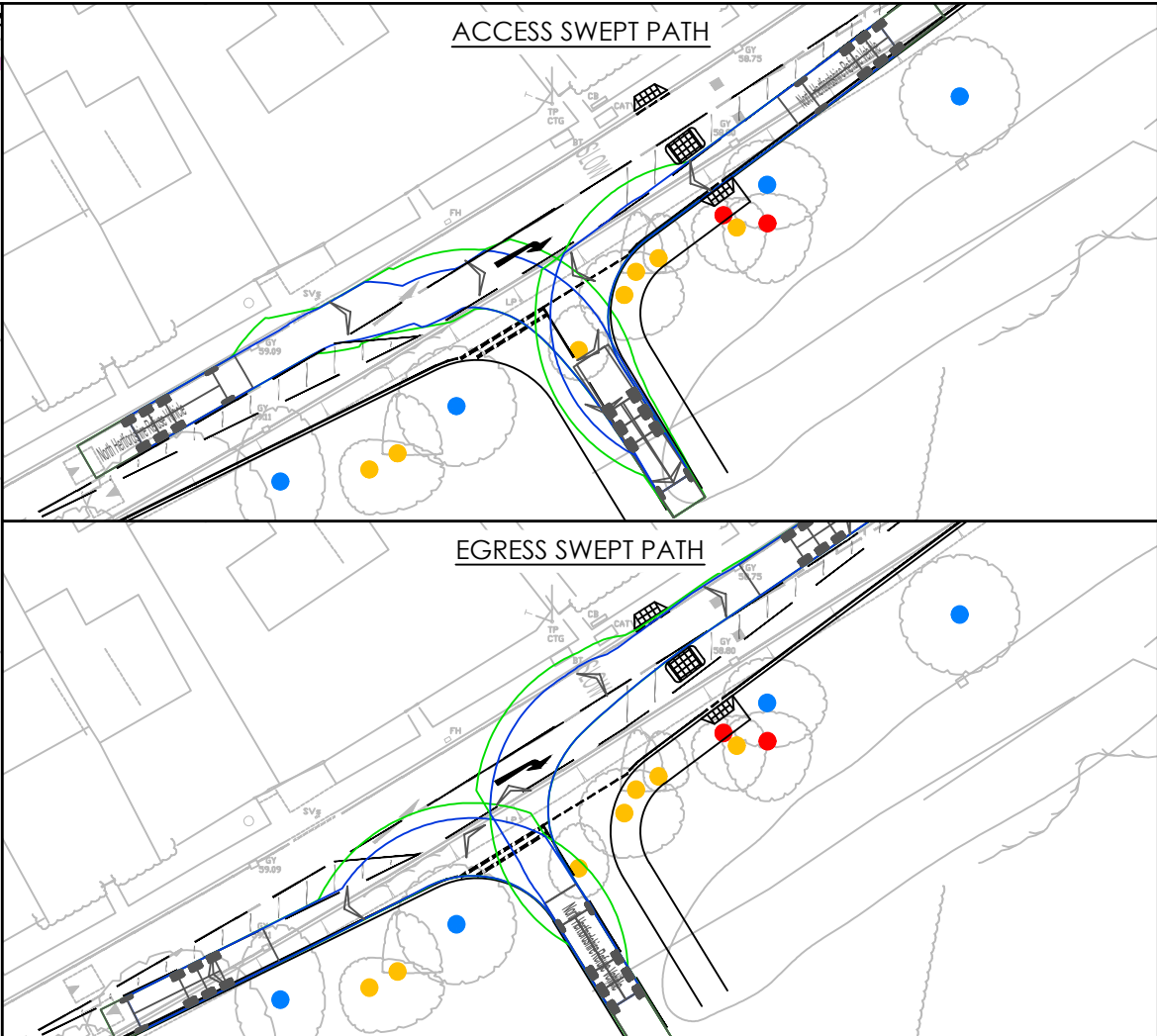
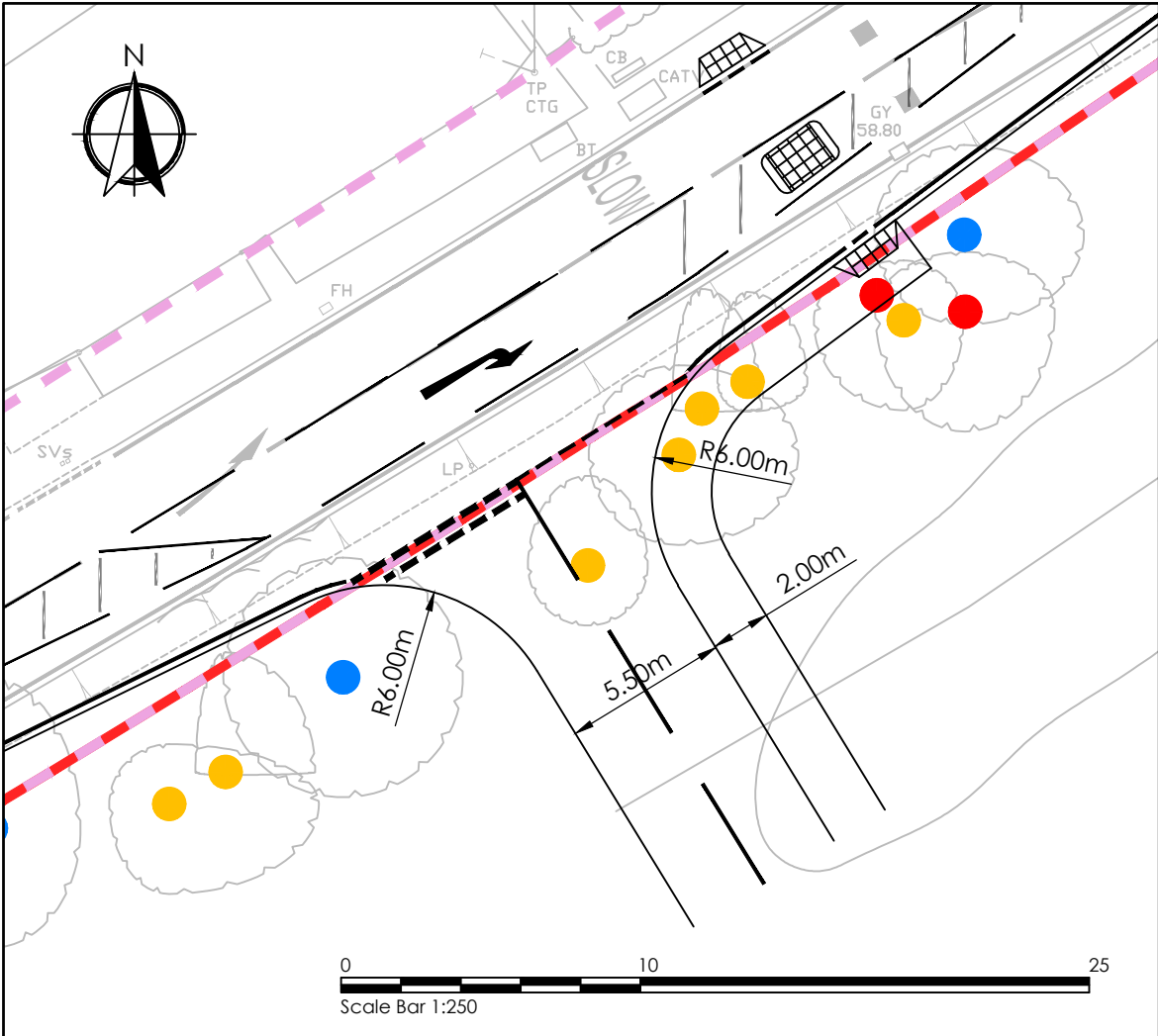
8.5 Manual Handling

- 8.5.1 The Guidance confirms for residential properties waste collection is a kerbside service and that residents must be able to take their bins to the kerbside for emptying. Collection crews must be able to collect from the kerbside, without pulling distances.
- 8.5.2 The proposed development would be designed with consideration to the above requirement.

9 SUMMARY & CONCLUSIONS

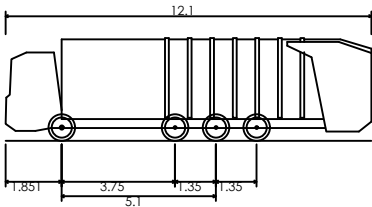
- 9.1.1 RGP is commissioned to provide highways and transport input in support of proposed development at Land South of Turnpike Lane, Ickleford ("the site").
- 9.1.2 The proposed development comprises the delivery of 100 residential units, with access off Turnpike Lane – it is proposed that the development would comprise 50% affordable housing and with approximately half of these being 1 or 2-bedroom dwellings and half being 3-bedroom dwellings.
- 9.1.3 This document is prepared to support an outline planning application for the site, with all matters reserved, except for the access arrangements – Hertfordshire County Council (HCC) and North Hertfordshire District Council (NHDC) are the respective Highway and Local Planning Authorities for the site.
- 9.1.4 This document draws the following conclusions:
- The 'Accessibility Credentials' Section of this document demonstrate there are opportunities for travel associated with the proposed development to be completed by active and sustainable travel modes.
 - The proposed 100 residential dwellings could generate 74 two-way movements across the AM peak and 67 two-way movements across the PM peak, totalling 635 total daily two-way movements.
 - The proposed development would be accessed off Turnpike Lane. The access would comprise a new simple priority junction. The access would be designed to achieve visibility splays in accordance with Table 7.1 of Manual for Streets.
 - In consideration of the proposed development flows and characteristics of the local highway network, it is considered that a right-turn pocket would be required as part of the development proposals.
 - Car and cycle parking would be provided with consideration to the standards contained at North Hertfordshire District Council 'Vehicle Parking at New Development Supplementary Planning Document' (2011).
 - Internal streets would be designed to accommodate the North Hertfordshire District Council waste collection vehicle. Sufficient space would be given to the storage of waste containers within the curtilage of the dwellings.
- 9.1.5 In consideration of the assessments and information presented within this document, RGP consider the development proposals to be acceptable in highways and transport terms, with North Hertfordshire District Council respectfully requested to confirm this.

DRAWINGS



- Notes:
1. Do not scale from this drawing.
 2. All dimensions are in metres unless noted otherwise.
 3. All levels are in metres above ordnance datum (AOD).
 4. This drawing should be printed in colour.
 5. This drawing is to be read in conjunction with all other engineer's drawings.

- SITE BOUNDARY
- - - EXTENT OF PUBLIC HIGHWAY
- TREE CATEGORY A
○ TREE CATEGORY B
○ TREE CATEGORY C
○ TREE CATEGORY U



North Hertfordshire Refuse Vehicle

Overall Length	12.100m
Overall Width	2.500m
Overall Body Height	3.400m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.400m

P03	UPDATED PEDESTRIAN CROSSING	23/07/25	GE	PB	PB
P02	ADDED ANNOTATIONS	18/07/25	GE	PB	PB
P01	FIRST ISSUE	17/06/25	GE	PB	PB
Rev	Details	Date	By	Chkd	Appd

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www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status: PRELIMINARY

Client: Hawridge Land

Project: Land at Ickleford Manor,
Ickleford

Drawing Title: Proposed Access Arrangement

Scale @ A3: AS SHOWN	Date: 23/07/25	Drawn: GE	Designed: GE	Checked: PB	Approved: PB
Project No: 8550	Drawing No: IMI-RGP-XX-XX-DR-T-005	Revision: P03			

APPENDIX A

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-250602-0632

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
09	NORTH	
	DH DURHAM	1 days
	IM ISLE OF MAN	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

RGP Mill Pool House Godalming

Licence No: 728001

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 99 (units:)
 Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 18/09/14 to 18/09/24

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:

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

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

Selected survey types:

Manual count	27 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	27
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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	24
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	28 days - Selected

Secondary Filtering selection:**Use Class:**

C3	27 days
----	---------

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

Population within 500m Range:

All Surveys Included

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	6 days
10,001 to 15,000	12 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	6 days
50,001 to 75,000	4 days
75,001 to 100,000	2 days
125,001 to 250,000	10 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	20 days

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

Travel Plan:

Yes	15 days
No	12 days

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

PTAL Rating:

No PTAL Present	27 days
-----------------	---------

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

RGP Mill Pool House Godalming

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LIST OF SITES relevant to selection parameters

1	CT-03-A-03 ARLESEY ROAD STOTFOLD	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		73	
	Survey date: TUESDAY		27/06/23	Survey Type: MANUAL
2	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		50	
	Survey date: FRIDAY		19/11/21	Survey Type: MANUAL
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: WEDNESDAY		09/11/22	Survey Type: MANUAL
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings:		57	
	Survey date: FRIDAY		19/10/18	Survey Type: MANUAL
5	EC-03-A-06 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES		CHESHIRE EAST
	Edge of Town Residential Zone Total No of Dwellings:		24	
	Survey date: MONDAY		24/11/14	Survey Type: MANUAL
6	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		47	
	Survey date: MONDAY		13/03/23	Survey Type: MANUAL
7	ES-03-A-13 A265 HEATHFIELD	DETACHED HOUSES		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		36	
	Survey date: MONDAY		18/03/24	Survey Type: MANUAL
8	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		39	
	Survey date: TUESDAY		13/11/18	Survey Type: MANUAL

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-22	MIXED HOUSES		HAMPSHIRE
	BOW LAKE GARDENS			
	NEAR EASTLEIGH			
	BISHOPSTOKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL	
10	HC-03-A-27	MIXED HOUSES		HAMPSHIRE
	DAIRY ROAD			
	ANDOVER			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL	
11	HC-03-A-37	MIXED HOUSES		HAMPSHIRE
	REDFIELDS LANE			
	FLEET			
	CHURCH CROOKHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: WEDNESDAY	27/03/24	Survey Type: MANUAL	
12	HF-03-A-05	TERRACED HOUSES		HERTFORDSHIRE
	HOLMSIDE RISE			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	8		
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL	
13	IM-03-A-05	MIXED HOUSES		ISLE OF MAN
	SCARLETT ROAD			
	CASTLETOWN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	45		
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL	
14	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	19		
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL	
15	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL	
16	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL	

RGP Mill Pool House Godalming

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LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
18	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
19	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
20	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	Survey date: MONDAY		18/10/21	Survey Type: MANUAL
21	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	Survey date: WEDNESDAY		18/05/22	Survey Type: MANUAL
22	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		96	
	Survey date: TUESDAY		14/05/24	Survey Type: MANUAL
23	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
24	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL

RGP Mill Pool House Godalming

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LIST OF SITES relevant to selection parameters (Cont.)

25	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
26	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
27	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
ES-03-A-05	05/06/19	Includes flats.
ES-03-A-07	07/11/19	Includes flats.
HC-03-A-31	07/10/22	Includes flats.
KC-03-A-09	09/06/21	Includes flats.
NF-03-A-25	21/09/21	Includes flats.
WS-03-A-17	01/03/23	Includes flats.
WS-03-A-19	15/05/23	Includes flats.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.60

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	45	0.096	27	45	0.329	27	45	0.425
08:00 - 09:00	27	45	0.175	27	45	0.365	27	45	0.540
09:00 - 10:00	27	45	0.154	27	45	0.181	27	45	0.335
10:00 - 11:00	27	45	0.145	27	45	0.179	27	45	0.324
11:00 - 12:00	27	45	0.146	27	45	0.169	27	45	0.315
12:00 - 13:00	27	45	0.184	27	45	0.184	27	45	0.368
13:00 - 14:00	27	45	0.174	27	45	0.169	27	45	0.343
14:00 - 15:00	27	45	0.176	27	45	0.194	27	45	0.370
15:00 - 16:00	27	45	0.299	27	45	0.186	27	45	0.485
16:00 - 17:00	27	45	0.282	27	45	0.192	27	45	0.474
17:00 - 18:00	27	45	0.347	27	45	0.177	27	45	0.524
18:00 - 19:00	27	45	0.261	27	45	0.154	27	45	0.415
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.439			2.479			4.918

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

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

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Parameter summary

Trip rate parameter range selected: 8 - 99 (units:)
 Survey date range: 18/09/14 - 18/09/24
 Number of weekdays (Monday-Friday): 34
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 10
 Surveys manually removed from selection: 0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	45	0.001	27	45	0.001	27	45	0.002
08:00 - 09:00	27	45	0.003	27	45	0.001	27	45	0.004
09:00 - 10:00	27	45	0.005	27	45	0.005	27	45	0.010
10:00 - 11:00	27	45	0.004	27	45	0.003	27	45	0.007
11:00 - 12:00	27	45	0.002	27	45	0.005	27	45	0.007
12:00 - 13:00	27	45	0.001	27	45	0.001	27	45	0.002
13:00 - 14:00	27	45	0.002	27	45	0.001	27	45	0.003
14:00 - 15:00	27	45	0.000	27	45	0.000	27	45	0.000
15:00 - 16:00	27	45	0.000	27	45	0.002	27	45	0.002
16:00 - 17:00	27	45	0.001	27	45	0.001	27	45	0.002
17:00 - 18:00	27	45	0.002	27	45	0.002	27	45	0.004
18:00 - 19:00	27	45	0.001	27	45	0.001	27	45	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.023			0.045

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	45	0.002	27	45	0.007	27	45	0.009
08:00 - 09:00	27	45	0.007	27	45	0.016	27	45	0.023
09:00 - 10:00	27	45	0.004	27	45	0.005	27	45	0.009
10:00 - 11:00	27	45	0.002	27	45	0.004	27	45	0.006
11:00 - 12:00	27	45	0.002	27	45	0.003	27	45	0.005
12:00 - 13:00	27	45	0.005	27	45	0.002	27	45	0.007
13:00 - 14:00	27	45	0.006	27	45	0.002	27	45	0.008
14:00 - 15:00	27	45	0.005	27	45	0.002	27	45	0.007
15:00 - 16:00	27	45	0.005	27	45	0.006	27	45	0.011
16:00 - 17:00	27	45	0.007	27	45	0.002	27	45	0.009
17:00 - 18:00	27	45	0.008	27	45	0.007	27	45	0.015
18:00 - 19:00	27	45	0.006	27	45	0.004	27	45	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.060			0.119

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	45	0.022	27	45	0.046	27	45	0.068
08:00 - 09:00	27	45	0.046	27	45	0.105	27	45	0.151
09:00 - 10:00	27	45	0.031	27	45	0.027	27	45	0.058
10:00 - 11:00	27	45	0.027	27	45	0.034	27	45	0.061
11:00 - 12:00	27	45	0.032	27	45	0.037	27	45	0.069
12:00 - 13:00	27	45	0.034	27	45	0.035	27	45	0.069
13:00 - 14:00	27	45	0.038	27	45	0.026	27	45	0.064
14:00 - 15:00	27	45	0.043	27	45	0.039	27	45	0.082
15:00 - 16:00	27	45	0.085	27	45	0.053	27	45	0.138
16:00 - 17:00	27	45	0.062	27	45	0.051	27	45	0.113
17:00 - 18:00	27	45	0.052	27	45	0.060	27	45	0.112
18:00 - 19:00	27	45	0.065	27	45	0.039	27	45	0.104
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.537			0.552			1.089

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.*

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	45	0.000	27	45	0.028	27	45	0.028
08:00 - 09:00	27	45	0.000	27	45	0.029	27	45	0.029
09:00 - 10:00	27	45	0.005	27	45	0.010	27	45	0.015
10:00 - 11:00	27	45	0.007	27	45	0.010	27	45	0.017
11:00 - 12:00	27	45	0.005	27	45	0.007	27	45	0.012
12:00 - 13:00	27	45	0.010	27	45	0.007	27	45	0.017
13:00 - 14:00	27	45	0.005	27	45	0.003	27	45	0.008
14:00 - 15:00	27	45	0.006	27	45	0.002	27	45	0.008
15:00 - 16:00	27	45	0.015	27	45	0.003	27	45	0.018
16:00 - 17:00	27	45	0.027	27	45	0.002	27	45	0.029
17:00 - 18:00	27	45	0.020	27	45	0.002	27	45	0.022
18:00 - 19:00	27	45	0.016	27	45	0.001	27	45	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.104			0.220

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	45	0.074	27	45	0.292	27	45	0.366
08:00 - 09:00	27	45	0.145	27	45	0.329	27	45	0.474
09:00 - 10:00	27	45	0.125	27	45	0.154	27	45	0.279
10:00 - 11:00	27	45	0.110	27	45	0.142	27	45	0.252
11:00 - 12:00	27	45	0.110	27	45	0.130	27	45	0.240
12:00 - 13:00	27	45	0.155	27	45	0.145	27	45	0.300
13:00 - 14:00	27	45	0.140	27	45	0.140	27	45	0.280
14:00 - 15:00	27	45	0.135	27	45	0.164	27	45	0.299
15:00 - 16:00	27	45	0.259	27	45	0.154	27	45	0.413
16:00 - 17:00	27	45	0.252	27	45	0.159	27	45	0.411
17:00 - 18:00	27	45	0.312	27	45	0.159	27	45	0.471
18:00 - 19:00	27	45	0.243	27	45	0.140	27	45	0.383
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.060			2.108			4.168

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.*

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	45	0.015	27	45	0.029	27	45	0.044
08:00 - 09:00	27	45	0.019	27	45	0.024	27	45	0.043
09:00 - 10:00	27	45	0.019	27	45	0.017	27	45	0.036
10:00 - 11:00	27	45	0.025	27	45	0.029	27	45	0.054
11:00 - 12:00	27	45	0.028	27	45	0.032	27	45	0.060
12:00 - 13:00	27	45	0.024	27	45	0.033	27	45	0.057
13:00 - 14:00	27	45	0.029	27	45	0.023	27	45	0.052
14:00 - 15:00	27	45	0.035	27	45	0.023	27	45	0.058
15:00 - 16:00	27	45	0.036	27	45	0.027	27	45	0.063
16:00 - 17:00	27	45	0.022	27	45	0.028	27	45	0.050
17:00 - 18:00	27	45	0.027	27	45	0.011	27	45	0.038
18:00 - 19:00	27	45	0.014	27	45	0.008	27	45	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.293			0.284			0.577

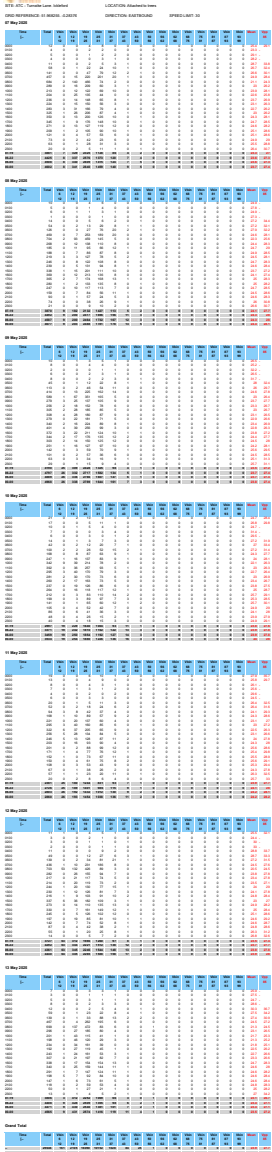
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APPENDIX B

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m \text{ \& } \text{axes}=2$		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	$\text{groups}=3, d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m \text{ \& } \text{axes}=3,4,5$		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m \text{ \& } \text{axes}=2$		Medium
4	TB3	3	2	Three axle truck or Bus	$\text{axes}=3 \text{ \& } \text{groups}=2$		
5	T4	>3	2	Four axle truck	$\text{axes} > 3 \text{ \& } \text{groups}=2$		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, \text{axes}=3 \text{ \& } \text{groups}=3$		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& } \text{axes} = 4 \text{ \& } \text{groups} > 2$		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& } \text{axes} = 5 \text{ \& } \text{groups} > 2$		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	$\text{axes}=6 \text{ \& } \text{groups} > 2 \text{ or } \text{axes} > 6 \text{ \& } \text{groups}=3$		
10	BD	>6	4	B-Double or Heavy truck and trailer	$\text{groups}=4 \text{ \& } \text{axes} > 6$		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	$\text{groups}=5,6 \text{ \& } \text{axes} > 6$		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	$\text{groups} > 6 \text{ \& } \text{axes} > 6$		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m \text{ \& } \text{axes}=2$		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18 \text{ \& } \text{axes}=2$		

	Eastbound	Westbound
Total	29646	27649
Mean Speed	23.9	24.4
85%	27.7	28.1





SITE: ATC - Turnpike Lane, Ickleford

LOCATION: Attached to trees

GRID REFERENCE: 51.968255, -0.283767

DIRECTION: EASTBOUND

SPEED LIMIT: 30

	Wed 07-May	Thu 08-May	Fri 09-May	Sat 10-May	Sun 11-May	Mon 12-May	Tue 13-May	Averages 1-5.	1-7.
Hour									
0000-0100	12	10	10	21	19	11	7	10	12.9
0100-0200	4	5	8	17	13	3	3	4.6	7.6
0200-0300	5	6	2	10	8	3	5	4.2	5.6
0300-0400	4	1	6	7	7	2	8	4.2	5
0400-0500	11	14	8	6	4	11	12	11.2	9.4
0500-0600	58	54	45	14	6	49	59	53	40.7
0600-0700	141	126	113	42	20	139	139	131.6	102.9
0700-0800	457	469	414	100	52	436	467	448.6	342.1
0800-0900	684	704	589	168	94	703	699	675.8	520.1
0900-1000	289	268	279	247	168	282	296	282.8	261.3
1000-1100	213	185	256	342	221	217	201	214.4	233.6
1100-1200	204	188	305	392	295	214	198	221.8	256.6
1200-1300	236	219	308	295	322	244	234	248.2	265.4
1300-1400	224	246	279	281	256	230	192	234.2	244
1400-1500	283	239	340	260	246	216	243	264.2	261
1500-1600	325	338	401	237	203	337	307	341.6	306.9
1600-1700	350	369	372	264	201	273	338	340.4	309.6
1700-1800	345	365	344	212	171	330	340	344.8	301
1800-1900	271	280	303	199	152	245	291	278	248.7
1900-2000	209	247	251	141	150	197	198	220.4	199
2000-2100	121	159	142	105	108	142	147	142.2	132
2100-2200	73	90	101	86	67	87	118	93.8	88.9
2200-2300	63	74	63	48	57	55	50	61	58.6
2300-2400	20	21	29	40	20	14	13	19.4	22.4
Totals									
0700-1900	3881	3870	4190	2997	2381	3727	3806	3894.8	3550.3
0600-2200	4425	4492	4797	3371	2726	4292	4408	4482.8	4073
0600-0000	4508	4587	4889	3459	2803	4361	4471	4563.2	4154
0000-0000	4602	4677	4968	3534	2860	4440	4565	4650.4	4235.1
AM Peak	800 684	800 704	800 589	1100 392	1100 295	800 703	800 699		
PM Peak	1600 350	1600 369	1500 401	1200 295	1200 322	1500 337	1700 340		



SITE: ATC - Turnpike Lane, Ickleford

LOCATION: Attached to trees

GRID REFERENCE: 51.968255, -0.283767

DIRECTION: WESTBOUND

SPEED LIMIT: 30

07 May 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	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	30.1
0100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	26	-
0200	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0500	44	38	0	3	0	0	0	1	0	0	0	0	0	1	1	27	30.8
0600	107	91	0	13	1	0	0	1	0	0	0	0	0	0	1	27.1	31
0700	216	191	2	19	0	0	0	2	0	0	0	0	0	2	0	25.2	29
0800	325	299	1	21	1	0	0	1	0	0	0	0	0	1	1	22.1	26.6
0900	234	212	0	14	0	2	1	0	0	0	0	0	0	3	2	22.7	26.8
1000	195	165	0	28	0	0	0	1	0	0	0	0	0	1	0	24.5	28.6
1100	191	168	0	19	0	0	0	1	0	0	0	0	0	2	1	22.9	27
1200	211	189	2	15	1	0	0	0	0	0	0	0	0	2	2	24	27.9
1300	262	224	2	31	0	4	0	0	0	0	0	0	0	1	0	22.5	26.6
1400	251	226	1	21	0	0	1	0	0	0	0	0	0	0	2	23.3	26.8
1500	362	321	0	38	0	0	0	0	0	0	0	0	0	2	1	22.8	26.3
1600	456	413	4	31	0	0	1	2	0	1	0	0	0	2	2	24.6	27.7
1700	570	537	1	26	0	0	0	0	0	1	0	0	0	5	0	25.1	27.7
1800	310	288	0	16	0	0	0	0	0	0	0	0	0	3	3	24.6	28.3
1900	194	183	0	8	0	0	0	0	0	0	0	0	0	1	2	25.5	28.9
2000	136	125	0	4	0	0	0	0	0	0	0	0	0	6	1	26	30
2100	91	84	0	5	0	0	0	0	0	0	0	0	0	2	0	25.2	30.1
2200	80	70	1	4	0	0	0	0	0	0	0	0	0	5	0	25.3	29
2300	19	18	1	0	0	0	0	0	0	0	0	0	0	0	0	27.4	31.7
07-19	3583	3233	13	279	2	6	3	7	0	2	0	0	0	24	14	23.8	27.5
06-22	4111	3716	13	309	3	6	3	8	0	2	0	0	0	33	18	24.1	28
06-00	4210	3804	15	313	3	6	3	8	0	2	0	0	0	38	18	24.1	28

00-00	4291	3875	15	320	3	6	3	9	0	2	0	0	0	39	19	24.2	28.1
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08 May 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	8	0	1	0	0	0	0	0	0	0	0	0	0	0	25.2	-
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
0200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	25	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0400	10	7	0	2	0	0	0	0	0	0	0	0	0	1	0	25.9	-
0500	40	35	0	3	0	0	0	1	0	0	0	0	0	1	0	27.2	30.7
0600	97	80	0	14	0	0	0	1	0	0	0	0	0	2	0	28.1	31.4
0700	222	193	0	23	0	0	1	1	0	0	0	0	0	3	1	25.8	28.9
0800	317	291	1	24	0	0	0	0	0	0	0	0	0	0	1	24	27.2
0900	217	184	1	25	0	1	0	0	0	1	0	0	0	2	3	23.7	27
1000	175	155	0	17	0	0	0	0	0	0	0	0	0	3	0	24.2	28.7
1100	199	177	0	14	0	3	0	0	0	0	0	0	0	5	0	24.3	28.1
1200	224	200	0	21	0	0	1	0	0	0	0	0	0	2	0	25.2	28.2
1300	247	215	1	25	0	0	1	0	0	0	0	0	0	4	1	25.2	28.6
1400	255	234	1	18	0	1	0	1	0	0	0	0	0	0	0	24.9	28
1500	392	364	2	24	1	1	0	0	0	0	0	0	0	0	0	24.3	27.4
1600	459	429	0	27	0	0	1	0	0	0	0	0	0	1	1	24.9	27.8
1700	559	532	1	18	0	1	0	0	0	0	0	0	0	6	1	24.3	28.3
1800	335	312	0	22	0	0	0	0	0	0	0	0	0	1	0	26	29
1900	230	219	0	10	0	0	0	0	0	0	0	0	0	1	0	25.2	28.4
2000	148	141	0	5	0	0	0	0	0	0	0	0	0	2	0	25.7	29
2100	100	92	0	5	0	0	0	0	0	0	0	0	0	2	1	25.3	28.5
2200	72	68	0	3	0	0	0	0	0	0	0	0	0	1	0	24.9	29
2300	32	31	0	0	0	0	0	0	0	0	0	0	0	1	0	26.1	30.6
07-19	3601	3286	7	258	1	7	4	2	0	1	0	0	0	27	8	24.7	28.1
06-22	4176	3818	7	292	1	7	4	3	0	1	0	0	0	34	9	24.9	28.3
06-00	4280	3917	7	295	1	7	4	3	0	1	0	0	0	36	9	24.9	28.3
00-00	4353	3980	7	302	1	7	4	4	0	1	0	0	0	38	9	24.9	28.3

09 May 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	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	22.4	25.5
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
0400	14	11	0	3	0	0	0	0	0	0	0	0	0	0	0	27.5	30.9
0500	32	27	0	3	0	0	0	1	0	0	0	0	0	1	0	28.5	33.2
0600	85	68	0	13	0	0	1	1	0	0	0	0	0	2	0	27.8	32.7
0700	212	188	0	20	0	0	1	0	0	0	0	0	0	1	2	25.8	29.2
0800	366	324	2	32	1	2	0	1	0	2	0	0	0	2	0	24.2	27.8
0900	264	226	0	30	1	2	0	0	0	1	1	0	0	0	3	23.2	28.6
1000	242	207	4	23	0	0	0	3	0	0	0	0	0	3	2	23.4	27.4
1100	253	225	1	24	0	1	0	0	1	0	0	0	0	0	1	23.4	26.6
1200	314	279	2	30	0	0	0	0	0	1	0	0	0	0	2	24.1	27.5
1300	330	299	1	23	2	0	0	1	0	1	0	0	0	2	1	24.2	27.6
1400	341	308	1	25	0	0	0	1	0	0	0	0	0	3	3	23.4	27.1
1500	441	395	4	38	0	0	0	0	0	1	0	0	0	1	2	23.2	26.3
1600	522	486	3	28	0	0	0	1	0	1	0	0	0	3	0	22.1	27.1
1700	492	455	0	34	0	0	1	0	0	0	0	0	0	1	1	24.2	27.5
1800	326	309	0	13	0	1	0	0	0	1	0	0	0	1	1	25.4	28.9
1900	218	206	1	8	0	0	0	0	0	0	0	0	0	3	0	24.8	28.5
2000	130	120	0	6	0	0	0	0	0	0	0	0	0	3	1	25.1	29.7
2100	93	88	0	4	0	0	0	0	0	0	0	0	0	1	0	24.4	28.1
2200	86	84	0	2	0	0	0	0	0	0	0	0	0	0	0	24.6	28.4
2300	42	39	0	2	0	0	0	0	0	0	0	0	0	1	0	25.5	29.2
07-19	4103	3701	18	320	4	6	2	7	1	8	1	0	0	17	18	23.8	27.5
06-22	4629	4183	19	351	4	6	3	8	1	8	1	0	0	26	19	23.9	27.7
06-00	4757	4306	19	355	4	6	3	8	1	8	1	0	0	27	19	24	27.8
00-00	4827	4364	19	364	4	6	3	9	1	8	1	0	0	29	19	24	27.8

10 May 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	22	21	0	0	0	0	0	0	0	0	0	0	0	1	0	27.2	30.8
0100	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	23.2	27.7
0200	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	27.1	32.4
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-
0400	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	26.2	-
0500	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	26.2	28.6
0600	49	43	0	5	1	0	0	0	0	0	0	0	0	0	0	26.9	31.2
0700	80	71	0	4	0	0	1	0	0	0	0	0	0	1	3	26.3	29.8
0800	170	154	1	9	0	1	0	0	0	0	0	0	0	0	5	23.9	28.4
0900	214	199	1	6	1	2	0	0	0	0	0	0	0	0	5	24.1	27.2
1000	305	281	0	16	1	1	1	0	0	0	0	0	0	1	4	22.5	26.9
1100	289	261	1	16	0	1	0	0	0	0	0	0	0	4	6	23.4	26.9
1200	302	283	2	9	0	0	0	1	0	0	0	0	0	4	3	23.1	26.9
1300	261	247	1	9	0	0	0	0	1	0	0	0	0	1	2	23.6	27.3
1400	244	228	1	7	1	0	0	0	0	0	0	0	0	3	4	24	27.8
1500	263	246	2	10	0	0	0	0	0	0	0	0	0	3	2	23.5	27.2
1600	229	217	0	5	0	0	0	0	1	0	0	0	0	4	2	24.8	28.2
1700	210	191	1	11	0	0	0	0	0	1	0	0	0	4	2	25	29.1
1800	172	163	0	9	0	0	0	0	0	0	0	0	0	0	0	25.6	28.9
1900	153	138	0	9	0	0	0	0	0	0	0	0	0	5	1	26	29.5
2000	119	109	0	4	0	0	0	0	0	0	0	0	0	3	3	25.6	29
2100	82	78	0	3	0	0	0	0	0	0	0	0	0	1	0	24.7	27.5
2200	52	52	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	28.3
2300	54	54	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	28.7
07-19	2739	2541	10	111	3	5	2	1	2	1	0	0	0	25	38	23.9	27.6
06-22	3142	2909	10	132	4	5	2	1	2	1	0	0	0	34	42	24.1	27.8
06-00	3248	3015	10	132	4	5	2	1	2	1	0	0	0	34	42	24.2	28
00-00	3317	3079	10	135	4	5	2	1	2	1	0	0	0	36	42	24.2	28

11 May 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	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	39.3
0100	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	-
0200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0300	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	26.5	-
0400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-
0500	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	28.9
0600	30	27	0	1	0	0	0	0	0	0	0	0	0	0	2	26.1	31.2
0700	57	49	0	3	0	0	0	0	0	0	0	0	0	1	4	25.4	29.5
0800	107	90	0	7	0	2	0	1	0	0	0	0	0	1	6	24.3	28.5
0900	161	136	1	8	0	2	0	0	0	1	0	0	0	7	6	22.8	27.4
1000	206	179	3	10	0	1	0	0	0	1	0	0	0	3	9	23.5	27.6
1100	254	227	1	12	1	2	0	0	1	1	0	0	0	4	5	23	27.5
1200	235	213	1	10	0	1	0	0	1	1	0	0	0	7	1	23.3	28.3
1300	249	229	1	10	0	1	0	0	0	1	0	0	0	1	6	22.5	27
1400	223	211	3	6	1	0	0	0	0	1	0	0	0	1	0	23.5	27.2
1500	214	199	1	6	0	0	0	0	0	0	0	0	0	6	2	24.8	28.2
1600	207	194	1	9	0	0	0	0	0	0	0	0	0	1	2	25.6	29.4
1700	161	149	0	10	0	0	0	0	0	0	0	0	0	1	1	25.4	28.2
1800	153	143	1	5	0	0	0	0	0	0	0	0	0	2	2	26.5	30.2
1900	153	146	0	5	0	0	0	0	0	0	0	0	0	1	1	25	28.6
2000	108	105	0	1	0	0	0	0	0	0	0	0	0	2	0	25.4	28.2
2100	57	48	1	5	0	0	0	0	0	0	0	0	0	2	1	24.8	28.2
2200	35	33	0	1	0	0	0	0	0	0	0	0	0	1	0	25.5	30.4
2300	29	27	0	1	0	0	0	0	0	0	0	0	0	1	0	27	31.5
07-19	2227	2019	13	96	2	9	0	1	2	6	0	0	0	35	44	24	28.1
06-22	2575	2345	14	108	2	9	0	1	2	6	0	0	0	40	48	24.2	28.2
06-00	2639	2405	14	110	2	9	0	1	2	6	0	0	0	42	48	24.2	28.2
00-00	2703	2467	14	112	2	9	0	1	2	6	0	0	0	42	48	24.3	28.3

12 May 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	6	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
0300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0400	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0500	32	27	0	3	0	1	0	0	0	0	0	0	0	1	0	27.6	33.4
0600	111	93	0	15	0	0	0	1	0	0	0	0	0	1	1	27.5	31
0700	178	162	0	13	0	0	0	0	0	0	0	0	0	2	1	26.4	29.8
0800	297	273	0	20	1	1	0	0	0	0	0	0	0	1	1	24.4	28.1
0900	211	188	0	18	0	1	0	1	0	0	0	0	0	1	2	23.2	27.7
1000	196	174	0	17	0	1	0	0	1	1	0	0	0	2	0	23	27.2
1100	216	187	3	20	3	0	0	1	1	0	0	0	0	1	0	22.7	27
1200	205	180	3	17	0	0	0	1	0	1	0	0	0	1	2	23.3	27.6
1300	219	187	3	25	1	0	0	0	0	1	0	0	0	0	2	23.5	28
1400	258	231	1	22	0	0	1	1	0	0	0	0	0	2	0	24.1	28.1
1500	352	319	3	29	0	0	0	0	0	0	0	0	0	1	0	24.1	27.4
1600	400	357	4	36	0	0	0	0	0	0	0	0	0	3	0	24.8	28.3
1700	464	437	2	21	0	1	0	0	0	0	0	0	0	2	1	25.9	28.6
1800	300	282	0	16	0	0	0	0	0	0	0	0	0	1	1	25.3	28.4
1900	210	195	0	10	0	0	0	0	0	0	0	0	0	5	0	25.3	28.4
2000	126	113	0	10	0	0	0	0	0	0	0	0	0	0	3	25.8	29.5
2100	91	84	0	6	0	0	0	0	0	0	0	0	0	1	0	25.1	29.1
2200	47	41	0	3	0	0	0	0	0	0	0	0	0	2	1	25.9	29.7
2300	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	26.6	30
07-19	3296	2977	19	254	5	4	1	4	2	3	0	0	0	17	10	24.4	28.2
06-22	3834	3462	19	295	5	4	1	5	2	3	0	0	0	24	14	24.6	28.3
06-00	3904	3525	19	299	5	4	1	5	2	3	0	0	0	26	15	24.6	28.4
00-00	3965	3580	19	303	5	5	1	5	2	3	0	0	0	27	15	24.7	28.4

13 May 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	12	10	0	1	0	0	0	0	0	0	0	0	0	1	0	23.7	28.8
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0200	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	25.2	-
0300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	26.6	-
0400	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0500	42	35	0	5	0	0	0	1	0	0	0	0	0	1	0	27.7	31.9
0600	109	92	0	11	2	0	0	1	0	0	0	0	0	3	0	27.6	30.9
0700	199	180	0	13	0	0	1	1	0	0	0	0	0	2	2	26	29.6
0800	321	299	0	16	1	0	0	1	1	0	0	0	0	2	1	24.1	27.3
0900	204	184	0	16	2	1	0	0	0	0	0	0	0	0	1	24	27.9
1000	174	154	0	17	0	0	0	0	0	0	0	0	0	0	3	22.9	27.2
1100	194	165	0	22	1	0	1	0	0	0	0	0	0	2	3	21.2	24.6
1200	223	192	1	25	0	2	0	2	0	0	0	0	0	0	1	22.8	26.7
1300	207	185	1	19	0	0	0	0	0	1	0	0	0	0	1	24.1	27.2
1400	251	225	0	25	0	0	0	0	0	0	0	0	0	1	0	23.1	26.4
1500	378	345	1	27	0	0	1	0	1	0	0	0	0	1	2	24	27.4
1600	438	406	4	22	0	0	0	0	0	0	0	0	0	5	1	24.7	28
1700	556	513	3	26	0	0	0	0	0	0	0	0	0	6	8	24.4	27.8
1800	312	300	0	9	0	0	0	1	0	0	0	0	0	1	1	25.6	29.5
1900	225	209	1	8	0	1	0	0	0	0	0	0	0	4	2	24.8	28.2
2000	159	152	0	5	1	0	0	0	0	0	0	0	0	1	0	25	28.9
2100	98	93	0	3	0	0	0	0	0	0	0	0	0	2	0	24.8	28
2200	49	47	0	1	0	0	0	0	0	0	0	0	0	1	0	26.5	31.7
2300	23	22	0	0	0	0	0	0	0	0	0	0	0	1	0	25.3	27.8
07-19	3457	3148	10	237	4	3	3	5	2	1	0	0	0	20	24	24.1	27.7
06-22	4048	3694	11	264	7	4	3	6	2	1	0	0	0	30	26	24.3	28
06-00	4120	3763	11	265	7	4	3	6	2	1	0	0	0	32	26	24.3	28
00-00	4193	3822	11	276	7	4	3	7	2	1	0	0	0	34	26	24.3	28.1

LOCATION: Attached to trees

SPEED LIMIT: 30

07 May 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	12	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	27.4	30.1
0100	7	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	26	-
0200	10	0	0	5	4	1	0	0	0	0	0	0	0	0	0	0	25.9	-
0300	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	29.1	-
0400	5	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0500	44	0	1	9	28	6	0	0	0	0	0	0	0	0	0	0	27	30.8
0600	107	0	3	24	64	16	0	0	0	0	0	0	0	0	0	0	27.1	31
0700	216	13	3	60	125	15	0	0	0	0	0	0	0	0	0	0	25.2	29
0800	325	4	48	190	81	2	0	0	0	0	0	0	0	0	0	0	22.1	26.6
0900	234	9	29	127	67	2	0	0	0	0	0	0	0	0	0	0	22.7	26.8
1000	195	0	9	99	75	11	1	0	0	0	0	0	0	0	0	0	24.5	28.6
1100	191	4	23	98	60	6	0	0	0	0	0	0	0	0	0	0	22.9	27
1200	211	1	17	106	78	8	1	0	0	0	0	0	0	0	0	0	24	27.9
1300	262	3	42	139	73	5	0	0	0	0	0	0	0	0	0	0	22.5	26.6
1400	251	5	19	149	72	6	0	0	0	0	0	0	0	0	0	0	23.3	26.8
1500	362	4	44	206	102	6	0	0	0	0	0	0	0	0	0	0	22.8	26.3
1600	456	1	18	224	202	11	0	0	0	0	0	0	0	0	0	0	24.6	27.7
1700	570	0	2	296	252	19	1	0	0	0	0	0	0	0	0	0	25.1	27.7
1800	310	4	20	134	138	12	1	0	0	1	0	0	0	0	0	0	24.6	28.3
1900	194	1	8	68	107	10	0	0	0	0	0	0	0	0	0	0	25.5	28.9
2000	136	0	0	57	66	12	0	1	0	0	0	0	0	0	0	0	26	30
2100	91	1	3	37	42	8	0	0	0	0	0	0	0	0	0	0	25.2	30.1
2200	80	0	3	36	34	6	1	0	0	0	0	0	0	0	0	0	25.3	29
2300	19	0	0	6	9	3	1	0	0	0	0	0	0	0	0	0	27.4	31.7
07-19	3583	48	274	1828	1325	103	4	0	0	1	0	0	0	0	0	0	23.8	27.5
06-22	4111	50	288	2014	1604	149	4	1	0	1	0	0	0	0	0	0	24.1	28
06-00	4210	50	291	2056	1647	158	6	1	0	1	0	0	0	0	0	0	24.1	28

08 May 2025

[illegible]

09 May 2025

[illegible]

10 May 2025

[illegible]

11 May 2025

[illegible]

12 May 2025

[illegible]

13 May 2025

[illegible]



SITE: ATC - Turnpike Lane, Ickleford

LOCATION: Attached to trees

GRID REFERENCE: 51.968255, -0.283767

DIRECTION: WESTBOUND

SPEED LIMIT: 30

	Wed 07-May	Thu 08-May	Fri 09-May	Sat 10-May	Sun 11-May	Mon 12-May	Tue 13-May	Averages	
Hour								1-5.	1-7.
0000-0100	12	9	11	22	15	6	12	10	12.4
0100-0200	7	6	3	13	10	4	1	4.2	6.3
0200-0300	10	7	7	12	8	4	7	7	7.9
0300-0400	3	1	3	4	9	6	4	3.4	4.3
0400-0500	5	10	14	5	9	9	7	9	8.4
0500-0600	44	40	32	13	13	32	42	38	30.9
0600-0700	107	97	85	49	30	111	109	101.8	84
0700-0800	216	222	212	80	57	178	199	205.4	166.3
0800-0900	325	317	366	170	107	297	321	325.2	271.9
0900-1000	234	217	264	214	161	211	204	226	215
1000-1100	195	175	242	305	206	196	174	196.4	213.3
1100-1200	191	199	253	289	254	216	194	210.6	228
1200-1300	211	224	314	302	235	205	223	235.4	244.9
1300-1400	262	247	330	261	249	219	207	253	253.6
1400-1500	251	255	341	244	223	258	251	271.2	260.4
1500-1600	362	392	441	263	214	352	378	385	343.1
1600-1700	456	459	522	229	207	400	438	455	387.3
1700-1800	570	559	492	210	161	464	556	528.2	430.3
1800-1900	310	335	326	172	153	300	312	316.6	272.6
1900-2000	194	230	218	153	153	210	225	215.4	197.6
2000-2100	136	148	130	119	108	126	159	139.8	132.3
2100-2200	91	100	93	82	57	91	98	94.6	87.4
2200-2300	80	72	86	52	35	47	49	66.8	60.1
2300-2400	19	32	42	54	29	23	23	27.8	31.7
Totals									
0700-1900	3583	3601	4103	2739	2227	3296	3457	3608	3286.6
0600-2200	4111	4176	4629	3142	2575	3834	4048	4159.6	3787.9
0600-0000	4210	4280	4757	3248	2639	3904	4120	4254.2	3879.7
0000-0000	4291	4353	4827	3317	2703	3965	4193	4325.8	3949.9
AM Peak	800	800	800	1000	1100	800	800		
	325	317	366	305	254	297	321		
PM Peak	1700	1700	1600	1200	1300	1700	1700		
	570	559	522	302	249	464	556		

APPENDIX C



LAND AT ICKLEFORD MANOR, ICKLEFORD

Proposed Access Arrangements

Stage 1 Road Safety Audit

July 2025

SB-MG-25-4838-RSA1

Report title:	Land at Ickleford Manor – Proposed Access Arrangements - RSA 1
Date:	22/07/25
Document reference and revision:	SB-MG-25-4838-RSA1
Prepared by:	The Safety Forum
On behalf of:	Hertfordshire County Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	S Bowie	M Gatti		22/07/25
Designer's Response				
Authority's Response				
Audit Response				

Client:	
RGP Consulting Engineers Ltd	The Safety Forum Ltd
10 York Road London SE1 7ND	PO Box 831 Godalming Surrey GU7 9HT
Date: 22/07/25	

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2.0	ITEMS CONSIDERED	5
3.0	MATTERS ARISING FROM THIS STAGE 1 AUDIT.	6
4.0	AUDIT TEAM STATEMENT	7

APPENDIX A Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed vehicular access associated with the development of a site comprising 102 dwellings.
- 1.2 Proposed vehicular access is to be taken from Turnpike Lane in the form of a priority junction with an element of localised carriageway widening to accommodate a ghost right-turn lane. relocation of street furniture, speed cushions and the removal of trees positioned within the proposed footway and carriageway.
- 1.3 A new pedestrian crossing point would be provided on Turnpike Lane, immediately east of the proposed new vehicle entrance, comprising dropped kerbs with tactile paving and a pedestrian refuge island within the central hatching area
- 1.4 The Stage 1 RSA was carried out at the request of RGP.
- 1.5 The Road Safety Audit Brief was supplied by RGP. The overseeing organisation is Hertfordshire County Council. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.
- 1.6 The Audit was carried out between 14th and 21st July 2025 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

S Bowie - Team Leader
IEng MICE FIHE MCIHT MSoRSA RSA Certificate of Competence

Mario Gatti – Team Member
MCIHT MSoRSA HE RSA Certificate of Competency

- 1.7 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).
- 1.8 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 14th July 2025, between 19:30 and 20:30 hours by all members of the Audit Team together. The weather was hot and sunny. The road surface was dry. Traffic conditions were light. Five pedestrians and no cyclists were observed during the time of site inspections.

- 1.9 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.10 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.11 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.12 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
8550 IMI-RGP-XX-XX-DR-T-005	P01	Proposed Access Arrangement Option C
CMP-01	R3	Concept Masterplan - 01

Document Filename	Rev/ Date	Title
8550/RSA01	07.07.25	Stage 1 Road Safety Audit Brief
-	07.05.25-13.05.25	ATC – Eastbound & Westbound

2.2 No departure from standards or other information was submitted to the Audit Team.

2.3 Accepting that this request is for a Stage 1 RSA, further safety aspects to be considered at subsequent audit stages include, but are not limited to:

- Site clearance details,
- Drainage alterations,
- Street lighting provision or alterations,
- Construction details.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Turnpike Lane, development access junction.

SUMMARY: Increased risk of kerb strikes, single vehicle loss of control, side swipe or vehicle to pedestrian type.

At this stage of audit, whilst vehicle swept paths have been provided these appear to show vehicles potentially overhanging/overrunning adjacent footway/verge areas.

This may increase the risk of kerb strikes, single vehicle loss of control, side swipe or vehicle to pedestrian type collisions.

RECOMMENDATION

The Audit Team recommend that vehicles can safely negotiate all expected manoeuvres without hitting kerbs or overrunning adjacent footway/verge areas.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

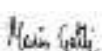
Name: Sarah Bowie
Position: Road Safety Auditor
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 21st July 2025

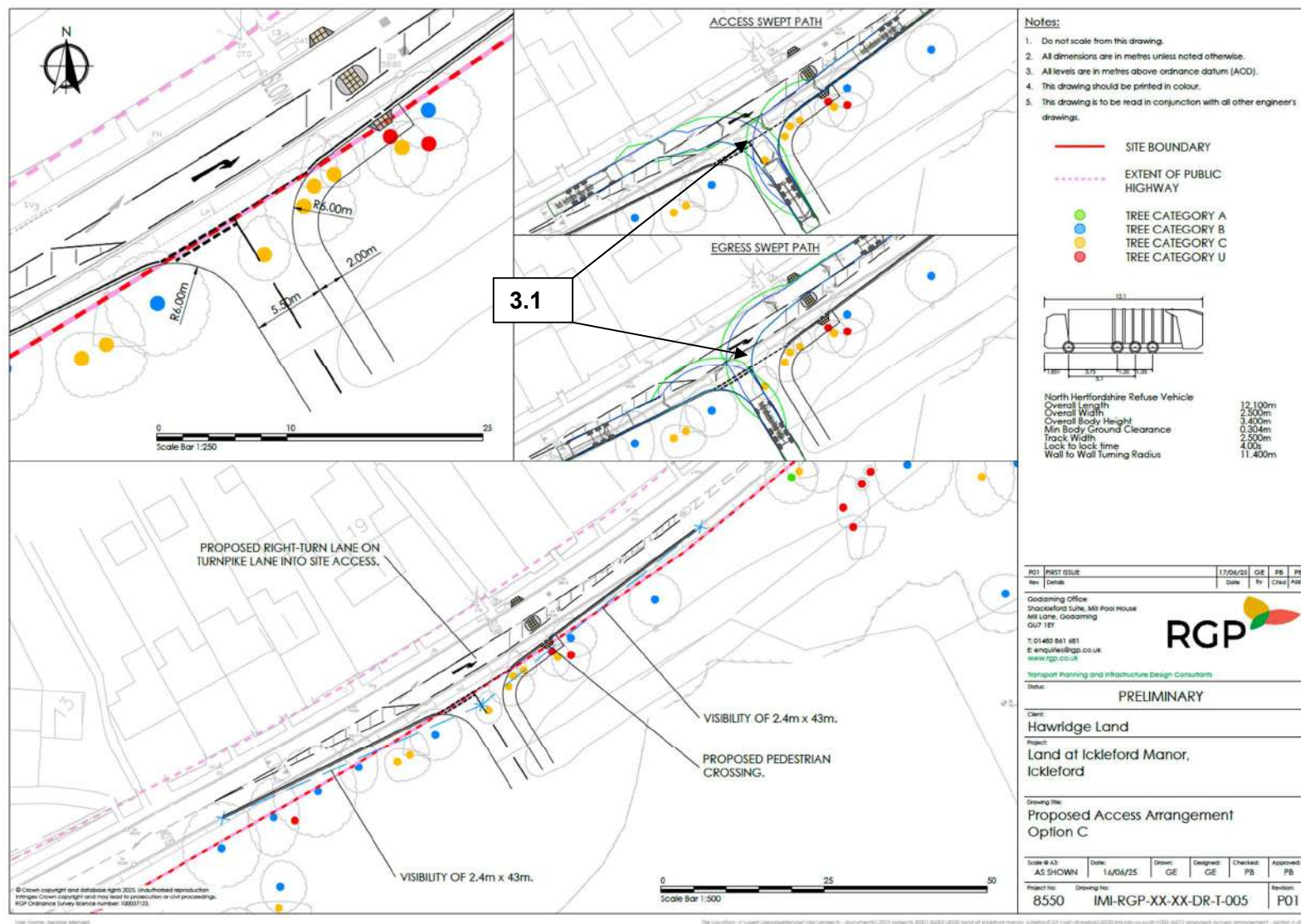
AUDIT TEAM MEMBER

Name: Mario Gatti
Position: Road Safety Auditor
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

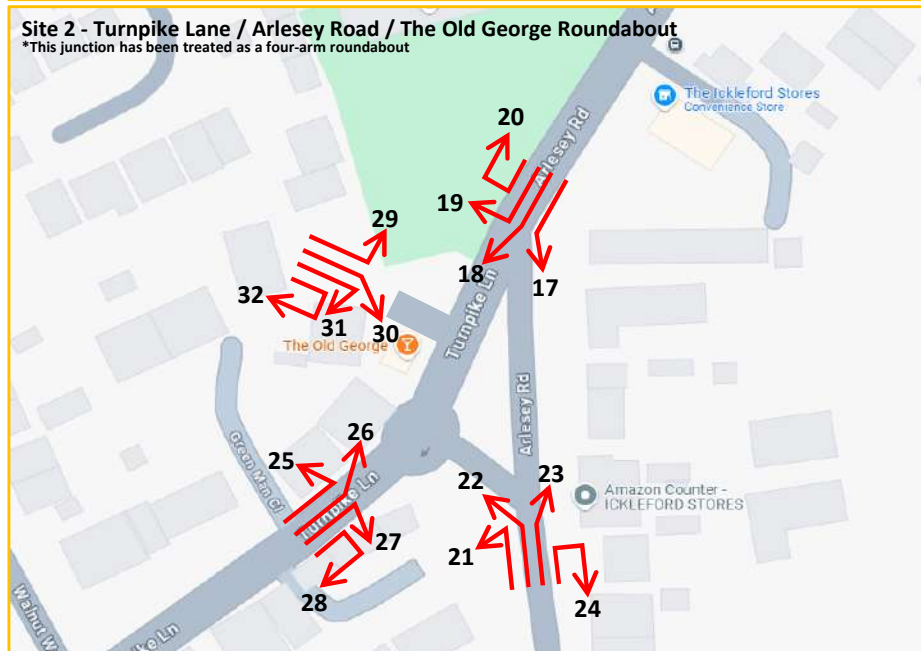
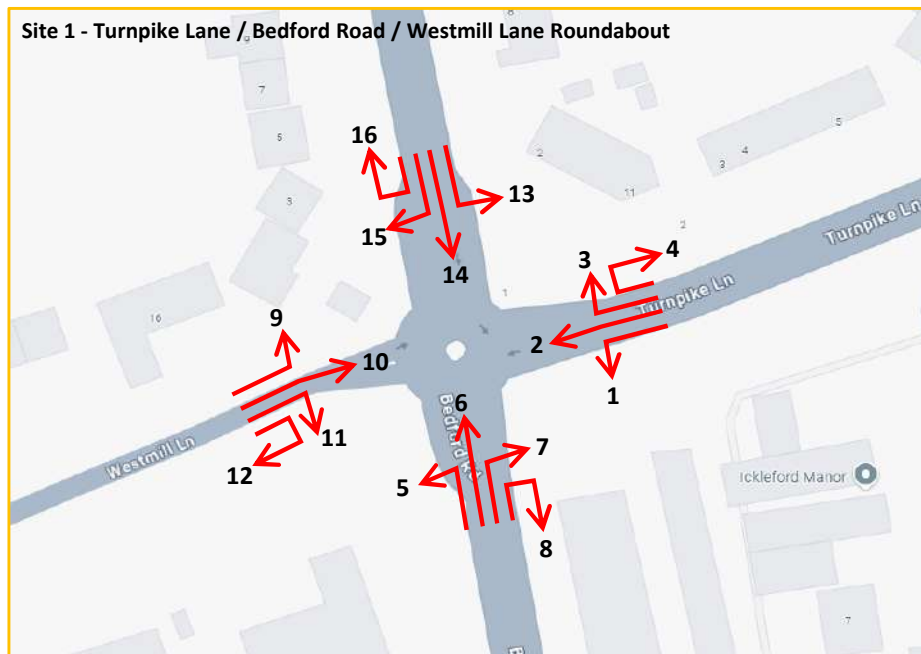
Signed: 

Date: 21st July 2025

APPENDIX A: LOCATION PLAN



APPENDIX D



1630-1730	171	24	1	0	0	6	1	203	199.10	14	1	0	0	0	0	0	15	15.00	292	29	1	0	0	0	1	323	322.70	0	0	0	0	0	0	0	0	0	0.00
1645-1745	186	21	1	0	0	3	1	212	209.90	16	2	0	0	0	0	0	18	18.00	307	29	1	0	0	0	1	338	337.70	0	0	0	0	0	0	0	0	0	0.00
1700-1800	199	16	1	0	0	4	0	220	218.10	17	2	0	0	0	0	0	19	19.00	306	28	0	0	0	2	1	337	335.00	0	0	0	0	0	0	0	0	0	0.00
1715-1815	205	18	1	0	0	1	0	225	224.90	15	2	0	0	0	1	0	18	17.40	240	23	0	0	0	2	2	267	264.20	0	0	0	0	0	0	0	0	0	0.00
1730-1830	200	12	0	0	0	1	0	213	212.40	13	1	0	0	0	1	0	15	14.40	215	21	0	0	0	2	2	240	237.20	0	0	0	0	0	0	0	0	0	0.00
1745-1845	180	14	0	0	0	1	1	196	194.60	8	2	0	0	0	1	0	11	10.40	172	16	0	0	0	4	2	194	190.00	0	0	0	0	0	0	0	0	0	0.00
1800-1900	154	13	1	0	0	0	2	170	168.90	9	2	0	0	0	1	0	12	11.40	125	13	0	0	0	2	2	142	139.20	0	0	0	0	0	0	0	0	0	0.00



Site: Site 1 - Turnpike Lane / Bedford Road / Westmill Lane Roundabout

Location: Ickleford, Hitchin SG5 3UX

Date: Wednesday 7th May 2025

Time: 07:00-10:00 & 16:00-19:00

Site 1 - Turnpike Lane / Bedford Road / Westmill Lane Roundabout (07:00-10:00) AM Peak

	MOVEMENT 5								MOVEMENT 6								MOVEMENT 7								MOVEMENT 8												
	FROM A600 BEDFORD ROAD (SOUTH) LEFT TURN TO WESTMILL LANE								FROM A600 BEDFORD ROAD (SOUTH) STRAIGHT AHEAD TO A600 BEDFORD ROAD (NORTH)								FROM A600 BEDFORD ROAD (SOUTH) RIGHT TURN TO TURNPIKE LANE								FROM A600 BEDFORD ROAD (SOUTH) U-TURN BACK TO A600 BEDFORD ROAD (SOUTH)												
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0700-0715	1	0	0	0	0	0	0	1	1.00	25	4	1	3	0	0	0	33	37.40	21	8	0	0	0	0	0	0	29	29.00	0	0	0	0	0	0	0	0	0.00
0715-0730	1	0	0	0	0	0	0	1	1.00	40	7	1	2	2	1	0	53	57.50	24	9	2	0	0	0	1	0	36	36.40	0	0	0	0	0	0	0	0	0.00
0730-0745	2	1	0	0	0	0	0	3	3.00	37	6	5	2	0	0	0	50	55.10	44	10	0	0	0	0	0	0	54	54.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00	32	8	3	0	0	0	0	43	44.50	44	7	1	0	0	0	0	1	53	52.70	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00	41	7	2	4	1	0	0	55	62.20	55	5	0	0	0	1	0	0	61	62.00	1	0	0	0	0	0	0	0	1.00
0815-0830	1	0	0	0	0	0	0	1	1.00	47	8	0	1	1	0	0	57	59.30	58	7	2	0	0	0	1	0	68	68.40	0	0	0	0	0	0	0	0	0.00
0830-0845	2	0	0	0	0	0	0	2	2.00	60	6	0	2	0	0	0	68	70.60	80	4	0	0	0	0	0	0	84	84.00	0	0	0	0	0	0	0	0	0.00
0845-0900	5	0	0	0	0	0	0	5	5.00	44	10	1	1	0	0	0	56	57.80	57	10	1	0	0	0	0	0	68	68.50	0	0	0	0	0	0	0	0	0.00
0900-0915	4	0	1	0	0	0	0	5	5.50	48	10	1	3	1	0	0	63	68.40	36	4	0	1	0	0	0	0	41	42.30	0	0	0	0	0	0	0	0	0.00
0915-0930	2	0	0	0	0	0	0	2	2.00	46	5	1	1	2	0	1	56	59.00	36	4	1	0	0	0	0	0	41	41.50	0	0	0	0	0	0	0	0	0.00
0930-0945	1	1	0	0	0	0	0	2	2.00	44	7	2	2	0	0	0	55	58.60	28	0	1	2	0	0	0	0	31	34.10	0	0	0	0	0	0	0	0	0.00
0945-1000	2	2	0	0	0	0	0	4	4.00	43	5	4	0	1	0	0	53	56.00	22	6	1	0	0	0	0	0	29	29.50	0	0	0	0	0	0	0	0	0.00
0700-1000	21	4	1	0	0	0	0	26	26.50	507	83	21	21	8	1	1	642	686.40	505	74	9	3	1	2	1	595	602.40	1	0	0	0	0	0	0	0	1.00	

	HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS								
0700-0800	4	1	0	0	0	0	0	5	5.00		134	25	10	7	2	1	0	179	194.50		133	34	3	0	0	1	1	172	172.10	0	0	0	0	0	0	0	0	0.00	
0715-0815	3	1	0	0	0	0	0	4	4.00		150	28	11	8	3	1	0	201	219.30		167	31	3	0	1	1	1	204	205.10	1	0	0	0	0	0	0	0	1.00	
0730-0830	3	1	0	0	0	0	0	4	4.00		157	29	10	7	2	0	0	205	221.10		201	29	3	0	1	1	1	236	237.10	1	0	0	0	0	0	0	0	1.00	
0745-0845	3	0	0	0	0	0	0	3	3.00		180	29	5	7	2	0	0	223	236.60		237	23	3	0	1	1	1	266	267.10	1	0	0	0	0	0	0	0	1.00	
0800-0900	8	0	0	0	0	0	0	8	8.00		192	31	3	8	2	0	0	236	249.90		250	26	3	0	1	1	0	281	282.90	1	0	0	0	0	0	0	0	1.00	
0815-0915	12	0	1	0	0	0	0	13	13.50		199	34	2	7	2	0	0	244	256.10		231	25	3	1	0	1	0	261	263.20	0	0	0	0	0	0	0	0	0.00	
0830-0930	13	0	1	0	0	0	0	14	14.50		198	31	3	7	3	0	1	243	255.80		209	22	2	1	0	0	0	234	236.30	0	0	0	0	0	0	0	0	0.00	
0845-0945	12	1	1	0	0	0	0	14	14.50		182	32	5	7	3	0	1	230	243.80		157	18	3	3	0	0	0	181	186.40	0	0	0	0	0	0	0	0	0.00	
0900-1000	9	3	1	0	0	0	0	13	13.50		181	27	8	6	4	0	1	227	242.00		122	14	3	3	0	0	0	142	147.40	0	0	0	0	0	0	0	0	0.00	

Site 1 - Turnpike Lane / Bedford Road / Westmill Lane Roundabout (16:00-19:00) PM Peak

	MOVEMENT 5									MOVEMENT 6									MOVEMENT 7									MOVEMENT 8										
	FROM A600 BEDFORD ROAD (SOUTH) LEFT TURN TO WESTMILL LANE									FROM A600 BEDFORD ROAD (SOUTH) STRAIGHT AHEAD TO A600 BEDFORD ROAD (NORTH)									FROM A600 BEDFORD ROAD (SOUTH) RIGHT TURN TO TURNPIKE LANE									FROM A600 BEDFORD ROAD (SOUTH) U-TURN BACK TO A600 BEDFORD ROAD (SOUTH)										
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		
1600-1615	2	0	0	0	0	0	0	2	2.00	95	18	2	3	3	0	1	122	129.10	42	12	0	0	0	0	0	1	55	54.20	0	0	0	0	0	0	0	0	0.00	
1615-1630	5	0	0	0	0	0	0	5	5.00	100	13	2	0	0	1	0	116	116.40	48	8	0	0	0	1	0	0	57	58.00	0	0	0	0	0	0	0	0	0.00	
1630-1645	3	0	0	0	0	0	0	3	3.00	99	14	5	1	1	1	0	121	125.20	59	6	0	0	0	0	0	0	65	65.00	0	0	0	0	0	0	0	0	0.00	
1645-1700	3	0	0	0	0	0	0	3	3.00	93	12	2	0	0	2	0	109	108.80	45	3	0	0	0	0	1	1	50	48.60	0	0	0	0	0	0	0	0	0.00	
1700-1715	1	2	0	0	0	0	0	3	3.00	105	9	0	1	1	1	0	117	118.70	31	5	0	0	0	0	1	0	37	36.40	0	0	0	0	0	0	0	0	0.00	
1715-1730	4	0	0	0	0	0	0	4	4.00	109	15	1	0	0	0	0	125	125.50	55	4	0	0	0	1	0	1	61	61.20	0	0	0	0	0	0	0	0	0.00	
1730-1745	2	0	0	0	0	0	1	3	2.20	94	6	0	0	2	0	0	102	104.00	54	9	0	0	0	0	4	1	68	64.80	0	0	0	0	0	0	0	0	0.00	
1745-1800	1	0	0	0	0	0	0	1	1.00	113	9	0	0	0	0	1	0	123	122.40	56	1	0	0	0	0	1	0	58	57.40	0	0	0	0	0	0	0	0	0.00
1800-1815	0	1	0	0	0	0	0	1	2	1.20	89	9	0	0	1	2	1	102	101.00	41	5	0	0	0	0	0	0	46	46.00	0	0	0	0	0	0	0	0	0.00
1815-1830	3	1	0	0	0	0	0	4	4.00	112	5	0	1	0	1	1	1	120	119.90	46	2	1	0	0	0	2	0	51	50.30	1	0	0	0	0	0	0	0	1.00
1830-1845	2	0	0	0	0	0	0	2	2.00	86	5	0	0	1	1	1	94	93.60	40	2	0	0	0	0	1	0	43	42.40	0	0	0	0	0	0	0	0	0.00	
1845-1900	3	0	0	0	0	0	0	3	3.00	97	7	0	0	1	5	0	110	108.00	44	1	0	0	0	0	4	0	49	46.60	0	0	0	0	0	0	0	0	0.00	
1600-1900	29	4	0	0	0	0	2	35	33.40	1192	122	12	6	10	15	4	1361	1372.60	561	58	1	0	2	14	4	640	630.90	1	0	0	0	0	0	0	1	1.00		

1630-1730	11	2	0	0	0	0	0	13	13.00	406	50	8	2	2	4	0	472	478.20	190	18	0	0	1	2	2	213	211.20	0	0	0	0	0	0	0	0	0	0.00	
1645-1745	10	2	0	0	0	0	0	13	12.20	401	42	3	1	3	3	0	453	457.00	185	21	0	0	1	6	3	216	211.00	0	0	0	0	0	0	0	0	0	0.00	
1700-1800	8	2	0	0	0	0	0	11	10.20	421	39	1	1	3	2	0	467	470.60	196	19	0	0	1	6	2	224	219.80	0	0	0	0	0	0	0	0	0	0.00	
1715-1815	7	1	0	0	0	0	0	2	10	8.40	405	39	1	0	3	3	1	452	452.90	206	19	0	0	1	5	2	233	229.40	0	0	0	0	0	0	0	0	0	0.00
1730-1830	6	2	0	0	0	0	0	2	10	8.40	408	29	0	1	3	4	2	447	447.30	197	17	1	0	0	7	1	223	218.50	1	0	0	0	0	0	0	0	1	1.00
1745-1845	6	2	0	0	0	0	0	1	9	8.20	400	28	0	1	2	5	3	439	436.90	183	10	1	0	0	4	0	198	196.10	1	0	0	0	0	0	0	0	1	1.00
1800-1900	8	2	0	0	0	0	0	1	11	10.20	384	26	0	1	3	9	3	426	422.50	171	10	1	0	0	7	0	189	185.30	1	0	0	0	0	0	0	0	1	1.00



Site: Site 1 - Turnpike Lane / Bedford Road / Westmill Lane Roundabout

Location: Ickleford, Hitchin SG5 3UX

Date: Wednesday 7th May 2025

Time: 07:00-10:00 & 16:00-19:00

Site 1 - Turnpike Lane / Bedford Road / Westmill Lane Roundabout (07:00-10:00) AM Peak

	MOVEMENT 9								MOVEMENT 10								MOVEMENT 11								MOVEMENT 12											
	FROM WESTMILL LANE LEFT TURN TO A600 BEDFORD ROAD (NORTH)								FROM WESTMILL LANE STRAIGHT AHEAD TO TURNPIKE LANE								FROM WESTMILL LANE RIGHT TURN TO A600 BEDFORD ROAD (SOUTH)								FROM WESTMILL LANE U-TURN BACK TO WESTMILL LANE											
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00	1	1	1	0	0	0	0	3	3.50	1	0	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0.00
0715-0730	3	0	0	0	0	0	0	3	3.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0.00
0730-0745	1	0	0	0	0	0	0	1	1.00	1	0	0	0	0	0	0	1	1.00	1	1	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0.00
0745-0800	1	0	0	0	0	0	0	1	1.00	4	1	0	0	0	0	0	5	5.00	5	0	0	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0.00
0800-0815	2	0	0	0	0	0	0	2	2.00	4	0	0	0	0	0	0	4	4.00	1	1	0	0	0	0	0	1	3	2.20	0	0	0	0	0	0	0	0.00
0815-0830	1	1	0	0	0	0	0	2	2.00	7	1	0	0	0	0	1	9	8.20	2	1	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00	6	0	0	0	0	0	0	6	6.00	3	0	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0.00
0845-0900	1	0	0	0	0	0	0	1	1.00	4	0	0	0	0	0	0	4	4.00	1	0	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00	4	0	0	0	0	0	0	4	4.00	2	0	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0.00
0915-0930	0	1	0	0	0	0	0	1	1.00	2	1	0	1	0	0	0	4	5.30	2	0	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	2	0	1	0	0	0	0	0	3	3.50	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	4	3	0	0	0	0	0	0	7	7.00	0	0	0	0	0	0	0	0.00
0700-1000	9	2	0	0	0	0	0	11	11.00	39	4	1	1	0	0	1	46	47.00	24	6	1	0	0	0	0	1	32	31.70	0	0	0	0	0	0	0	0.00

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
0700-0800	5	0	0	0	0	0	0	5	5.00	8	2	1	0	0	0	0	11	11.50	7	1	0	0	0	0	0	8	8.00	0	0	0	0	0	0	0	0.00				
0715-0815	7	0	0	0	0	0	0	7	7.00	11	1	0	0	0	0	0	12	12.00	7	2	0	0	0	0	1	10	9.20	0	0	0	0	0	0	0	0.00				
0730-0830	5	1	0	0	0	0	0	6	6.00	16	2	0	0	0	0	1	19	18.20	9	3	0	0	0	0	1	13	12.20	0	0	0	0	0	0	0	0.00				
0745-0845	4	1	0	0	0	0	0	5	5.00	21	2	0	0	0	0	1	24	23.20	11	2	0	0	0	0	1	14	13.20	0	0	0	0	0	0	0	0.00				
0800-0900	4	1	0	0	0	0	0	5	5.00	21	1	0	0	0	0	1	23	22.20	7	2	0	0	0	0	1	10	9.20	0	0	0	0	0	0	0	0.00				
0815-0915	2	1	0	0	0	0	0	3	3.00	21	1	0	0	0	0	1	23	22.20	8	1	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0.00				
0830-0930	1	1	0	0	0	0	0	2	2.00	16	1	0	1	0	0	0	18	19.30	8	0	0	0	0	0	0	8	8.00	0	0	0	0	0	0	0	0.00				
0845-0945	1	1	0	0	0	0	0	2	2.00	12	1	0	1	0	0	0	14	15.30	7	0	1	0	0	0	0	8	8.50	0	0	0	0	0	0	0	0.00				
0900-1000	0	1	0	0	0	0	0	1	1.00	10	1	0	1	0	0	0	12	13.30	10	3	1	0	0	0	0	14	14.50	0	0	0	0	0	0	0	0.00				

Site 1 - Turnpike Lane / Bedford Road / Westmill Lane Roundabout (16:00-19:00) PM Peak

	MOVEMENT 9								MOVEMENT 10								MOVEMENT 11								MOVEMENT 12												
	FROM WESTMILL LANE LEFT TURN TO A600 BEDFORD ROAD (NORTH)								FROM WESTMILL LANE STRAIGHT AHEAD TO TURNPIKE LANE								FROM WESTMILL LANE RIGHT TURN TO A600 BEDFORD ROAD (SOUTH)								FROM WESTMILL LANE U-TURN BACK TO WESTMILL LANE												
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
1600-1615	1	0	0	0	0	0	0	1	1.00	1	0	0	0	0	0	0	1	1.00	3	2	0	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0.00	
1615-1630	0	1	0	0	0	0	0	1	1.00	0	2	0	0	0	0	0	2	2.00	4	0	1	0	0	0	1	0	6	5.90	0	0	0	0	0	0	0	0.00	
1630-1645	1	0	0	0	0	0	0	1	1.00	1	0	0	0	0	0	0	1	1.00	1	0	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0.00	
1645-1700	0	0	0	0	0	0	0	0	0.00	3	0	0	0	0	0	0	3	3.00	3	0	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0.00	
1700-1715	0	0	0	0	0	0	0	0	0.00	7	0	0	0	0	0	0	7	7.00	5	0	0	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0.00	
1715-1730	0	0	0	0	0	0	0	0	0.00	3	0	0	0	0	0	0	3	3.00	0	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0.00	
1730-1745	1	0	0	0	0	0	0	1	1.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0.00	
1745-1800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0.00	
1800-1815	1	0	0	0	0	0	1	2	1.40	0	0	0	0	0	0	1	0	0.40	1	0	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0.00	
1815-1830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0.00	
1830-1845	1	0	0	0	0	0	0	1	1.00	0	1	0	0	0	0	0	1	1.00	4	0	0	0	0	0	0	1	5	4.20	0	0	0	0	0	0	0	0.00	
1845-1900	0	1	0	0	0	0	0	1	1.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1600-1900	5	2	0	0	0	0	1	8	7.40	18	3	0	0	0	0	1	0	22	21.40	23	5	1	0	0	0	1	1	31	30.10	0	0	0	0	0	0	0	0.00

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
1600-1700	2	1	0	0	0	0	0	3	3.00	5	2	0	0	0	0	0	7	7.00	11	2	1	0	0	1	0	15	14.90	0	0	0	0	0	0	0.00					
1615-1715	1	1	0	0	0	0	0	2	2.00	11	2	0	0	0	0	0	13	13.00	13	0	1	0	0	1	0	15	14.90	0	0	0	0	0	0	0.00					

1630-1730	1	0	0	0	0	0	0	1	1.00	14	0	0	0	0	0	0	14	14.00	9	2	0	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0	0.00
1645-1745	1	0	0	0	0	0	0	1	1.00	14	0	0	0	0	0	0	14	14.00	8	2	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0	0.00
1700-1800	1	0	0	0	0	0	0	1	1.00	11	0	0	0	0	0	0	11	11.00	5	3	0	0	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0	0.00
1715-1815	2	0	0	0	0	0	1	3	2.40	4	0	0	0	0	1	0	5	4.40	1	3	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0	0.00
1730-1830	2	0	0	0	0	0	1	3	2.40	1	0	0	0	0	1	0	2	1.40	3	1	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0	0.00
1745-1845	2	0	0	0	0	0	1	3	2.40	0	1	0	0	0	1	0	2	1.40	7	1	0	0	0	0	0	9	8.20	0	0	0	0	0	0	0	0	0	0.00
1800-1900	2	1	0	0	0	0	1	4	3.40	2	1	0	0	0	1	0	4	3.40	7	0	0	0	0	0	0	8	7.20	0	0	0	0	0	0	0	0	0	0.00



Site: Site 1 - Turnpike Lane / Bedford Road / Westmill Lane Roundabout

Location: Ickleford, Hitchin SG5 3UX

Date: Wednesday 7th May 2025

Time: 07:00-10:00 & 16:00-19:00

Site 1 - Turnpike Lane / Bedford Road / Westmill Lane Roundabout (07:00-10:00) AM Peak

	MOVEMENT 13								MOVEMENT 14								MOVEMENT 15								MOVEMENT 16												
	FROM A600 BEDFORD ROAD (NORTH) LEFT TURN TO TURNPIKE LANE								FROM A600 BEDFORD ROAD (NORTH) STRAIGHT AHEAD TO A600 BEDFORD ROAD (SOUTH)								FROM A600 BEDFORD ROAD (NORTH) RIGHT TURN TO WESTMILL LANE								FROM A600 BEDFORD ROAD (NORTH) U-TURN BACK TO A600 BEDFORD ROAD (NORTH)												
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0700-0715	27	7	0	0	0	0	1	0	35	34.40	98	23	4	0	1	2	0	128	129.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
0715-0730	48	8	0	0	0	0	0	0	56	56.00	103	28	5	1	1	0	0	138	142.80	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
0730-0745	76	8	0	0	0	0	0	0	84	84.00	112	21	3	2	0	0	0	138	142.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0745-0800	87	14	1	0	0	0	0	0	102	102.50	119	6	0	3	1	2	2	133	135.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0800-0815	108	15	0	0	0	0	1	0	124	123.40	97	10	0	0	2	2	0	111	111.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0815-0830	80	14	0	0	0	0	1	0	95	94.40	92	6	2	3	0	0	1	104	108.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0830-0845	77	11	0	0	0	0	0	0	88	88.00	92	10	0	4	0	0	0	106	111.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0845-0900	76	9	0	0	0	0	2	0	87	85.80	90	17	0	1	0	0	0	108	109.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0900-0915	30	5	0	0	0	0	1	0	36	35.40	80	11	2	3	1	0	0	97	102.90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0915-0930	27	4	1	0	0	0	0	0	32	32.50	85	12	2	1	0	1	0	101	102.70	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0930-0945	33	7	0	0	0	0	0	0	40	40.00	87	6	1	1	2	0	0	97	100.80	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0945-1000	17	5	0	0	0	0	0	0	22	22.00	76	5	3	3	1	1	0	89	94.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0700-1000	686	107	2	0	0	0	6	0	801	798.40	1131	155	22	22	9	8	3	1350	1391.40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
0700-0800	238	37	1	0	0	1	0	277	276.90	432	78	12	6	3	4	2	537	549.80	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00				
0715-0815	319	45	1	0	0	1	0	366	365.90	431	65	8	6	4	4	2	520	531.80	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00				
0730-0830	351	51	1	0	0	2	0	405	404.30	420	43	5	8	3	4	3	486	497.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00				
0745-0845	352	54	1	0	0	2	0	409	408.30	400	32	2	10	3	4	3	454	466.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00				
0800-0900	341	49	0	0	0	4	0	394	391.60	371	43	2	8	2	2	1	429	440.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00				
0815-0915	263	39	0	0	0	4	0	306	303.60	354	44	4	11	1	0	1	415	431.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00				
0830-0930	210	29	1	0	0	3	0	243	241.70	347	50	4	9	1	1	0	412	426.10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00				
0845-0945	166	25	1	0	0	3	0	195	193.70	342	46	5	6	3	1	0	403	415.70	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00				
0900-1000	107	21	1	0	0	1	0	130	129.90	328	34	8	8	4	2	0	384	401.20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00				

Site 1 - Turnpike Lane / Bedford Road / Westmill Lane Roundabout (16:00-19:00) PM Peak

	MOVEMENT 13									MOVEMENT 14									MOVEMENT 15									MOVEMENT 16									
	FROM A600 BEDFORD ROAD (NORTH) LEFT TURN TO TURNPIKE LANE									FROM A600 BEDFORD ROAD (NORTH) STRAIGHT AHEAD TO A600 BEDFORD ROAD (SOUTH)									FROM A600 BEDFORD ROAD (NORTH) RIGHT TURN TO WESTMILL LANE									FROM A600 BEDFORD ROAD (NORTH) U-TURN BACK TO A600 BEDFORD ROAD (NORTH)									
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
1600-1615	23	5	2	0	0	0	0	30	31.00	48	5	3	0	0	0	0	56	57.50	1	3	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
1615-1630	27	3	0	0	0	1	0	31	32.00	61	8	0	0	0	1	0	70	69.40	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1630-1645	30	5	0	0	0	0	0	35	35.00	76	10	3	1	0	3	0	93	94.00	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1645-1700	16	2	0	0	0	0	3	21	19.20	52	3	0	2	3	0	0	60	65.60	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1700-1715	22	3	0	0	0	0	1	26	25.20	71	6	1	0	0	1	0	79	78.90	1	0	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1715-1730	19	7	0	0	0	1	0	27	26.40	69	9	0	0	1	1	0	80	80.40	1	0	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1730-1745	18	2	0	0	0	1	1	22	20.60	63	6	1	2	1	0	0	73	77.10	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1745-1800	31	4	0	0	0	1	0	36	35.40	80	3	0	1	1	2	1	88	88.30	1	0	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1800-1815	19	5	0	0	0	0	0	24	24.00	69	5	0	0	1	1	0	76	76.40	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1815-1830	20	1	0	0	0	1	0	22	21.40	64	3	0	0	0	1	0	68	67.40	1	0	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1830-1845	20	2	0	0	0	0	0	22	22.00	64	2	0	1	0	1	0	68	68.70	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1845-1900	14	3	0	0	0	0	0	17	17.00	55	7	0	0	1	1	1	65	64.60	1	0	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1600-1900	259	42	2	0	0	7	2	313	309.20	772	67	8	7	8	12	2	876	888.30	6	3	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
1600-1700	96	15	2	0	1	3	0	117	117.20	237	26	6	3	3	4	0	279	286.50	1	3	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0.00				
1615-1715	95	13	0	0	1	3	1	113	111.40	260	27	4	3	3	5	0	302	307.90	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0.00				

1630-1730	87	17	0	0	0	4	1	109	105.80	268	28	4	3	4	5	0	312	318.90	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0	0.00
1645-1745	75	14	0	0	0	5	2	96	91.40	255	24	2	4	5	2	0	292	302.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0	0.00
1700-1800	90	16	0	0	0	3	2	111	107.60	283	24	2	3	3	4	1	320	324.70	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0	0.00
1715-1815	87	18	0	0	0	3	1	109	106.40	281	23	1	3	4	4	1	317	322.20	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0	0.00
1730-1830	88	12	0	0	0	3	1	104	101.40	276	17	1	3	3	4	1	305	309.20	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0	0.00
1745-1845	90	12	0	0	0	2	0	104	102.80	277	13	0	2	2	5	1	300	300.80	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0	0.00
1800-1900	73	11	0	0	0	1	0	85	84.40	252	17	0	1	2	4	1	277	277.10	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0	0.00



QUEUES - Site 1 - Turnpike Lane / Bedford Road / Westmill Lane Roundabout
Queue Length Survey (recorded as number of vehicles)

Site 1 of 2
Turnpike Lane
A600 Bedford Road (South)
Westmill Lane
A600 Bedford Road (North)

Date
Wednesday 7th May 2025

Turnpike Lane

A600 Bedford Road (South)

Westmill Lane

A600 Bedford Road (North)

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE QUEUE LANE
07:05	2
07:10	1
07:15	0
07:20	0
07:25	0
07:30	0
07:35	1
07:40	2
07:45	2
07:50	3
07:55	3
08:00	3
08:05	5
08:10	1
08:15	2
08:20	9
08:25	3
08:30	6
08:35	4
08:40	2
08:45	1
08:50	0
08:55	1
09:00	9
09:05	1
09:10	2
09:15	3
09:20	2
09:25	0
09:30	2
09:35	0
09:40	0
09:45	1
09:50	1
09:55	0
10:00	1

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE QUEUE LANE
07:05	1
07:10	1
07:15	1
07:20	1
07:25	1
07:30	0
07:35	0
07:40	0
07:45	1
07:50	1
07:55	0
08:00	1
08:05	0
08:10	0
08:15	1
08:20	3
08:25	2
08:30	1
08:35	1
08:40	6
08:45	5
08:50	1
08:55	0
09:00	5
09:05	3
09:10	0
09:15	3
09:20	2
09:25	0
09:30	1
09:35	0
09:40	0
09:45	0
09:50	1
09:55	0
10:00	0

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE QUEUE LANE
07:05	1
07:10	0
07:15	0
07:20	1
07:25	0
07:30	0
07:35	0
07:40	0
07:45	0
07:50	1
07:55	0
08:00	1
08:05	0
08:10	0
08:15	1
08:20	0
08:25	1
08:30	0
08:35	1
08:40	0
08:45	0
08:50	1
08:55	0
09:00	0
09:05	0
09:10	1
09:15	0
09:20	1
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
10:00	0

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE QUEUE LANE
07:05	0
07:10	2
07:15	3
07:20	4
07:25	1
07:30	1
07:35	1
07:40	2
07:45	0
07:50	2
07:55	0
08:00	2
08:05	3
08:10	2
08:15	25+
08:20	5
08:25	15
08:30	0
08:35	25+
08:40	15
08:45	25+
08:50	19
08:55	0
09:00	1
09:05	1
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	6
09:45	0
09:50	0
09:55	0
10:00	0

Turnpike Lane

A600 Bedford Road (South)

Westmill Lane

A600 Bedford Road (North)

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE QUEUE LANE
16:05	2
16:10	2
16:15	2
16:20	7
16:25	1
16:30	4
16:35	2
16:40	5
16:45	2
16:50	4
16:55	3
17:00	2
17:05	4
17:10	4
17:15	7
17:20	1
17:25	1
17:30	1
17:35	3
17:40	1
17:45	2
17:50	2
17:55	5
18:00	5
18:05	1
18:10	1
18:15	5
18:20	1
18:25	1
18:30	0
18:35	2
18:40	1
18:45	4
18:50	2
18:55	5
19:00	2

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE QUEUE LANE
16:05	1
16:10	1
16:15	3
16:20	9
16:25	3
16:30	3
16:35	5
16:40	5
16:45	3
16:50	2
16:55	1
17:00	4
17:05	1
17:10	2
17:15	2
17:20	4
17:25	2
17:30	5
17:35	2
17:40	6
17:45	2
17:50	5
17:55	5
18:00	4
18:05	3
18:10	0
18:15	4
18:20	9
18:25	3
18:30	0
18:35	1
18:40	6
18:45	1
18:50	0
18:55	1
19:00	0

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE QUEUE LANE
16:05	0
16:10	0
16:15	0
16:20	0
16:25	0
16:30	2
16:35	1
16:40	1
16:45	1
16:50	1
16:55	0
17:00	0
17:05	2
17:10	0
17:15	1
17:20	1
17:25	1
17:30	0
17:35	0
17:40	0
17:45	10
17:50	0
17:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	3
18:40	1
18:45	0
18:50	0
18:55	0
19:00	0

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE QUEUE LANE
16:05	0
16:10	0
16:15	0
16:20	2
16:25	6
16:30	0
16:35	1
16:40	4
16:45	5
16:50	2
16:55	2
17:00	0
17:05	0
17:10	0
17:15	0
17:20	1
17:25	0
17:30	2
17:35	5
17:40	0
17:45	0
17:50	2
17:55	1
18:00	2
18:05	2
18:10	0
18:15	1
18:20	0
18:25	0
18:30	0
18:35	3
18:40	1
18:45	0
18:50	0
18:55	2
19:00	0

Site 2 - Turnpike Lane / Arlesey Road / The Old George Roundabout (07:00-10:00) AM Peak

	MOVEMENT 21									MOVEMENT 22									MOVEMENT 23									MOVEMENT 24								
	FROM ARLESEY ROAD (SOUTH)									FROM ARLESEY ROAD (SOUTH)									FROM ARLESEY ROAD (SOUTH)									FROM ARLESEY ROAD (SOUTH)								
	LEFT TURN TO									RIGHT THEN LEFT TO									RIGHT TURN TO									U-TURN BACK TO								
	TURNPIKE LANE									THE OLD GEORGE									ARLESEY ROAD (NE)									ARLESEY ROAD (SOUTH)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	11	1	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00	7	3	0	0	1	0	0	0	11	12.00	0	0	0	0	0	0	0	0.00
0715-0730	9	0	1	0	0	0	0	10	10.50	0	0	0	0	0	0	0	0	0.00	16	1	0	0	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0.00
0730-0745	11	1	0	0	0	0	1	13	12.20	0	0	0	0	0	0	0	0	0.00	15	1	0	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0.00
0745-0800	14	1	0	0	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00	21	1	1	0	1	0	0	0	24	25.50	0	0	0	0	0	0	0	0.00
0800-0815	9	3	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00	25	3	0	0	0	1	0	0	29	28.40	0	0	0	0	0	0	0	0.00
0815-0830	18	1	0	0	0	0	1	20	19.20	0	0	0	0	0	0	0	0	0.00	27	2	0	0	0	0	1	0	30	29.20	0	0	0	0	0	0	0	0.00
0830-0845	18	3	0	0	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0.00	24	3	1	0	0	0	0	0	28	28.50	0	0	0	0	0	0	0	0.00
0845-0900	21	2	0	0	0	0	0	23	23.00	1	0	0	0	0	0	0	1	1.00	37	4	0	0	1	1	0	0	43	43.40	0	0	0	0	0	0	0	0.00
0900-0915	17	3	0	0	0	0	4	24	20.80	0	0	0	0	0	0	0	0	0.00	22	3	0	0	0	0	0	0	25	25.00	0	0	0	0	0	0	0	0.00
0915-0930	10	0	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00	15	2	0	0	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0.00
0930-0945	10	1	0	0	0	0	0	11	11.00	0	1	0	0	0	0	0	1	1.00	16	6	0	0	0	1	1	0	24	22.60	0	0	0	0	0	0	0	0.00
0945-1000	6	2	0	0	0	0	1	9	8.20	0	0	0	0	0	0	0	0	0.00	13	3	0	0	1	0	1	0	18	18.20	0	0	0	0	0	0	0	0.00
0700-1000	154	18	1	0	0	0	7	180	174.90	1	1	0	0	0	0	0	2	2.00	238	32	2	0	0	4	3	3	282	282.80	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS											
0700-0800	45	3	1	0	0	0	1	50	49.70	0	0	0	0	0	0	0	0	0.00	59	6	1	0	2	0	0	68	70.50	0	0	0	0	0	0	0	0	0.00
0715-0815	43	5	1	0	0	0	1	50	49.70	0	0	0	0	0	0	0	0	0.00	77	6	1	0	1	1	0	86	86.90	0	0	0	0	0	0	0	0	0.00
0730-0830	52	6	0	0	0	0	2	60	58.40	0	0	0	0	0	0	0	0	0.00	88	7	1	0	1	1	1	99	99.10	0	0	0	0	0	0	0	0	0.00
0745-0845	59	8	0	0	0	0	1	68	67.20	0	0	0	0	0	0	0	0	0.00	97	9	2	0	1	1	1	111	111.60	0	0	0	0	0	0	0	0	0.00
0800-0900	66	9	0	0	0	0	1	76	75.20	1	0	0	0	0	0	0	1	1.00	113	12	1	0	1	2	1	130	129.50	0	0	0	0	0	0	0	0	0.00
0815-0915	74	9	0	0	0	0	5	88	84.00	1	0	0	0	0	0	0	1	1.00	110	12	1	0	1	1	1	126	126.10	0	0	0	0	0	0	0	0	0.00
0830-0930	66	8	0	0	0	0	4	78	74.80	1	0	0	0	0	0	0	1	1.00	98	12	1	0	1	1	0	113	113.90	0	0	0	0	0	0	0	0	0.00
0845-0945	58	6	0	0	0	0	4	68	64.80	1	1	0	0	0	0	0	2	2.00	90	15	0	0	1	2	1	109	108.00	0	0	0	0	0	0	0	0	0.00
0900-1000	43	6	0	0	0	0	5	54	50.00	0	1	0	0	0	0	0	1	1.00	66	14	0	0	1	1	2	84	82.80	0	0	0	0	0	0	0	0	0.00

Site 2 - Turnpike Lane / Arlesey Road / The Old George Roundabout (16:00-19:00) PM Peak

	MOVEMENT 21									MOVEMENT 22									MOVEMENT 23									MOVEMENT 24											
	FROM ARLESEY ROAD (SOUTH)									FROM ARLESEY ROAD (SOUTH)									FROM ARLESEY ROAD (SOUTH)									FROM ARLESEY ROAD (SOUTH)											
	LEFT TURN TO									RIGHT THEN LEFT TO									RIGHT TURN TO									U-TURN BACK TO											
	TURNPIKE LANE									THE OLD GEORGE									ARLESEY ROAD (NE)									ARLESEY ROAD (SOUTH)											
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	33	7	0	0	0	0	0	40	40.00	0	0	0	0	0	0	0	0	0	0.00	31	2	0	0	1	0	0	1	35	35.20	0	0	0	0	0	0	0	0	0.00	
1615-1630	37	9	0	0	0	0	0	46	46.00	0	0	0	0	0	0	0	0	0	0.00	42	5	0	0	0	2	0	49	47.80	0	0	0	0	0	0	0	0	0.00		
1630-1645	39	4	0	0	0	0	1	44	43.40	0	0	0	0	0	0	0	0	0	0.00	33	6	1	0	0	0	1	0	41	40.90	0	0	0	0	0	0	0	0	0.00	
1645-1700	47	3	0	0	0	0	0	50	50.00	0	0	0	0	0	0	0	0	0	0.00	39	3	0	0	0	0	0	1	43	42.20	0	0	0	0	0	0	0	0	0.00	
1700-1715	75	6	0	0	0	0	0	81	81.00	0	0	0	0	0	0	0	0	0	0.00	45	4	0	0	0	0	1	0	50	49.40	0	0	0	0	0	0	0	0	0.00	
1715-1730	45	6	0	0	0	0	0	51	51.00	0	0	0	0	0	0	0	0	0	0.00	48	1	0	0	1	0	1	51	51.20	0	0	0	0	0	0	0	0	0.00		
1730-1745	49	5	0	0	0	0	0	54	54.00	0	0	0	0	0	0	0	0	0	0.00	38	1	0	0	0	0	0	3	42	39.60	0	0	0	0	0	0	0	0	0.00	
1745-1800	43	3	0	0	0	2	1	49	47.00	0	0	0	0	0	0	0	0	0	0.00	33	1	0	0	0	0	0	0	34	34.00	0	0	0	0	0	0	0	0	0.00	
1800-1815	22	2	0	0	0	0	1	26	24.60	1	0	0	0	0	0	0	0	1	1.00	36	2	0	0	0	0	0	0	38	38.00	0	0	0	0	0	0	0	0	0.00	
1815-1830	18	3	0	0	0	0	1	23	21.60	0	0	0	0	0	0	0	0	0	0.00	35	6	0	0	1	0	0	0	42	43.00	0	0	0	0	0	0	0	0	0.00	
1830-1845	23	1	0	0	0	0	0	25	24.20	0	0	0	0	0	5	0	0	5	2.00	26	2	0	0	0	0	0	0	28	28.00	0	0	0	0	0	0	0	0	0.00	
1845-1900	13	3	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0	0.00	26	1	0	0	0	0	0	1	28	27.20	0	0	0	0	0	0	0	0	0.00	
1600-1900	444	52	0	0	0	0	5	4	505	498.80	1	0	0	0	0	0	5	0	6	3.00	432	34	1	0	3	4	7	481	476.50	0	0	0	0	0	0	0	0	0.00	

Site 2 - Turnpike Lane / Arlesey Road / The Old George Roundabout (07:00-10:00) AM Peak

MOVEMENT 29										MOVEMENT 30										MOVEMENT 31										MOVEMENT 32									
FROM THE OLD GEORGE LEFT TURN TO ARLESEY ROAD (NE)										FROM THE OLD GEORGE RIGHT THEN LEFT TO ARLESEY ROAD (SOUTH)										FROM THE OLD GEORGE RIGHT TURN TO TURNPIKE LANE										FROM THE OLD GEORGE U-TURN BACK TO THE OLD GEORGE									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0700-0715	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0.00	
0715-0730	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0.00	
0730-0745	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0.00	
0745-0800	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		0	0	1	0	0	0	0	0	1	1.50		0	0	0	0	0	0	0	0.00	
0800-0815	1	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0.00	
0815-0830	0	0	0	0	0	0	0	0.00		1	0	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0.00	
0830-0845	0	0	0	0	0	0	0	0.00		1	0	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0.00	
0845-0900	1	0	0	0	0	0	1	1.00		1	0	0	0	0	0	0	1	1.00		2	0	0	0	0	0	0	0	2	2.00		0	0	0	0	0	0	0	0.00	
0900-0915	2	1	0	0	0	0	3	3.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0.00	
0915-0930	1	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0.00	
0930-0945	1	0	0	0	0	0	1	1.00		0	1	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0.00	
0945-1000	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0.00	
0700-1000	6	1	0	0	0	0	7	7.00		3	1	0	0	0	0	0	4	4.00		2	0	1	0	0	0	0	0	3	3.50		0	0	0	0	0	0	0	0.00	

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
0700-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 2 - Turnpike Lane / Arlesey Road / The Old George Roundabout (16:00-19:00) PM Peak

MOVEMENT 29										MOVEMENT 30										MOVEMENT 31										MOVEMENT 32									
FROM THE OLD GEORGE LEFT TURN TO ARLESEY ROAD (NE)										FROM THE OLD GEORGE RIGHT THEN LEFT TO ARLESEY ROAD (SOUTH)										FROM THE OLD GEORGE RIGHT TURN TO TURNPIKE LANE										FROM THE OLD GEORGE U-TURN BACK TO THE OLD GEORGE									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
1600-1615	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
1615-1630	1	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
1630-1645	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
1645-1700	0	1	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0.00		2	0	0	0	0	0	0	2	2.00		0	0	0	0	0	0	0	0.00		
1700-1715	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
1715-1730	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
1730-1745	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
1745-1800	1	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
1800-1815	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
1815-1830	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
1830-1845	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		1	0	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0.00		
1845-1900	1	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0.00		1	0	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0.00		
1600-1900	3	1	0	0	0	0	4	4.00		0	0	0	0	0	0	0	0	0.00		4	0	0	0	0	0	0	4	4.00		0	0	0	0	0	0	0	0.00		

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	1	1	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1615-1715	1	1	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1630-1730	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1645-1745	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1700-1800	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1715-1815	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1730-1830	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1745-1845	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1800-1900	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00



QUEUES - Site 2 - Turnpike Lane / Arlesey Road / The Old George Roundabout
Queue Length Survey (recorded as number of vehicles)

Site 2 of 2

Arlesey Road (NE)
Arlesey Road (South)
Turnpike Lane
The Old George

Date

Wednesday 7th May 2025

Arlesey Road (NE)

07:00 - 10:00 (Weekday AM Peak)

TIME	INSIDE-SLIP LANE	OUTSIDE LANE
07:05	1	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	0	0
07:40	0	0
07:45	1	0
07:50	0	0
07:55	1	4
08:00	2	0
08:05	0	4
08:10	1	1
08:15	0	1
08:20	1	1
08:25	1	2
08:30	1	1
08:35	2	1
08:40	0	0
08:45	0	1
08:50	0	1
08:55	2	1
09:00	0	2
09:05	1	0
09:10	0	0
09:15	0	0
09:20	0	0
09:25	0	2
09:30	1	0
09:35	0	0
09:40	0	0
09:45	0	0
09:50	0	0
09:55	0	0
10:00	0	1

Arlesey Road (South)

07:00 - 10:00 (Weekday AM Peak)

TIME	INSIDE LANE	OUTSIDE-SLIP LANE
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	0	0
07:40	0	0
07:45	1	0
07:50	0	0
07:55	1	0
08:00	2	0
08:05	0	0
08:10	1	0
08:15	2	1
08:20	0	0
08:25	2	0
08:30	0	0
08:35	0	0
08:40	2	0
08:45	0	0
08:50	0	0
08:55	1	0
09:00	1	0
09:05	0	0
09:10	1	0
09:15	0	0
09:20	0	0
09:25	2	0
09:30	1	0
09:35	2	0
09:40	0	0
09:45	0	0
09:50	1	0
09:55	2	0
10:00	0	0

Turnpike Lane

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE QUEUE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	1
07:30	0
07:35	0
07:40	0
07:45	3
07:50	0
07:55	2
08:00	0
08:05	0
08:10	3
08:15	3
08:20	0
08:25	3
08:30	0
08:35	1
08:40	5
08:45	0
08:50	1
08:55	9
09:00	2
09:05	0
09:10	1
09:15	0
09:20	0
09:25	1
09:30	0
09:35	0
09:40	0
09:45	5
09:50	0
09:55	1
10:00	0

The Old George

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE QUEUE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
10:00	0

Arlesey Road (NE)

16:00 - 19:00 (Weekday PM Peak)

TIME	INSIDE-SLIP LANE	OUTSIDE LANE
16:05	0	0
16:10	0	4
16:15	0	3
16:20	0	0
16:25	0	0
16:30	0	0
16:35	0	0
16:40	0	1
16:45	0	1
16:50	0	0
16:55	0	0
17:00	0	4
17:05	1	0
17:10	0	0
17:15	0	0
17:20	0	3
17:25	0	3
17:30	0	0
17:35	1	0
17:40	0	0
17:45	0	3
17:50	0	2
17:55	0	2
18:00	0	0
18:05	0	0
18:10	0	0
18:15	0	0
18:20	0	4
18:25	0	0
18:30	0	1
18:35	1	0
18:40	1	2
18:45	1	1
18:50	0	0
18:55	0	0
19:00	0	0

Arlesey Road (South)

16:00 - 19:00 (Weekday PM Peak)

TIME	INSIDE LANE	OUTSIDE-SLIP LANE
16:05	1	0
16:10	3	3
16:15	2	0
16:20	0	0
16:25	2	0
16:30	1	0
16:35	0	0
16:40	0	0
16:45	1	0
16:50	1	1
16:55	1	0
17:00	7	1
17:05	1	0
17:10	4	0
17:15	2	0
17:20	5	2
17:25	2	0
17:30	1	0
17:35	3	1
17:40	2	0
17:45	3	0
17:50	0	1
17:55	0	0
18:00	2	0
18:05	1	0
18:10	1	0
18:15	0	0
18:20	1	0
18:25	0	0
18:30	1	0
18:35	2	0
18:40	2	0
18:45	1	0
18:50	0	1
18:55	0	0
19:00	0	0

Turnpike Lane

16:00 - 19:00 (Weekday PM Peak)

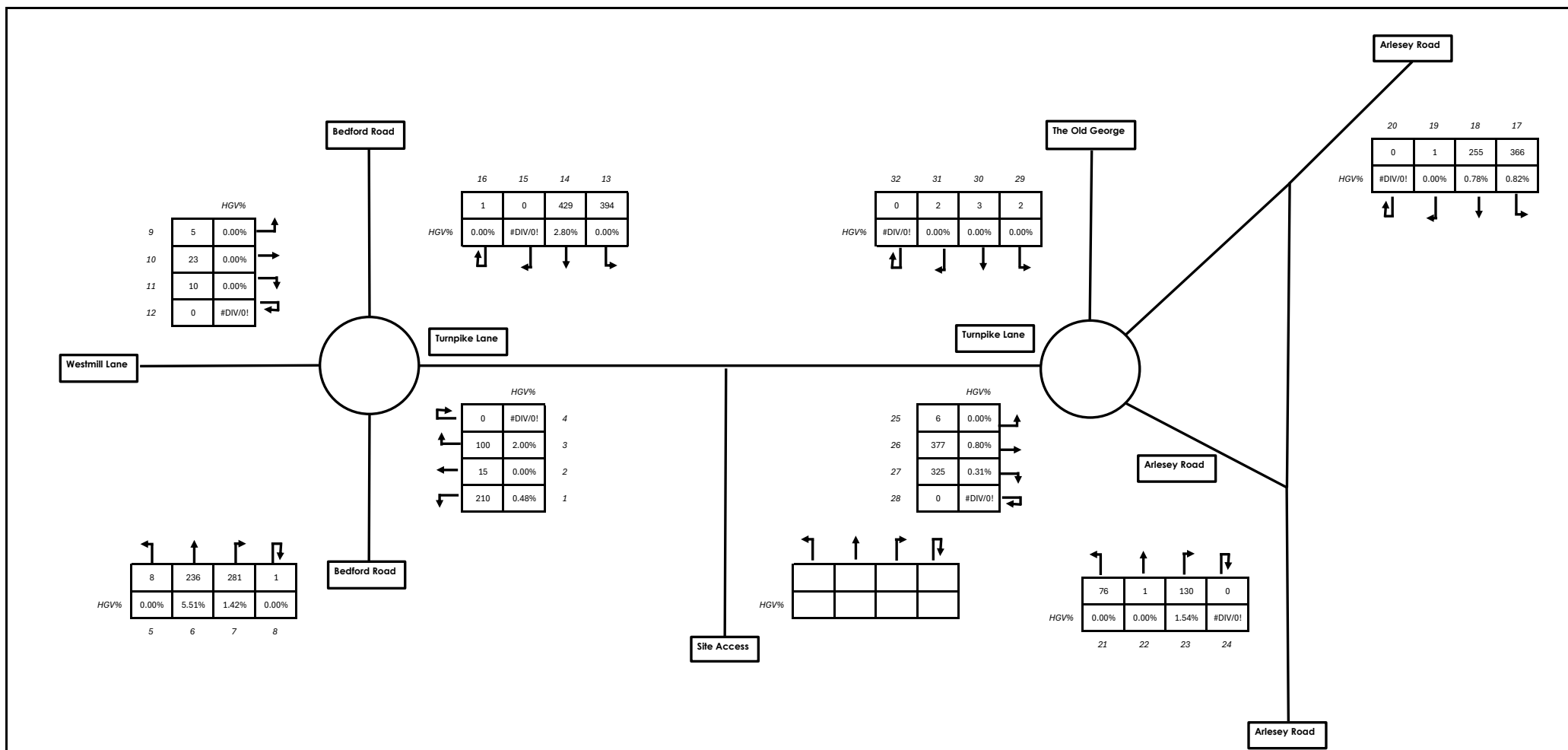
TIME	SINGLE QUEUE LANE
16:05	0
16:10	0
16:15	2
16:20	0
16:25	1
16:30	0
16:35	2
16:40	0
16:45	2
16:50	1
16:55	0
17:00	0
17:05	0
17:10	2
17:15	2
17:20	1
17:25	0
17:30	0
17:35	1
17:40	0
17:45	3
17:50	3
17:55	0
18:00	0
18:05	4
18:10	0
18:15	0
18:20	0
18:25	1
18:30	0
18:35	1
18:40	3
18:45	1
18:50	0
18:55	0
19:00	0

The Old George

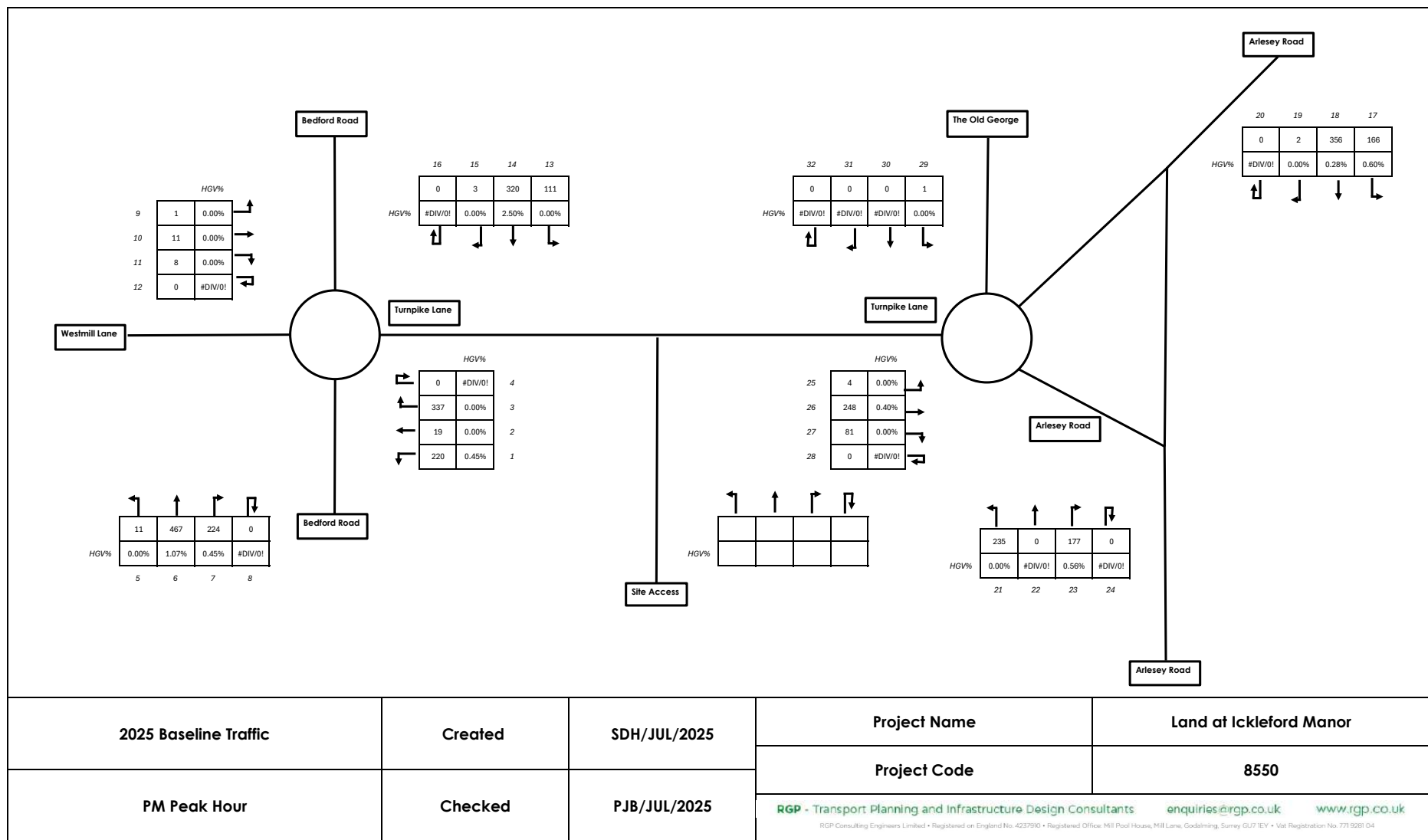
16:00 - 19:00 (Weekday PM Peak)

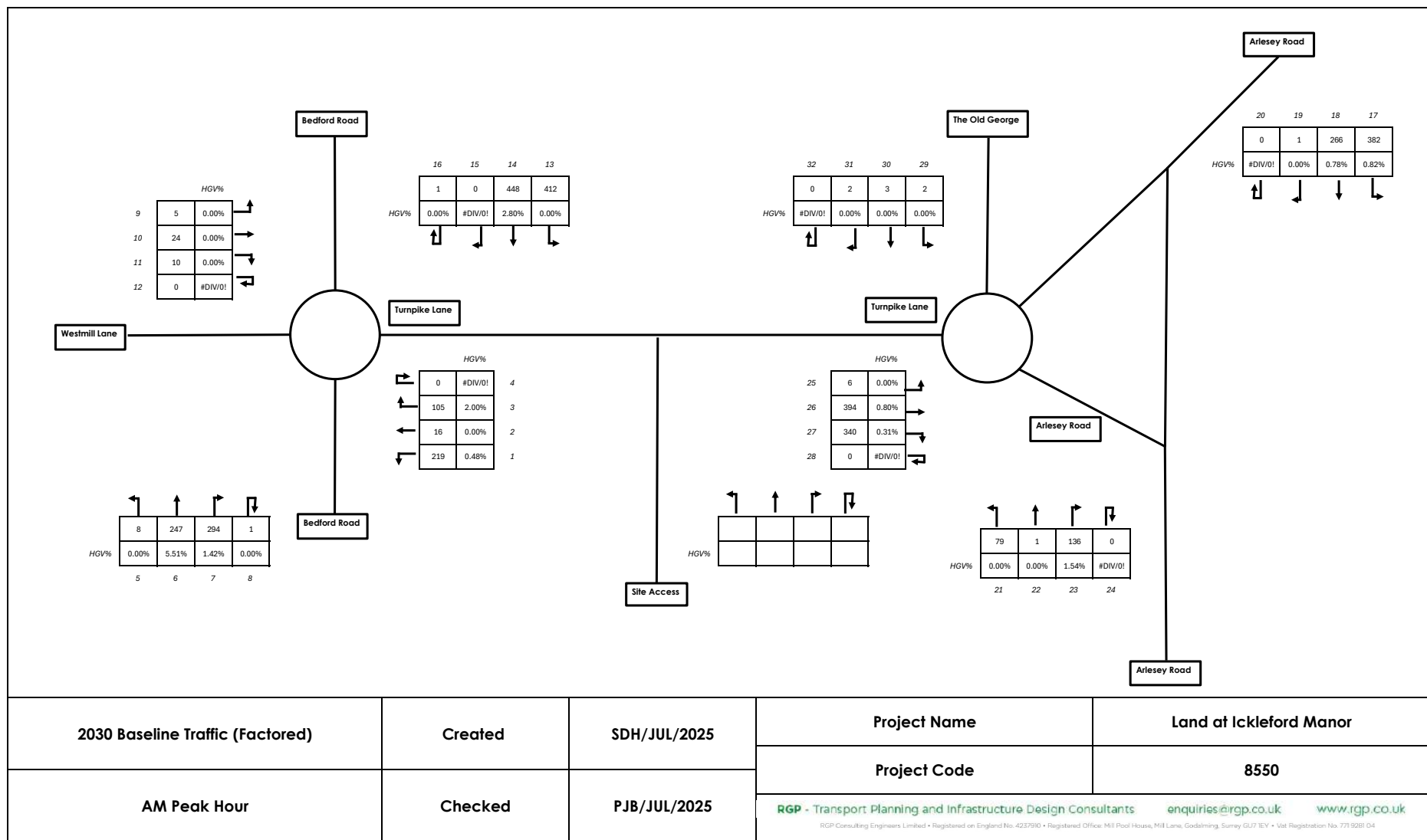
TIME	SINGLE QUEUE LANE
16:05	0
16:10	0
16:15	0
16:20	0
16:25	0
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0
17:05	0
17:10	0
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	0
17:45	0
17:50	0
17:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0
19:00	0

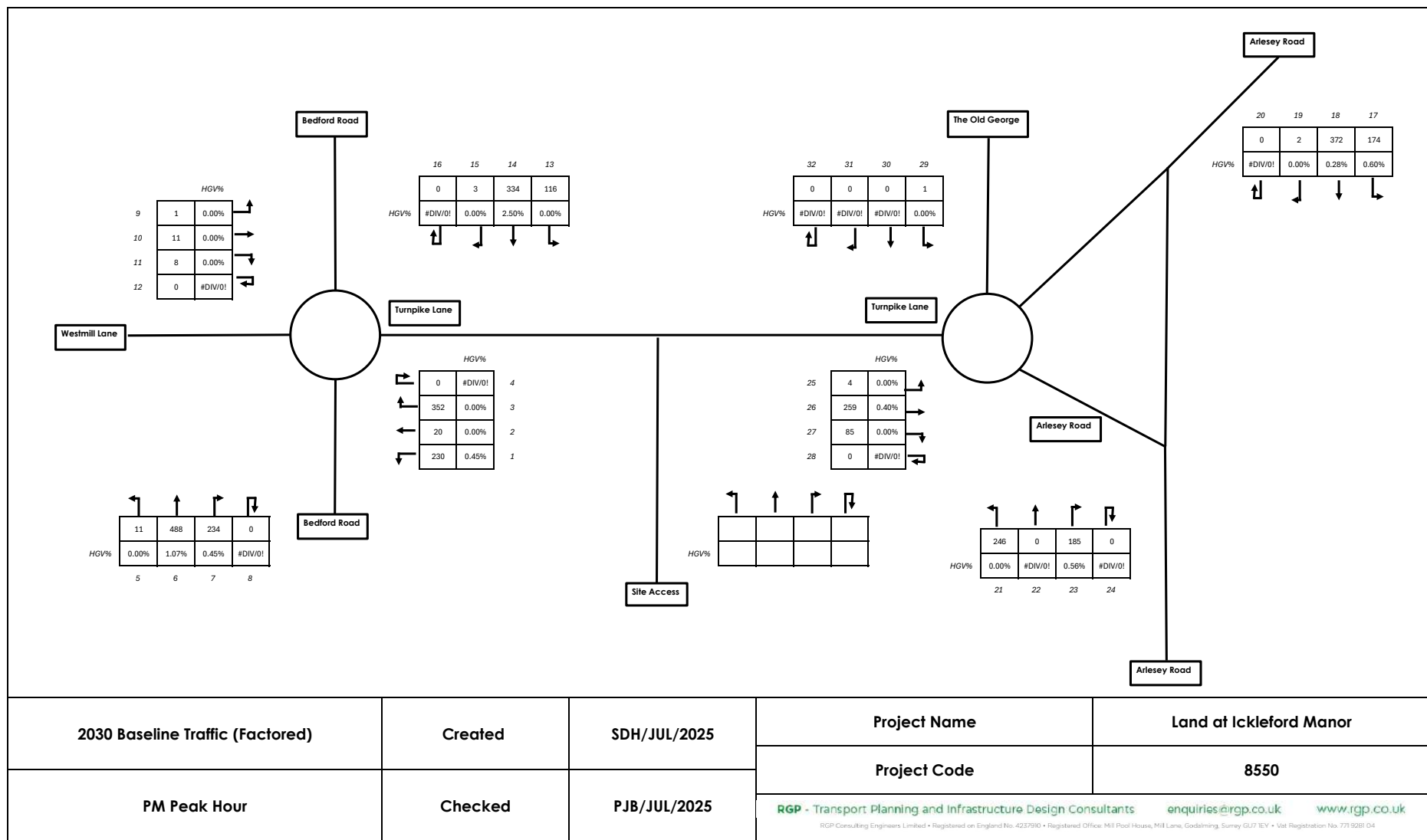
APPENDIX E

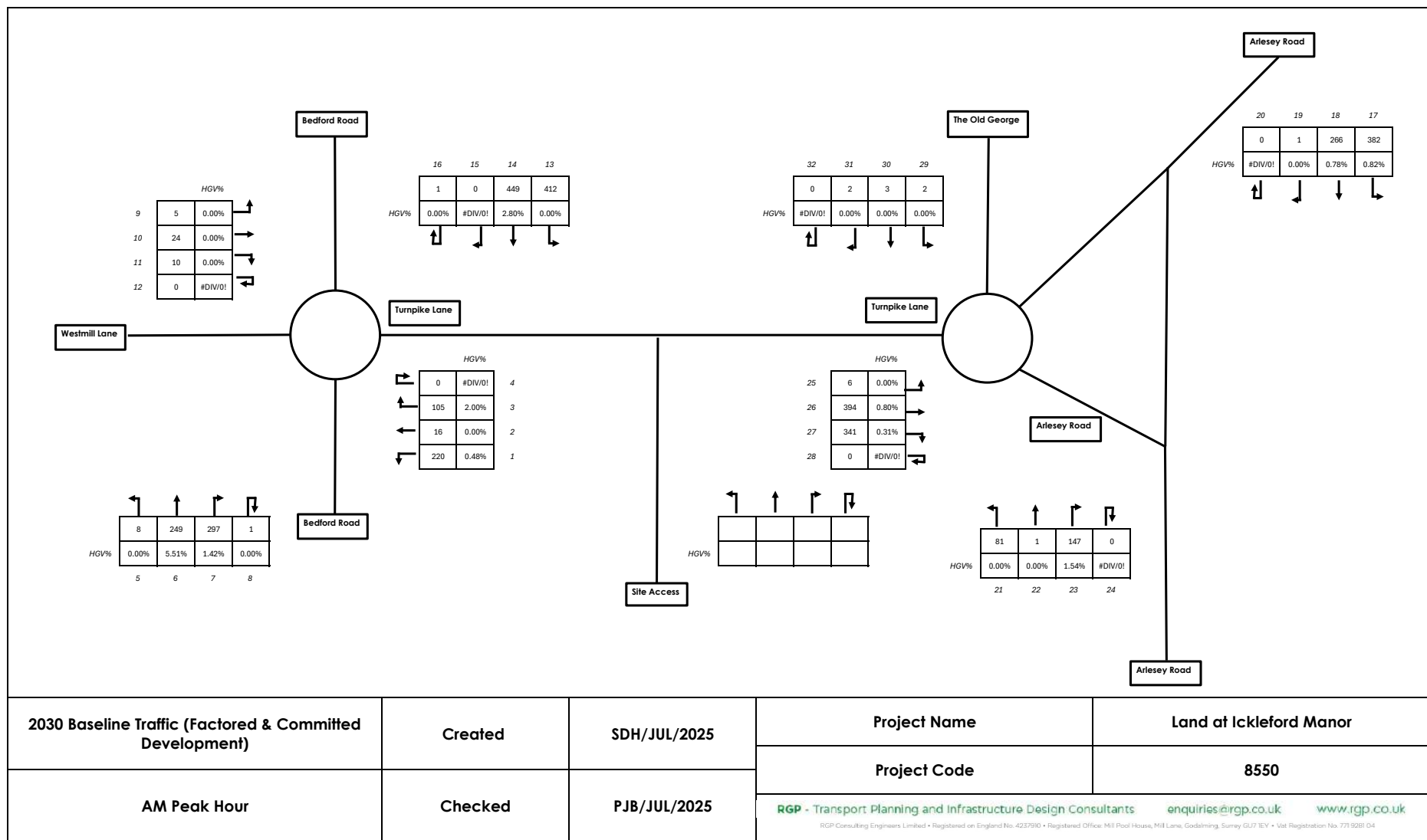


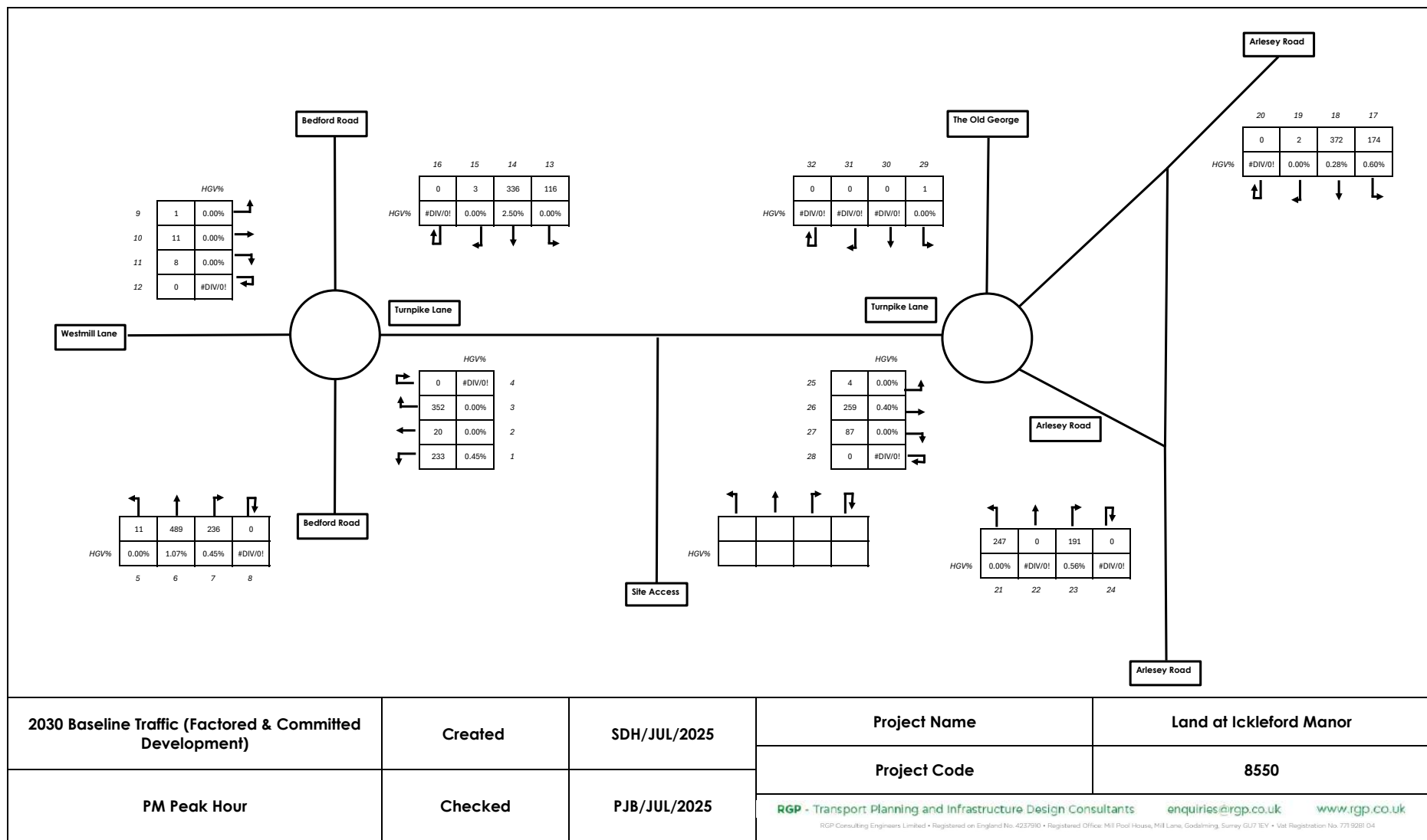
2025 Baseline Traffic	Created	SDH/JUL/2025	Project Name	Land at Ickleford Manor
			Project Code	8550
	Checked	PJB/JUL/2025	RGP - Transport Planning and Infrastructure Design Consultants enquiries@rgp.co.uk www.rgp.co.uk	

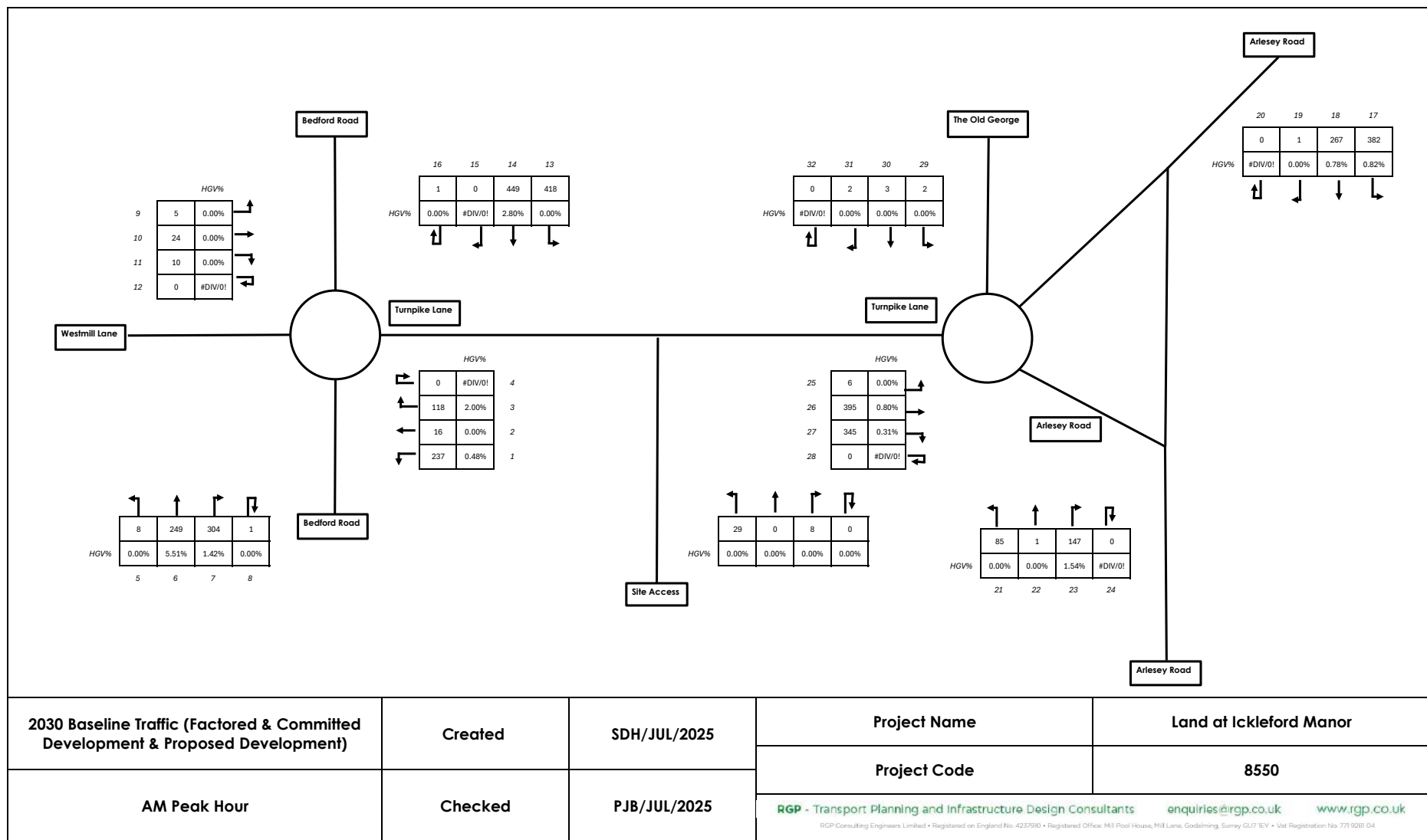


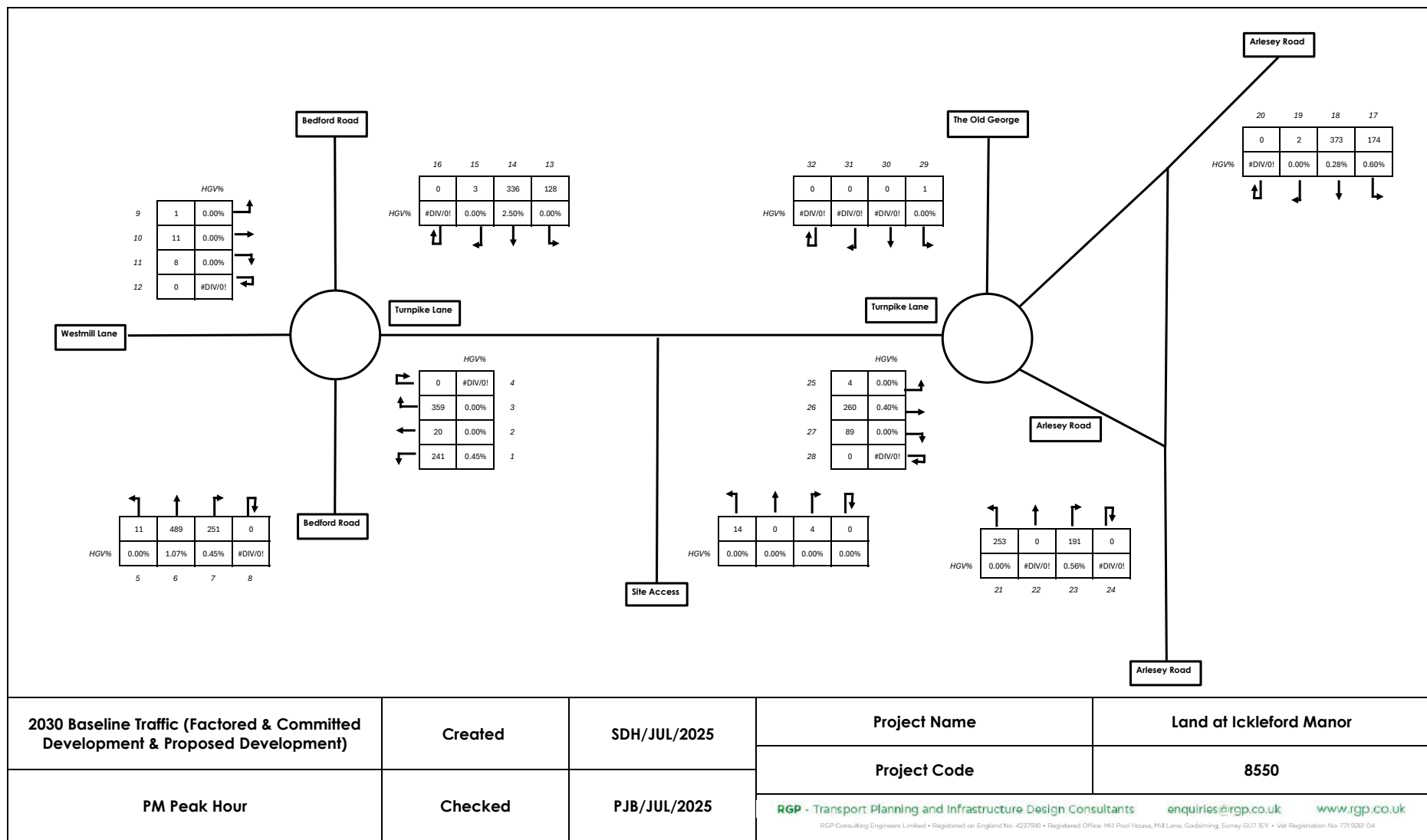












2030 Baseline Traffic (Factored & Committed Development & Proposed Development)	Created	SDH/JUL/2025	Project Name	Land at Ickleford Manor
	Checked	PJB/JUL/2025	Project Code	8550
PM Peak Hour			RGP - Transport Planning and Infrastructure Design Consultants enquiries@rgp.co.uk www.rgp.co.uk RGP Consulting Engineers Limited • Registered on England No. 4237910 • Registered Office: M1 Pool House, Mill Lane, Godalming, Surrey GU7 1EY • Vat Registration No. 771 9281 04	

APPENDIX F

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: 2024-07-17 - Bedford Road, Turnpike Lane & Westmill Lane - AM Peak.j11
Path: C:\Users\PeterBatten\RGP\Projects - Documents\2025 Projects (8501-8600)\8550 Land at Ickleford Manor, Ickleford\01 Transport Planning\Technical Assessments\Junctions11
Report generation date: 18/07/2025 12:49:03

- »D1 - 2025 | Base | AM
- »D3 - 2030 | Base (Factored) | AM
- »D5 - 2030 | Base (Factored) + Committed Development | AM
- »D7 - 2030 | Base (Factored) + Committed Development & Development Proposals | AM

Summary of junction performance

	AM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 - Base				
1 - A600 Bedford Road (N)	D1	2.9	11.87	0.75	B
2 - Turnpike Lane		1.7	17.43	0.63	C
3 - A600 Bedford Road (S)		3.4	21.64	0.78	C
4 - Westmill Lane		0.1	8.91	0.09	A
	2030 - Base (Factored)				
1 - A600 Bedford Road (N)	D3	3.6	14.10	0.79	B
2 - Turnpike Lane		2.0	20.28	0.68	C
3 - A600 Bedford Road (S)		4.2	26.20	0.82	D
4 - Westmill Lane		0.1	9.39	0.10	A
	2030 - Base (Factored) + Committed Development				
1 - A600 Bedford Road (N)	D5	3.7	14.30	0.79	B
2 - Turnpike Lane		2.1	20.55	0.68	C
3 - A600 Bedford Road (S)		4.4	27.44	0.83	D
4 - Westmill Lane		0.1	9.49	0.10	A
	2030 - Base (Factored) + Committed Development & Development Proposals				
1 - A600 Bedford Road (N)	D7	3.8	14.89	0.80	B
2 - Turnpike Lane		2.7	25.18	0.74	D
3 - A600 Bedford Road (S)		5.0	31.00	0.85	D
4 - Westmill Lane		0.1	9.82	0.11	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	Bedford Road, Turnpike Lane & Westmill Lane
Location	
Site number	
Date	15/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamHardwill
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS ₉	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D3	2030	Base (Factored)	AM	ONE HOUR	07:45	09:15	15	✓
D5	2030	Base (Factored) + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D7	2030	Base (Factored) + Committed Development & Development Proposals	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 79% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedford Road, Turnpike Lane & Westmill Lane	Mini-roundabout		1, 2, 3, 4	15.89	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15.89	C

Arms

Arms

Arm	Name	Description
1	A600 Bedford Road (N)	
2	Turnpike Lane	
3	A600 Bedford Road (S)	
4	Westmill Lane	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - A600 Bedford Road (N)	3.00	3.00	4.90	1.5	11.00	8.20	0.0	✓
2 - Turnpike Lane	3.00	3.00	3.60	0.6	11.30	8.30	0.0	
3 - A600 Bedford Road (S)	3.20	3.20	4.60	4.6	11.50	8.30	0.0	
4 - Westmill Lane	2.60	2.60	3.00	4.6	13.60	9.20	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - A600 Bedford Road (N)	Percentage		153.00
2 - Turnpike Lane	None		
3 - A600 Bedford Road (S)	Percentage		89.00
4 - Westmill Lane	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A600 Bedford Road (N)	0.494	1401
2 - Turnpike Lane	0.596	866
3 - A600 Bedford Road (S)	0.625	849
4 - Westmill Lane	0.588	859

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A600 Bedford Road (N)		ONE HOUR	✓	824	100.000
2 - Turnpike Lane		ONE HOUR	✓	325	100.000
3 - A600 Bedford Road (S)		ONE HOUR	✓	526	100.000
4 - Westmill Lane		ONE HOUR	✓	38	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	1	394	429	0
	2 - Turnpike Lane	100	0	210	15
	3 - A600 Bedford Road (S)	236	281	1	8
	4 - Westmill Lane	5	23	10	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	0	0	3	0
	2 - Turnpike Lane	2	0	0.48	0
	3 - A600 Bedford Road (S)	6	1	0	0
	4 - Westmill Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A600 Bedford Road (N)	0.75	11.87	2.9	B	756	1134
2 - Turnpike Lane	0.63	17.43	1.7	C	298	447
3 - A600 Bedford Road (S)	0.78	21.64	3.4	C	483	724
4 - Westmill Lane	0.09	8.91	0.1	A	35	52

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	620	155	235	1265	0.491	617	255	0.0	1.0	5.523	A
2 - Turnpike Lane	245	61	330	658	0.372	242	521	0.0	0.6	8.614	A
3 - A600 Bedford Road (S)	396	99	87	769	0.515	392	486	0.0	1.0	9.452	A
4 - Westmill Lane	29	7	461	579	0.049	28	17	0.0	0.1	6.536	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	741	185	282	1241	0.597	739	306	1.0	1.5	7.133	A
2 - Turnpike Lane	292	73	395	618	0.473	291	625	0.6	0.9	10.959	B
3 - A600 Bedford Road (S)	473	118	104	758	0.624	471	583	1.0	1.6	12.424	B
4 - Westmill Lane	34	9	554	523	0.065	34	21	0.1	0.1	7.365	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	907	227	343	1211	0.749	902	373	1.5	2.8	11.426	B
2 - Turnpike Lane	358	89	483	565	0.633	355	762	0.9	1.6	16.849	C
3 - A600 Bedford Road (S)	579	145	127	744	0.778	573	711	1.6	3.2	20.275	C
4 - Westmill Lane	42	10	674	450	0.093	42	25	0.1	0.1	8.816	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	907	227	346	1210	0.750	907	376	2.8	2.9	11.865	B
2 - Turnpike Lane	358	89	485	564	0.635	358	768	1.6	1.7	17.432	C
3 - A600 Bedford Road (S)	579	145	128	743	0.779	579	715	3.2	3.4	21.642	C
4 - Westmill Lane	42	10	681	446	0.094	42	25	0.1	0.1	8.909	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	741	185	287	1239	0.598	746	311	2.9	1.5	7.390	A
2 - Turnpike Lane	292	73	399	616	0.474	295	634	1.7	0.9	11.336	B
3 - A600 Bedford Road (S)	473	118	105	757	0.625	479	589	3.4	1.7	13.250	B
4 - Westmill Lane	34	9	564	517	0.066	34	21	0.1	0.1	7.464	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	620	155	239	1263	0.491	623	259	1.5	1.0	5.640	A
2 - Turnpike Lane	245	61	333	656	0.373	246	528	0.9	0.6	8.805	A
3 - A600 Bedford Road (S)	396	99	88	768	0.516	399	491	1.7	1.1	9.813	A
4 - Westmill Lane	29	7	469	574	0.050	29	17	0.1	0.1	6.599	A

D3 - 2030 | Base (Factored) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 79% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedford Road, Turnpike Lane & Westmill Lane	Mini-roundabout		1, 2, 3, 4	18.93	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		18.93	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Base (Factored)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A600 Bedford Road (N)		ONE HOUR	✓	861	100.000
2 - Turnpike Lane		ONE HOUR	✓	340	100.000
3 - A600 Bedford Road (S)		ONE HOUR	✓	550	100.000
4 - Westmill Lane		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	1	412	448	0
	2 - Turnpike Lane	105	0	219	16
	3 - A600 Bedford Road (S)	247	294	1	8
	4 - Westmill Lane	5	24	10	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	0	0	3	0
	2 - Turnpike Lane	2	0	0.48	0
	3 - A600 Bedford Road (S)	6	1	0	0
	4 - Westmill Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A600 Bedford Road (N)	0.79	14.10	3.6	B	790	1186
2 - Turnpike Lane	0.68	20.28	2.0	C	312	468
3 - A600 Bedford Road (S)	0.82	26.20	4.2	D	505	757
4 - Westmill Lane	0.10	9.39	0.1	A	36	55

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	648	162	245	1259	0.515	644	267	0.0	1.0	5.813	A
2 - Turnpike Lane	256	64	345	649	0.394	253	545	0.0	0.6	9.038	A
3 - A600 Bedford Road (S)	414	104	91	766	0.540	409	507	0.0	1.1	9.971	A
4 - Westmill Lane	30	7	482	566	0.053	30	18	0.0	0.1	6.705	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	774	194	295	1235	0.627	772	320	1.0	1.6	7.732	A
2 - Turnpike Lane	305	76	413	608	0.503	304	654	0.6	1.0	11.803	B
3 - A600 Bedford Road (S)	494	124	109	755	0.655	492	608	1.1	1.8	13.535	B
4 - Westmill Lane	36	9	579	508	0.070	36	22	0.1	0.1	7.628	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	948	237	358	1204	0.788	941	389	1.6	3.5	13.334	B
2 - Turnpike Lane	374	93	504	553	0.677	370	796	1.0	2.0	19.308	C
3 - A600 Bedford Road (S)	606	151	133	740	0.818	597	741	1.8	3.9	23.795	C
4 - Westmill Lane	44	11	704	432	0.101	44	26	0.1	0.1	9.261	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	948	237	362	1202	0.789	948	393	3.5	3.6	14.102	B
2 - Turnpike Lane	374	93	507	550	0.679	374	803	2.0	2.0	20.280	C
3 - A600 Bedford Road (S)	606	151	134	740	0.819	605	747	3.9	4.2	26.199	D
4 - Westmill Lane	44	11	712	427	0.102	44	26	0.1	0.1	9.391	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	774	194	301	1232	0.629	782	327	3.6	1.7	8.125	A
2 - Turnpike Lane	305	76	418	604	0.505	309	665	2.0	1.0	12.359	B
3 - A600 Bedford Road (S)	494	124	111	754	0.656	503	617	4.2	2.0	14.844	B
4 - Westmill Lane	36	9	592	500	0.071	36	22	0.1	0.1	7.764	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	648	162	250	1257	0.516	651	271	1.7	1.1	5.963	A
2 - Turnpike Lane	256	64	348	647	0.395	257	553	1.0	0.7	9.277	A
3 - A600 Bedford Road (S)	414	104	92	765	0.541	417	513	2.0	1.2	10.436	B
4 - Westmill Lane	30	7	491	561	0.053	30	18	0.1	0.1	6.781	A

D5 - 2030 | Base (Factored) + Committed Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 79% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedford Road, Turnpike Lane & Westmill Lane	Mini-roundabout		1, 2, 3, 4	19.48	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		19.48	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base (Factored) + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A600 Bedford Road (N)		ONE HOUR	✓	862	100.000
2 - Turnpike Lane		ONE HOUR	✓	341	100.000
3 - A600 Bedford Road (S)		ONE HOUR	✓	555	100.000
4 - Westmill Lane		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	1	412	449	0
	2 - Turnpike Lane	105	0	220	16
	3 - A600 Bedford Road (S)	249	297	1	8
	4 - Westmill Lane	5	24	10	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	0	0	3	0
	2 - Turnpike Lane	2	0	0.50	0
	3 - A600 Bedford Road (S)	6	1	0	0
	4 - Westmill Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A600 Bedford Road (N)	0.79	14.30	3.7	B	791	1187
2 - Turnpike Lane	0.68	20.55	2.1	C	313	469
3 - A600 Bedford Road (S)	0.83	27.44	4.4	D	509	764
4 - Westmill Lane	0.10	9.49	0.1	A	36	55

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	649	162	248	1257	0.516	645	268	0.0	1.1	5.839	A
2 - Turnpike Lane	256	64	345	648	0.396	254	547	0.0	0.6	9.076	A
3 - A600 Bedford Road (S)	418	104	91	765	0.546	413	509	0.0	1.2	10.104	B
4 - Westmill Lane	30	7	486	564	0.053	30	18	0.0	0.1	6.738	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	775	194	297	1233	0.629	773	322	1.1	1.7	7.782	A
2 - Turnpike Lane	306	77	414	606	0.505	305	656	0.6	1.0	11.877	B
3 - A600 Bedford Road (S)	499	125	109	754	0.662	496	610	1.2	1.9	13.817	B
4 - Westmill Lane	36	9	584	504	0.071	36	22	0.1	0.1	7.678	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	949	237	361	1201	0.790	942	391	1.7	3.5	13.494	B
2 - Turnpike Lane	375	94	505	551	0.680	371	799	1.0	2.0	19.530	C
3 - A600 Bedford Road (S)	611	153	133	739	0.827	602	743	1.9	4.1	24.710	C
4 - Westmill Lane	44	11	708	429	0.102	44	26	0.1	0.1	9.350	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	949	237	366	1199	0.792	949	396	3.5	3.7	14.297	B
2 - Turnpike Lane	375	94	508	549	0.683	375	806	2.0	2.1	20.545	C
3 - A600 Bedford Road (S)	611	153	134	738	0.828	610	749	4.1	4.4	27.441	D
4 - Westmill Lane	44	11	717	423	0.103	44	26	0.1	0.1	9.487	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	775	194	304	1230	0.630	783	329	3.7	1.7	8.191	A
2 - Turnpike Lane	306	77	419	603	0.508	310	668	2.1	1.1	12.455	B
3 - A600 Bedford Road (S)	499	125	111	753	0.663	508	619	4.4	2.1	15.272	C
4 - Westmill Lane	36	9	597	496	0.072	36	22	0.1	0.1	7.825	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	649	162	252	1255	0.517	652	273	1.7	1.1	5.991	A
2 - Turnpike Lane	256	64	349	646	0.397	258	555	1.1	0.7	9.319	A
3 - A600 Bedford Road (S)	418	104	92	764	0.547	421	515	2.1	1.2	10.594	B
4 - Westmill Lane	30	7	495	558	0.054	30	18	0.1	0.1	6.816	A

D7 - 2030 | Base (Factored) + Committed Development & Development Proposals | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 77% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedford Road, Turnpike Lane & Westmill Lane	Mini-roundabout		1, 2, 3, 4	21.82	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		21.82	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Base (Factored) + Committed Development & Development Proposals	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A600 Bedford Road (N)		ONE HOUR	✓	868	100.000
2 - Turnpike Lane		ONE HOUR	✓	371	100.000
3 - A600 Bedford Road (S)		ONE HOUR	✓	562	100.000
4 - Westmill Lane		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	1	418	449	0
	2 - Turnpike Lane	118	0	237	16
	3 - A600 Bedford Road (S)	249	304	1	8
	4 - Westmill Lane	5	24	10	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	0	0	3	0
	2 - Turnpike Lane	2	0	0.50	0
	3 - A600 Bedford Road (S)	6	1	0	0
	4 - Westmill Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A600 Bedford Road (N)	0.80	14.89	3.8	B	797	1195
2 - Turnpike Lane	0.74	25.18	2.7	D	340	510
3 - A600 Bedford Road (S)	0.85	31.00	5.0	D	516	774
4 - Westmill Lane	0.11	9.82	0.1	A	36	55

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	654	163	253	1255	0.521	649	278	0.0	1.1	5.904	A
2 - Turnpike Lane	279	70	345	648	0.431	276	557	0.0	0.7	9.607	A
3 - A600 Bedford Road (S)	423	106	100	759	0.557	418	521	0.0	1.2	10.415	B
4 - Westmill Lane	30	7	501	555	0.054	30	18	0.0	0.1	6.851	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	781	195	303	1230	0.635	778	333	1.1	1.7	7.921	A
2 - Turnpike Lane	333	83	414	606	0.550	331	668	0.7	1.2	13.007	B
3 - A600 Bedford Road (S)	505	126	120	747	0.677	502	625	1.2	2.0	14.527	B
4 - Westmill Lane	36	9	601	494	0.072	36	21	0.1	0.1	7.855	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	956	239	368	1198	0.798	948	404	1.7	3.7	13.965	B
2 - Turnpike Lane	408	102	504	551	0.740	402	812	1.2	2.6	23.311	C
3 - A600 Bedford Road (S)	619	155	146	731	0.847	608	761	2.0	4.6	27.205	D
4 - Westmill Lane	44	11	728	417	0.105	44	26	0.1	0.1	9.645	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	956	239	373	1196	0.800	955	410	3.7	3.8	14.886	B
2 - Turnpike Lane	408	102	508	549	0.743	408	820	2.6	2.7	25.182	D
3 - A600 Bedford Road (S)	619	155	148	730	0.848	617	768	4.6	5.0	30.998	D
4 - Westmill Lane	44	11	739	410	0.107	44	26	0.1	0.1	9.820	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	781	195	311	1226	0.637	789	342	3.8	1.8	8.380	A
2 - Turnpike Lane	333	83	419	603	0.553	339	681	2.7	1.3	13.927	B
3 - A600 Bedford Road (S)	505	126	123	745	0.678	517	635	5.0	2.2	16.450	C
4 - Westmill Lane	36	9	618	484	0.074	36	22	0.1	0.1	8.038	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	654	163	258	1253	0.522	656	283	1.8	1.1	6.065	A
2 - Turnpike Lane	279	70	349	646	0.432	281	565	1.3	0.8	9.925	A
3 - A600 Bedford Road (S)	423	106	102	758	0.558	427	528	2.2	1.3	10.983	B
4 - Westmill Lane	30	7	511	549	0.054	30	18	0.1	0.1	6.942	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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Filename: 2024-07-17 - Bedford Road, Turnpike Lane & Westmill Lane - PM Peak.j11
Path: C:\Users\PeterBatten\RGP\Projects - Documents\2025 Projects (8501-8600)\8550 Land at Ickleford Manor, Ickleford\01 Transport Planning\Technical Assessments\Junctions11
Report generation date: 18/07/2025 12:50:32

- »D2 - 2025 | Base | PM
- »D4 - 2030 | Base (Factored) | PM
- »D6 - 2030 | Base (Factored) + Committed Development | PM
- »D8 - 2030 | Base (Factored) + Committed Development & Development Proposals | PM

Summary of junction performance

	PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 - Base				
1 - A600 Bedford Road (N)	D2	0.8	5.95	0.44	A
2 - Turnpike Lane		1.5	8.50	0.60	A
3 - A600 Bedford Road (S)		2.2	10.19	0.69	B
4 - Westmill Lane		0.1	21.53	0.12	C
	2030 - Base (Factored)				
1 - A600 Bedford Road (N)	D4	0.9	6.24	0.46	A
2 - Turnpike Lane		1.7	9.35	0.63	A
3 - A600 Bedford Road (S)		2.6	11.71	0.72	B
4 - Westmill Lane		0.2	26.45	0.14	D
	2030 - Base (Factored) + Committed Development				
1 - A600 Bedford Road (N)	D6	0.9	6.27	0.47	A
2 - Turnpike Lane		1.7	9.47	0.64	A
3 - A600 Bedford Road (S)		2.6	11.83	0.73	B
4 - Westmill Lane		0.2	26.83	0.15	D
	2030 - Base (Factored) + Committed Development & Development Proposals				
1 - A600 Bedford Road (N)	D8	0.9	6.51	0.48	A
2 - Turnpike Lane		1.8	9.90	0.65	A
3 - A600 Bedford Road (S)		2.9	12.71	0.75	B
4 - Westmill Lane		0.2	30.01	0.16	D

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	Bedford Road, Turnpike Lane & Westmill Lane
Location	
Site number	
Date	15/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamHardwill
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2030	Base (Factored)	PM	ONE HOUR	16:45	18:15	15	✓
D6	2030	Base (Factored) + Committed Development	PM	ONE HOUR	16:45	18:15	15	✓
D8	2030	Base (Factored) + Committed Development & Development Proposals	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedford Road, Turnpike Lane & Westmill Lane	Mini-roundabout		1, 2, 3, 4	8.69	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		8.69	A

Arms

Arms

Arm	Name	Description
1	A600 Bedford Road (N)	
2	Turnpike Lane	
3	A600 Bedford Road (S)	
4	Westmill Lane	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - A600 Bedford Road (N)	3.00	3.00	4.90	1.5	11.00	8.20	0.0	✓
2 - Turnpike Lane	3.00	3.00	3.60	0.6	11.30	8.30	0.0	
3 - A600 Bedford Road (S)	3.20	3.20	4.60	4.6	11.50	8.30	0.0	
4 - Westmill Lane	2.60	2.60	3.00	4.6	13.60	9.20	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - A600 Bedford Road (N)	Percentage		135.00
2 - Turnpike Lane	Percentage		148.00
3 - A600 Bedford Road (S)	Percentage		145.00
4 - Westmill Lane	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A600 Bedford Road (N)	0.494	1236
2 - Turnpike Lane	0.596	1282
3 - A600 Bedford Road (S)	0.625	1383
4 - Westmill Lane	0.588	859

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A600 Bedford Road (N)		ONE HOUR	✓	434	100.000
2 - Turnpike Lane		ONE HOUR	✓	576	100.000
3 - A600 Bedford Road (S)		ONE HOUR	✓	702	100.000
4 - Westmill Lane		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	0	111	320	3
	2 - Turnpike Lane	337	0	220	19
	3 - A600 Bedford Road (S)	467	224	0	11
	4 - Westmill Lane	1	11	8	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	0	0	3	0
	2 - Turnpike Lane	0	0	0.45	0
	3 - A600 Bedford Road (S)	1	0.45	0	0
	4 - Westmill Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A600 Bedford Road (N)	0.44	5.95	0.8	A	398	597
2 - Turnpike Lane	0.60	8.50	1.5	A	529	793
3 - A600 Bedford Road (S)	0.69	10.19	2.2	B	644	966
4 - Westmill Lane	0.12	21.53	0.1	C	18	28

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	327	82	182	1125	0.290	325	603	0.0	0.4	4.492	A
2 - Turnpike Lane	434	108	248	1129	0.384	431	259	0.0	0.6	5.145	A
3 - A600 Bedford Road (S)	529	132	269	1204	0.439	525	410	0.0	0.8	5.279	A
4 - Westmill Lane	15	4	769	403	0.037	15	25	0.0	0.0	9.265	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	390	98	218	1107	0.352	390	722	0.4	0.5	5.013	A
2 - Turnpike Lane	518	129	297	1099	0.471	517	310	0.6	0.9	6.176	A
3 - A600 Bedford Road (S)	631	158	322	1171	0.539	630	492	0.8	1.2	6.629	A
4 - Westmill Lane	18	4	922	313	0.057	18	30	0.0	0.1	12.186	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	478	119	266	1084	0.441	477	882	0.5	0.8	5.921	A
2 - Turnpike Lane	634	159	364	1058	0.599	632	379	0.9	1.5	8.400	A
3 - A600 Bedford Road (S)	773	193	394	1127	0.686	769	602	1.2	2.1	9.961	A
4 - Westmill Lane	22	6	1127	192	0.115	22	36	0.1	0.1	21.095	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	478	119	267	1083	0.441	478	886	0.8	0.8	5.947	A
2 - Turnpike Lane	634	159	364	1058	0.600	634	381	1.5	1.5	8.497	A
3 - A600 Bedford Road (S)	773	193	395	1126	0.687	773	603	2.1	2.2	10.187	B
4 - Westmill Lane	22	6	1132	189	0.116	22	36	0.1	0.1	21.526	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	390	98	220	1106	0.353	391	728	0.8	0.5	5.041	A
2 - Turnpike Lane	518	129	298	1098	0.472	520	313	1.5	0.9	6.255	A
3 - A600 Bedford Road (S)	631	158	324	1170	0.539	635	494	2.2	1.2	6.780	A
4 - Westmill Lane	18	4	929	309	0.058	18	30	0.1	0.1	12.397	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	327	82	184	1124	0.291	327	608	0.5	0.4	4.523	A
2 - Turnpike Lane	434	108	250	1128	0.385	435	261	0.9	0.6	5.203	A
3 - A600 Bedford Road (S)	529	132	271	1203	0.439	530	413	1.2	0.8	5.365	A
4 - Westmill Lane	15	4	776	400	0.038	15	25	0.1	0.0	9.368	A

D4 - 2030 | Base (Factored) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedford Road, Turnpike Lane & Westmill Lane	Mini-roundabout		1, 2, 3, 4	9.71	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.71	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base (Factored)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A600 Bedford Road (N)		ONE HOUR	✓	454	100.000
2 - Turnpike Lane		ONE HOUR	✓	602	100.000
3 - A600 Bedford Road (S)		ONE HOUR	✓	734	100.000
4 - Westmill Lane		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	0	116	334	3
	2 - Turnpike Lane	352	0	230	20
	3 - A600 Bedford Road (S)	488	234	0	11
	4 - Westmill Lane	1	11	8	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	0	0	3	0
	2 - Turnpike Lane	0	0	0.48	0
	3 - A600 Bedford Road (S)	1	0.47	0	0
	4 - Westmill Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A600 Bedford Road (N)	0.46	6.24	0.9	A	416	624
2 - Turnpike Lane	0.63	9.35	1.7	A	552	828
3 - A600 Bedford Road (S)	0.72	11.71	2.6	B	673	1010
4 - Westmill Lane	0.14	26.45	0.2	D	19	29

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	341	85	190	1120	0.305	340	629	0.0	0.4	4.603	A
2 - Turnpike Lane	453	113	259	1121	0.404	450	271	0.0	0.7	5.343	A
3 - A600 Bedford Road (S)	552	138	281	1196	0.462	549	429	0.0	0.8	5.532	A
4 - Westmill Lane	16	4	804	383	0.041	16	26	0.0	0.0	9.792	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	408	102	228	1102	0.370	407	754	0.4	0.6	5.179	A
2 - Turnpike Lane	541	135	311	1090	0.496	540	324	0.7	1.0	6.527	A
3 - A600 Bedford Road (S)	659	165	336	1162	0.568	658	514	0.8	1.3	7.116	A
4 - Westmill Lane	19	5	963	289	0.065	19	31	0.0	0.1	13.321	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	499	125	278	1077	0.464	498	921	0.6	0.9	6.207	A
2 - Turnpike Lane	663	166	380	1048	0.632	660	396	1.0	1.7	9.213	A
3 - A600 Bedford Road (S)	808	202	411	1115	0.724	803	629	1.3	2.5	11.340	B
4 - Westmill Lane	23	6	1176	163	0.141	23	38	0.1	0.2	25.637	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	499	125	279	1076	0.464	499	926	0.9	0.9	6.238	A
2 - Turnpike Lane	663	166	381	1047	0.633	663	398	1.7	1.7	9.354	A
3 - A600 Bedford Road (S)	808	202	413	1114	0.725	807	631	2.5	2.6	11.706	B
4 - Westmill Lane	23	6	1182	159	0.145	23	38	0.2	0.2	26.448	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	408	102	230	1100	0.371	409	761	0.9	0.6	5.213	A
2 - Turnpike Lane	541	135	312	1089	0.497	544	327	1.7	1.0	6.633	A
3 - A600 Bedford Road (S)	659	165	339	1160	0.568	664	517	2.6	1.3	7.333	A
4 - Westmill Lane	19	5	972	283	0.066	19	31	0.2	0.1	13.639	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	341	85	192	1119	0.305	342	635	0.6	0.4	4.636	A
2 - Turnpike Lane	453	113	261	1120	0.404	454	273	1.0	0.7	5.415	A
3 - A600 Bedford Road (S)	552	138	283	1195	0.462	554	432	1.3	0.9	5.637	A
4 - Westmill Lane	16	4	811	379	0.042	16	26	0.1	0.0	9.928	A

D6 - 2030 | Base (Factored) + Committed Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedford Road, Turnpike Lane & Westmill Lane	Mini-roundabout		1, 2, 3, 4	9.81	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base (Factored) + Committed Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A600 Bedford Road (N)		ONE HOUR	✓	456	100.000
2 - Turnpike Lane		ONE HOUR	✓	605	100.000
3 - A600 Bedford Road (S)		ONE HOUR	✓	737	100.000
4 - Westmill Lane		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	0	116	336	3
	2 - Turnpike Lane	352	0	233	20
	3 - A600 Bedford Road (S)	489	236	0	11
	4 - Westmill Lane	1	11	8	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	0	0	3	0
	2 - Turnpike Lane	0	0	0.48	0
	3 - A600 Bedford Road (S)	1	0.47	0	0
	4 - Westmill Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A600 Bedford Road (N)	0.47	6.27	0.9	A	418	627
2 - Turnpike Lane	0.64	9.47	1.7	A	555	833
3 - A600 Bedford Road (S)	0.73	11.83	2.6	B	676	1014
4 - Westmill Lane	0.15	26.83	0.2	D	19	29

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	343	86	191	1119	0.306	341	630	0.0	0.4	4.617	A
2 - Turnpike Lane	455	114	261	1121	0.406	453	272	0.0	0.7	5.369	A
3 - A600 Bedford Road (S)	555	139	281	1196	0.464	551	433	0.0	0.9	5.551	A
4 - Westmill Lane	16	4	806	382	0.041	16	26	0.0	0.0	9.827	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	410	102	229	1101	0.372	409	755	0.4	0.6	5.199	A
2 - Turnpike Lane	544	136	312	1089	0.499	543	326	0.7	1.0	6.573	A
3 - A600 Bedford Road (S)	662	166	336	1162	0.570	660	519	0.9	1.3	7.154	A
4 - Westmill Lane	19	5	966	287	0.065	19	31	0.0	0.1	13.399	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	502	125	280	1076	0.466	501	922	0.6	0.9	6.242	A
2 - Turnpike Lane	666	166	382	1046	0.636	663	398	1.0	1.7	9.322	A
3 - A600 Bedford Road (S)	811	203	411	1115	0.727	806	634	1.3	2.5	11.450	B
4 - Westmill Lane	23	6	1179	161	0.143	23	38	0.1	0.2	25.983	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	502	125	282	1075	0.466	502	927	0.9	0.9	6.274	A
2 - Turnpike Lane	666	166	383	1046	0.637	666	400	1.7	1.7	9.467	A
3 - A600 Bedford Road (S)	811	203	413	1114	0.728	811	636	2.5	2.6	11.831	B
4 - Westmill Lane	23	6	1186	157	0.146	23	38	0.2	0.2	26.832	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	410	102	232	1099	0.373	411	762	0.9	0.6	5.236	A
2 - Turnpike Lane	544	136	314	1088	0.500	547	329	1.7	1.0	6.684	A
3 - A600 Bedford Road (S)	662	166	339	1160	0.571	667	522	2.6	1.4	7.373	A
4 - Westmill Lane	19	5	975	282	0.067	19	31	0.2	0.1	13.729	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	343	86	193	1118	0.307	344	636	0.6	0.4	4.652	A
2 - Turnpike Lane	455	114	262	1119	0.407	457	274	1.0	0.7	5.441	A
3 - A600 Bedford Road (S)	555	139	283	1195	0.464	556	436	1.4	0.9	5.658	A
4 - Westmill Lane	16	4	814	377	0.042	16	26	0.1	0.0	9.963	A

D8 - 2030 | Base (Factored) + Committed Development & Development Proposals | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bedford Road, Turnpike Lane & Westmill Lane	Mini-roundabout		1, 2, 3, 4	10.40	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.40	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)	Run automatically
D8	2030	Base (Factored) + Committed Development & Development Proposals	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A600 Bedford Road (N)		ONE HOUR	✓	468	100.000
2 - Turnpike Lane		ONE HOUR	✓	620	100.000
3 - A600 Bedford Road (S)		ONE HOUR	✓	752	100.000
4 - Westmill Lane		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	0	128	336	3
	2 - Turnpike Lane	359	0	241	20
	3 - A600 Bedford Road (S)	489	251	0	11
	4 - Westmill Lane	1	11	8	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A600 Bedford Road (N)	2 - Turnpike Lane	3 - A600 Bedford Road (S)	4 - Westmill Lane
	1 - A600 Bedford Road (N)	0	0	3	0
	2 - Turnpike Lane	0	0	0.48	0
	3 - A600 Bedford Road (S)	1	0.47	0	0
	4 - Westmill Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A600 Bedford Road (N)	0.48	6.51	0.9	A	429	644
2 - Turnpike Lane	0.65	9.90	1.8	A	569	853
3 - A600 Bedford Road (S)	0.75	12.71	2.9	B	690	1035
4 - Westmill Lane	0.16	30.01	0.2	D	19	29

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	352	88	203	1114	0.316	350	635	0.0	0.5	4.699	A
2 - Turnpike Lane	467	117	261	1121	0.416	464	292	0.0	0.7	5.459	A
3 - A600 Bedford Road (S)	566	141	286	1193	0.474	562	439	0.0	0.9	5.675	A
4 - Westmill Lane	16	4	822	372	0.042	16	26	0.0	0.0	10.094	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	420	105	243	1095	0.384	420	761	0.5	0.6	5.329	A
2 - Turnpike Lane	557	139	312	1089	0.512	556	350	0.7	1.0	6.737	A
3 - A600 Bedford Road (S)	676	169	343	1158	0.583	674	526	0.9	1.4	7.404	A
4 - Westmill Lane	19	5	985	276	0.068	19	31	0.0	0.1	14.006	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	515	129	296	1069	0.482	514	929	0.6	0.9	6.469	A
2 - Turnpike Lane	682	171	382	1046	0.652	679	428	1.0	1.8	9.723	A
3 - A600 Bedford Road (S)	828	207	419	1111	0.745	822	643	1.4	2.8	12.223	B
4 - Westmill Lane	23	6	1203	147	0.157	23	38	0.1	0.2	28.840	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	515	129	298	1068	0.482	515	935	0.9	0.9	6.509	A
2 - Turnpike Lane	682	171	383	1046	0.653	682	430	1.8	1.8	9.896	A
3 - A600 Bedford Road (S)	828	207	421	1110	0.746	827	645	2.8	2.9	12.707	B
4 - Westmill Lane	23	6	1210	143	0.161	23	38	0.2	0.2	30.014	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	420	105	246	1093	0.385	422	769	0.9	0.6	5.368	A
2 - Turnpike Lane	557	139	314	1088	0.512	560	354	1.8	1.1	6.861	A
3 - A600 Bedford Road (S)	676	169	345	1156	0.584	681	529	2.9	1.4	7.669	A
4 - Westmill Lane	19	5	995	270	0.070	19	31	0.2	0.1	14.400	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A600 Bedford Road (N)	352	88	205	1113	0.316	353	641	0.6	0.5	4.736	A
2 - Turnpike Lane	467	117	262	1119	0.417	468	295	1.1	0.7	5.540	A
3 - A600 Bedford Road (S)	566	141	288	1192	0.475	568	442	1.4	0.9	5.793	A
4 - Westmill Lane	16	4	830	367	0.043	16	26	0.1	0.0	10.244	B

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307

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Filename: 2025-07-17 - Turnpike Lane & Arlesey Road - PM Peak.j11

Path: C:\Users\PeterBatten\RGPI\Projects - Documents\2025 Projects (8501-8600)\8550 Land at Ickleford Manor, Ickleford\01 Transport Planning\Technical Assessments\Junctions11

Report generation date: 18/07/2025 12:52:06

»D1 - 2025 | Base | AM

»D2 - 2025 | Base | PM

»D3 - 2025 | Base (Factored) | AM

»D4 - 2025 | Base (Factored) | PM

»D5 - 2025 | Base (Factored) + Committed Development | AM

»D6 - 2025 | Base (Factored) + Committed Development | PM

»D7 - 2025 | Base (Factored) + Committed Development & Proposals | AM

»D8 - 2025 | Base (Factored) + Committed Development & Proposals | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 - Base									
1 - Turnpike Lane (N)	D1	0.6	7.84	0.38	A	D2	0.8	6.99	0.43	A
2 - Arlesey Road		0.1	5.88	0.12	A		0.7	9.72	0.41	A
3 - Turnpike Lane (W)		4.7	22.96	0.83	C		0.6	6.35	0.39	A
	2025 - Base (Factored)									
1 - Turnpike Lane (N)	D3	0.7	8.23	0.40	A	D4	0.8	7.24	0.45	A
2 - Arlesey Road		0.1	5.99	0.13	A		0.8	10.35	0.44	B
3 - Turnpike Lane (W)		6.1	28.96	0.87	D		0.7	6.51	0.41	A
	2025 - Base (Factored) + Committed Development									
1 - Turnpike Lane (N)	D5	0.7	8.24	0.40	A	D6	0.8	7.26	0.45	A
2 - Arlesey Road		0.2	6.01	0.13	A		0.8	10.38	0.44	B
3 - Turnpike Lane (W)		6.2	29.19	0.87	D		0.7	6.53	0.41	A
	2025 - Base (Factored) + Committed Development & Proposals									
1 - Turnpike Lane (N)	D7	0.7	8.33	0.41	A	D8	0.8	7.29	0.45	A
2 - Arlesey Road		0.2	6.06	0.14	A		0.8	10.60	0.45	B
3 - Turnpike Lane (W)		6.5	30.39	0.88	D		0.7	6.57	0.41	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	15/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamHardwill
Description	

Units

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

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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	2025	Base (Factored)	AM	ONE HOUR	07:45	09:15	15
D4	2025	Base (Factored)	PM	ONE HOUR	16:45	18:15	15
D5	2025	Base (Factored) + Committed Development	AM	ONE HOUR	07:45	09:15	15
D6	2025	Base (Factored) + Committed Development	PM	ONE HOUR	16:45	18:15	15
D7	2025	Base (Factored) + Committed Development & Proposals	AM	ONE HOUR	07:45	09:15	15
D8	2025	Base (Factored) + Committed Development & Proposals	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnpike Lane & Arlesey Road	Mini-roundabout		1, 2, 3	17.96	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		17.96	C

Arms

Arms

Arm	Name	Description
1	Turnpike Lane (N)	
2	Arlesey Road	
3	Turnpike Lane (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Turnpike Lane (N)	3.30	3.30	3.50	2.0	11.30	8.00	0.0	
2 - Arlesey Road	3.50	3.50	3.70	1.0	9.00	7.00	0.0	
3 - Turnpike Lane (W)	3.30	3.30	3.50	1.2	14.00	14.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Turnpike Lane (N)	0.608	964
2 - Arlesey Road	0.614	870
3 - Turnpike Lane (W)	0.621	932

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turnpike Lane (N)		✓	255	100.000
2 - Arlesey Road		✓	77	100.000
3 - Turnpike Lane (W)		✓	702	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	255
	2 - Arlesey Road	1	0	76
	3 - Turnpike Lane (W)	377	325	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	0.78
	2 - Arlesey Road	0	0	0
	3 - Turnpike Lane (W)	0.80	0.31	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Turnpike Lane (N)	0.38	7.84	0.6	A
2 - Arlesey Road	0.12	5.88	0.1	A
3 - Turnpike Lane (W)	0.83	22.96	4.7	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	192	242	810	0.237	191	0.3	5.804	A
2 - Arlesey Road	58	191	752	0.077	58	0.1	5.181	A
3 - Turnpike Lane (W)	529	0.75	926	0.571	523	1.3	8.825	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	229	291	780	0.294	229	0.4	6.524	A
2 - Arlesey Road	69	229	729	0.095	69	0.1	5.458	A
3 - Turnpike Lane (W)	631	0.90	926	0.681	628	2.1	11.948	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	281	353	742	0.378	280	0.6	7.773	A
2 - Arlesey Road	85	280	697	0.122	85	0.1	5.877	A
3 - Turnpike Lane (W)	773	1	926	0.835	763	4.4	20.953	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	281	357	740	0.379	281	0.6	7.838	A
2 - Arlesey Road	85	281	697	0.122	85	0.1	5.884	A
3 - Turnpike Lane (W)	773	1	926	0.835	772	4.7	22.957	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	229	297	777	0.295	230	0.4	6.592	A
2 - Arlesey Road	69	230	728	0.095	69	0.1	5.466	A
3 - Turnpike Lane (W)	631	0.90	926	0.681	641	2.2	13.032	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	192	246	807	0.238	192	0.3	5.861	A
2 - Arlesey Road	58	192	751	0.077	58	0.1	5.194	A
3 - Turnpike Lane (W)	529	0.75	926	0.571	532	1.4	9.210	A

D2 - 2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnpike Lane & Arlesey Road	Mini-roundabout		1, 2, 3	7.46	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.46	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)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turnpike Lane (N)		✓	356	100.000
2 - Arlesey Road		✓	235	100.000
3 - Turnpike Lane (W)		✓	329	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	356
	2 - Arlesey Road	0	0	235
	3 - Turnpike Lane (W)	248	81	0

Vehicle Mix

Heavy Vehicle %

		To		
From		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	0.28
	2 - Arlesey Road	0	0	0
	3 - Turnpike Lane (W)	0.40	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Turnpike Lane (N)	0.43	6.99	0.8	A
2 - Arlesey Road	0.41	9.72	0.7	A
3 - Turnpike Lane (W)	0.39	6.35	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	268	61	924	0.290	266	0.4	5.459	A
2 - Arlesey Road	177	266	706	0.251	176	0.3	6.769	A
3 - Turnpike Lane (W)	248	0	929	0.267	246	0.4	5.260	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	320	73	917	0.349	320	0.5	6.021	A
2 - Arlesey Road	211	320	673	0.314	211	0.5	7.773	A
3 - Turnpike Lane (W)	296	0	929	0.318	295	0.5	5.675	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	392	89	907	0.432	391	0.8	6.966	A
2 - Arlesey Road	259	391	629	0.411	258	0.7	9.662	A
3 - Turnpike Lane (W)	362	0	929	0.390	362	0.6	6.333	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	392	89	907	0.432	392	0.8	6.989	A
2 - Arlesey Road	259	392	629	0.411	259	0.7	9.723	A
3 - Turnpike Lane (W)	362	0	929	0.390	362	0.6	6.348	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	320	73	917	0.349	321	0.5	6.049	A
2 - Arlesey Road	211	321	673	0.314	212	0.5	7.835	A
3 - Turnpike Lane (W)	296	0	929	0.318	296	0.5	5.696	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	268	61	924	0.290	269	0.4	5.496	A
2 - Arlesey Road	177	269	705	0.251	177	0.3	6.833	A
3 - Turnpike Lane (W)	248	0	929	0.267	248	0.4	5.288	A

D3 - 2025 | Base (Factored) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnpike Lane & Arlesey Road	Mini-roundabout		1, 2, 3	22.15	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		22.15	C

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	2025	Base (Factored)	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turnpike Lane (N)		✓	266	100.000
2 - Arlesey Road		✓	80	100.000
3 - Turnpike Lane (W)		✓	734	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	266
	2 - Arlesey Road	1	0	79
	3 - Turnpike Lane (W)	394	340	0

Vehicle Mix

Heavy Vehicle %

	To			
From		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	0.78
	2 - Arlesey Road	0	0	0
	3 - Turnpike Lane (W)	0.80	0.31	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Turnpike Lane (N)	0.40	8.23	0.7	A
2 - Arlesey Road	0.13	5.99	0.1	A
3 - Turnpike Lane (W)	0.87	28.96	6.1	D

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	200	253	803	0.249	199	0.3	5.946	A
2 - Arlesey Road	60	199	747	0.081	60	0.1	5.236	A
3 - Turnpike Lane (W)	553	0.75	926	0.597	547	1.4	9.352	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	239	304	772	0.310	239	0.4	6.740	A
2 - Arlesey Road	72	239	723	0.100	72	0.1	5.532	A
3 - Turnpike Lane (W)	660	0.90	926	0.712	656	2.4	13.146	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	293	368	733	0.399	292	0.7	8.140	A
2 - Arlesey Road	88	292	690	0.128	88	0.1	5.982	A
3 - Turnpike Lane (W)	808	1	926	0.873	795	5.7	25.198	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	293	373	730	0.401	293	0.7	8.228	A
2 - Arlesey Road	88	293	689	0.128	88	0.1	5.990	A
3 - Turnpike Lane (W)	808	1	926	0.873	806	6.1	28.961	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	239	312	767	0.312	240	0.5	6.838	A
2 - Arlesey Road	72	240	722	0.100	72	0.1	5.543	A
3 - Turnpike Lane (W)	660	0.90	926	0.712	674	2.6	14.994	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	200	258	800	0.250	201	0.3	6.010	A
2 - Arlesey Road	60	201	746	0.081	60	0.1	5.252	A
3 - Turnpike Lane (W)	553	0.75	926	0.597	557	1.5	9.859	A

D4 - 2025 | Base (Factored) | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnpike Lane & Arlesey Road	Mini-roundabout		1, 2, 3	7.77	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	Base (Factored)	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turnpike Lane (N)		✓	372	100.000
2 - Arlesey Road		✓	246	100.000
3 - Turnpike Lane (W)		✓	344	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	372
	2 - Arlesey Road	0	0	246
	3 - Turnpike Lane (W)	259	85	0

Vehicle Mix

Heavy Vehicle %

	To			
From		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	0
	2 - Arlesey Road	0	0	0
	3 - Turnpike Lane (W)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Turnpike Lane (N)	0.45	7.24	0.8	A
2 - Arlesey Road	0.44	10.35	0.8	B
3 - Turnpike Lane (W)	0.41	6.51	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	280	64	925	0.303	278	0.4	5.552	A
2 - Arlesey Road	185	278	699	0.265	184	0.4	6.967	A
3 - Turnpike Lane (W)	259	0	932	0.278	257	0.4	5.325	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	334	76	917	0.365	334	0.6	6.165	A
2 - Arlesey Road	221	334	665	0.332	221	0.5	8.087	A
3 - Turnpike Lane (W)	309	0	932	0.332	309	0.5	5.772	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	410	93	907	0.452	409	0.8	7.209	A
2 - Arlesey Road	271	409	619	0.437	270	0.8	10.265	B
3 - Turnpike Lane (W)	379	0	932	0.406	378	0.7	6.490	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	410	94	907	0.452	410	0.8	7.239	A
2 - Arlesey Road	271	410	619	0.438	271	0.8	10.345	B
3 - Turnpike Lane (W)	379	0	932	0.406	379	0.7	6.505	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	334	77	917	0.365	335	0.6	6.199	A
2 - Arlesey Road	221	335	664	0.333	222	0.5	8.162	A
3 - Turnpike Lane (W)	309	0	932	0.332	310	0.5	5.795	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	280	64	925	0.303	281	0.4	5.595	A
2 - Arlesey Road	185	281	698	0.265	186	0.4	7.038	A
3 - Turnpike Lane (W)	259	0	932	0.278	259	0.4	5.355	A

D5 - 2025 | Base (Factored) + Committed Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnpike Lane & Arlesey Road	Mini-roundabout		1, 2, 3	22.29	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		22.29	C

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	2025	Base (Factored) + Committed Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turnpike Lane (N)		✓	266	100.000
2 - Arlesey Road		✓	82	100.000
3 - Turnpike Lane (W)		✓	735	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	266
	2 - Arlesey Road	1	0	81
	3 - Turnpike Lane (W)	394	341	0

Vehicle Mix

Heavy Vehicle %

	To			
From		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	0.78
	2 - Arlesey Road	0	0	0
	3 - Turnpike Lane (W)	0.80	0.31	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Turnpike Lane (N)	0.40	8.24	0.7	A
2 - Arlesey Road	0.13	6.01	0.2	A
3 - Turnpike Lane (W)	0.87	29.19	6.2	D

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	200	254	803	0.250	199	0.3	5.950	A
2 - Arlesey Road	62	199	747	0.083	61	0.1	5.247	A
3 - Turnpike Lane (W)	553	0.75	926	0.597	548	1.4	9.369	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	239	305	772	0.310	239	0.4	6.746	A
2 - Arlesey Road	74	239	723	0.102	74	0.1	5.547	A
3 - Turnpike Lane (W)	661	0.90	926	0.713	657	2.4	13.184	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	293	369	733	0.400	292	0.7	8.154	A
2 - Arlesey Road	90	292	690	0.131	90	0.1	6.004	A
3 - Turnpike Lane (W)	809	1	926	0.874	796	5.7	25.353	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	293	375	730	0.401	293	0.7	8.240	A
2 - Arlesey Road	90	293	689	0.131	90	0.2	6.012	A
3 - Turnpike Lane (W)	809	1	926	0.874	807	6.2	29.192	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	239	313	767	0.312	240	0.5	6.843	A
2 - Arlesey Road	74	240	722	0.102	74	0.1	5.559	A
3 - Turnpike Lane (W)	661	0.90	926	0.713	675	2.6	15.068	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	200	259	800	0.250	201	0.3	6.017	A
2 - Arlesey Road	62	201	746	0.083	62	0.1	5.264	A
3 - Turnpike Lane (W)	553	0.75	926	0.597	558	1.5	9.879	A

D6 - 2025 | Base (Factored) + Committed Development | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnpike Lane & Arlesey Road	Mini-roundabout		1, 2, 3	7.80	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.80	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	2025	Base (Factored) + Committed Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turnpike Lane (N)		✓	372	100.000
2 - Arlesey Road		✓	247	100.000
3 - Turnpike Lane (W)		✓	346	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	372
	2 - Arlesey Road	0	0	247
	3 - Turnpike Lane (W)	259	87	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	0
	2 - Arlesey Road	0	0	0
	3 - Turnpike Lane (W)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Turnpike Lane (N)	0.45	7.26	0.8	A
2 - Arlesey Road	0.44	10.38	0.8	B
3 - Turnpike Lane (W)	0.41	6.53	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	280	65	924	0.303	278	0.4	5.560	A
2 - Arlesey Road	186	278	699	0.266	185	0.4	6.973	A
3 - Turnpike Lane (W)	260	0	932	0.279	259	0.4	5.337	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	334	78	916	0.365	334	0.6	6.177	A
2 - Arlesey Road	222	334	665	0.334	222	0.5	8.103	A
3 - Turnpike Lane (W)	311	0	932	0.334	311	0.5	5.789	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	410	96	906	0.452	409	0.8	7.228	A
2 - Arlesey Road	272	409	619	0.439	271	0.8	10.298	B
3 - Turnpike Lane (W)	381	0	932	0.409	380	0.7	6.513	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	410	96	905	0.452	410	0.8	7.258	A
2 - Arlesey Road	272	410	619	0.440	272	0.8	10.378	B
3 - Turnpike Lane (W)	381	0	932	0.409	381	0.7	6.531	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	334	78	916	0.365	335	0.6	6.211	A
2 - Arlesey Road	222	335	664	0.334	223	0.5	8.181	A
3 - Turnpike Lane (W)	311	0	932	0.334	312	0.5	5.812	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	280	66	924	0.303	281	0.4	5.601	A
2 - Arlesey Road	186	281	698	0.266	187	0.4	7.046	A
3 - Turnpike Lane (W)	260	0	932	0.279	261	0.4	5.367	A

D7 - 2025 | Base (Factored) + Committed Development & Proposals | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnpike Lane & Arlesey Road	Mini-roundabout		1, 2, 3	23.08	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		23.08	C

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)
D7	2025	Base (Factored) + Committed Development & Proposals	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turnpike Lane (N)		✓	268	100.000
2 - Arlesey Road		✓	86	100.000
3 - Turnpike Lane (W)		✓	740	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	1	267
	2 - Arlesey Road	1	0	85
	3 - Turnpike Lane (W)	395	345	0

Vehicle Mix

Heavy Vehicle %

	To			
From		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	0.78
	2 - Arlesey Road	0	0	0
	3 - Turnpike Lane (W)	0.80	0.31	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Turnpike Lane (N)	0.41	8.33	0.7	A
2 - Arlesey Road	0.14	6.06	0.2	A
3 - Turnpike Lane (W)	0.88	30.39	6.5	D

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	202	257	801	0.252	200	0.3	5.983	A
2 - Arlesey Road	65	200	747	0.087	64	0.1	5.274	A
3 - Turnpike Lane (W)	557	0.75	926	0.601	551	1.5	9.457	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	241	308	770	0.313	240	0.5	6.796	A
2 - Arlesey Road	77	240	722	0.107	77	0.1	5.583	A
3 - Turnpike Lane (W)	665	0.90	926	0.718	661	2.4	13.395	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	295	373	730	0.404	294	0.7	8.237	A
2 - Arlesey Road	95	293	689	0.137	95	0.2	6.055	A
3 - Turnpike Lane (W)	815	1	926	0.880	801	5.9	26.143	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	295	379	727	0.406	295	0.7	8.331	A
2 - Arlesey Road	95	294	688	0.138	95	0.2	6.063	A
3 - Turnpike Lane (W)	815	1	926	0.880	813	6.5	30.395	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	241	317	764	0.315	242	0.5	6.902	A
2 - Arlesey Road	77	241	721	0.107	77	0.1	5.593	A
3 - Turnpike Lane (W)	665	0.90	926	0.718	680	2.7	15.454	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	202	262	798	0.253	202	0.3	6.048	A
2 - Arlesey Road	65	202	746	0.087	65	0.1	5.291	A
3 - Turnpike Lane (W)	557	0.75	926	0.601	562	1.5	9.991	A

D8 - 2025 | Base (Factored) + Committed Development & Proposals | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Turnpike Lane & Arlesey Road	Mini-roundabout		1, 2, 3	7.89	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.89	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)
D8	2025	Base (Factored) + Committed Development & Proposals	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turnpike Lane (N)		✓	373	100.000
2 - Arlesey Road		✓	253	100.000
3 - Turnpike Lane (W)		✓	349	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	373
	2 - Arlesey Road	0	0	253
	3 - Turnpike Lane (W)	260	89	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Turnpike Lane (N)	2 - Arlesey Road	3 - Turnpike Lane (W)
	1 - Turnpike Lane (N)	0	0	0
	2 - Arlesey Road	0	0	0
	3 - Turnpike Lane (W)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Turnpike Lane (N)	0.45	7.29	0.8	A
2 - Arlesey Road	0.45	10.60	0.8	B
3 - Turnpike Lane (W)	0.41	6.57	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	281	67	923	0.304	279	0.4	5.574	A
2 - Arlesey Road	190	279	699	0.273	189	0.4	7.041	A
3 - Turnpike Lane (W)	263	0	932	0.282	261	0.4	5.355	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	335	80	915	0.366	335	0.6	6.195	A
2 - Arlesey Road	227	335	665	0.342	227	0.5	8.212	A
3 - Turnpike Lane (W)	314	0	932	0.337	313	0.5	5.814	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	411	98	904	0.454	410	0.8	7.264	A
2 - Arlesey Road	279	410	619	0.450	277	0.8	10.512	B
3 - Turnpike Lane (W)	384	0	932	0.412	383	0.7	6.553	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	411	98	904	0.454	411	0.8	7.294	A
2 - Arlesey Road	279	411	618	0.451	279	0.8	10.598	B
3 - Turnpike Lane (W)	384	0	932	0.412	384	0.7	6.571	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	335	80	915	0.366	336	0.6	6.233	A
2 - Arlesey Road	227	336	664	0.343	229	0.5	8.293	A
3 - Turnpike Lane (W)	314	0	932	0.337	314	0.5	5.835	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turnpike Lane (N)	281	67	923	0.304	281	0.4	5.616	A
2 - Arlesey Road	190	281	697	0.273	191	0.4	7.119	A
3 - Turnpike Lane (W)	263	0	932	0.282	263	0.4	5.385	A



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