# Land off Mendip Way, Great Ashby

**Transport Assessment**
**Revision J**

**February 2026**

Woods Hardwick
Architecture | Engineering | Planning | Surveying

# Appendix A

## Site Location Plan & Site Layout Plan

0 0.5km

Application Site Boundary: 62.90ha

Detailed Application Boundary: 0.80ha

Other land within the ownership of the Applicant or their parent company

525600m 525700m 525800m 525900m 526000m 526100m

The Bungalows

143m

Path

Mast

Tilekiln Cottages

140m

144m

Tile Kiln Farm

Dell Spring

Path

Path

Path

Path

Tilekiln Wood

Parsonsgreen Wood

New Spring

Path

Longdell Wood

135m

Path

Hallsgreen Lane (Path)

Farm

Track

Path

Path

WARRENSGREEN LANE

Dane End Farm Cottage

130m

Dane End

Nine Acre Spring

Newberry Grove

128m

Track

Brooches Wood

130m

Track

125m

120m

Drain

115m

Path

WHERNSIDE DR IVE

BENBROKE PL

MERRI CK CL

MENDIP WAY

GABLES FAIRFIELD CRESCENT

GRAMPIAN PLACE

THE CHILTERNS

THE BEACONS

BLACKDOWN CL

GREAT ASHBY WAY

CLEVELAND WAY

MOUNTK

RYDERSHILL

QUANTOCK

FAIRFIELD WAY

WHITEHORSE

School

CP

Great

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CLIENT
Picture Estates Ltd

PROJECT
GA2 - North East Stevenage

TITLE
Application Site Plan

| DRAWN BY | CHECKED BY | |
|---|---|---|
| SG | SG | |
| SCALE @ A1 | DATE | |
| 1:2,500 | JULY_2024 | |
| PROJECT NO. | DRAWING NO. | REV. |
| 23_M004 | DL07 | D |

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- Application Boundary
- Housing development
- Indicative self-build homes
- Open Space
- Potential Allotments
- Streets, with cycleways and footways
- Shared surfaces/key squares
- Public footpath
- Bridleway
- Potential emergency access
- Pedestrian links
- Pedestrian and cycle links
- Unmade woodland pedestrian routes
- Existing bus route and stop
- Existing woodland, hedgerows and trees retained
- Ancient Woodland
- Existing vegetation to be removed
- Proposed trees
- Proposed native woodland planting
- Proposed native thicket planting
- Proposed hedgerow
- Proposed ornamental planting
- Proposed meadow/long grassland
- Existing drainage basin
- Existing watercourse, ditches and ponds
- Proposed swales and drainage basins
- Wildlife pond
- Proposed pumping station
- Proposed timber post and rail fence
- Children's play area
- Pylons and overhead powerlines
- Existing play areas
- Historic quarry
- Grade II Listed Buildings

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Picture Estates Ltd

PROJECT
GA2 - North East Stevenage

TITLE
Illustrative Masterplan

| DRAWN BY | CHECKED BY | |
|---|---|---|
| SG | SG | |
| SCALE @ A1 | DATE | |
| 1:2,500 | OCTOBER_2025 | |
| PROJECT NO. | DRAWING NO. | REV. |
| 23-M004 | DL03 | N |

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# Appendix B

## Accessibility Audit

Woods Hardwick

Architecture | Engineering | Planning | Surveying

| | |
|---|---|
| PROJECT TITLE: | Land off Mendip Way, Great Ashby |
| REVISION: | E – 05.01.2026 |
| DOCUMENT REFERENCE: | 19244 Rev E |
| DATE: | January 2026 |
| Prepared by: | JD / IK |
| Checked by: | GBR |

# ACCESSIBILITY AUDIT, LAND OFF MENDIP WAY, GREAT ASHBY

## Introduction

1. This Accessibility Audit (AA) has been prepared by Woods Hardwick Ltd on behalf of Picture Estates Ltd in support of the Hybrid application for a residential-led development comprising residential (Use Class C3), educational use (Use Class F1), a community hub (Use Class F2) with associated new internal roads, access, parking, cycling infrastructure, landscaping and other associated infrastructure on land known as 'Land off Mendip Way, Great Ashby' in Stevenage. A Site Location Plan is included in **Appendix A.**

2. The Full application comprises the construction of vehicle access and an active travel link via Mendip Way, with associated landscaping and drainage works.

3. The Outline Application, for which all matters are reserved except for means of access, comprises the erection of up to 640 dwellings (Use Class C3), a site for a primary school, further land reserved for educational use (Use Class F1), a site for a community hub (Use Class F2), with associated infrastructure.

4. As identified within the adopted North Hertfordshire Local Plan (2011 – 2031), the site, GA2, is allocated under Policy SP18 as a Strategic Housing Site for a new neighborhood of approximately 600 homes. The Proposed Site Layout is enclosed in **Appendix B.**

5. The development proposals consist of the following;

    - Up to 640 residential units;
    - Up to 500sqm retail, food and beverage, and medical and social floorspace;
    - 4ha of land to make provision for 2FE primary/ 4FE secondary school; and
    - Suitable parking infrastructure designed in line with local car parking standards.
    - Principle access to the Site is to be provided via Mendip Way, with provision for sustainable modes of transport in alignment with the Stevenage Mobility Strategy. The access road to the Site will be designed to effectively integrate into the nearby existing road networks.

# Appendix C

## Pre-Planning Advice

GA2, Great Ashby, Stevenage – HCC Highways Pre Application Response

Introduction

The North Herts Council (NHC) residential allocation is located on Greenfields at the northern fringe of Great Ashby, Stevenage. The site is bound to the northwest by the rural Back Lane and the farm (Kiln Farm) which accesses onto Back Lane; to east by greenfields and to the southwest by the existing residential area of Great Ashby. It is proposed to establish upto 650homes, upto 500sqm commercial/ community development on the site and make provision for a 2FE Primary /4FE Secondary school. Consultant's for the applicant (Woods Hardwick Ltd) have submitted a pre application Highways Scoping Note (HSN) to HCC Highways DM (19244/HSN, 23 March 23) to outlay the scope of a Transport Assessment (TA) and this note responds to that on behalf of HCC Highways Development Management (DM).

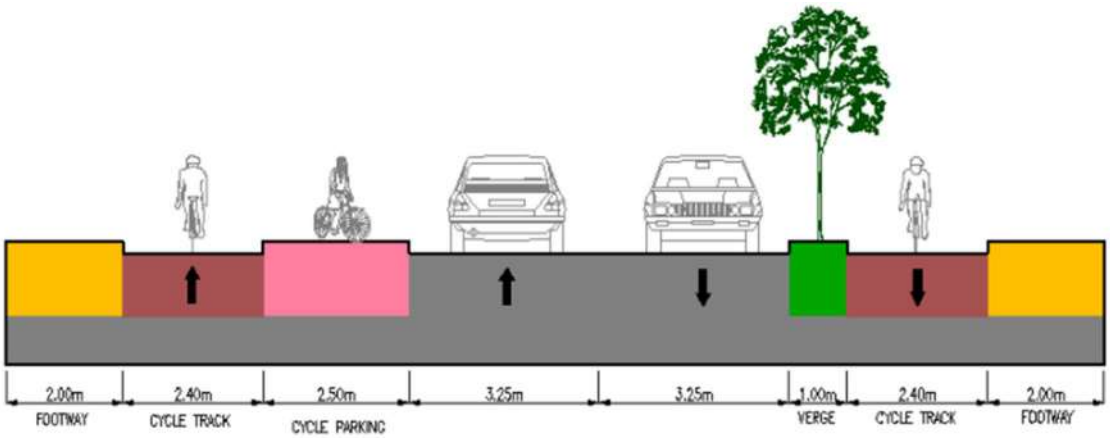
Sustainable Transport Access

In line with the Policies of LTP4, particularly Policies 1 (the Transport User Hierachy) and 5 (Development Management) it is essential given the declared climate emergency that the issue of sustainable access is considered first and the appropriate infrastructure provided to unlock a site sustainably.

Vehicle Access

Only subsequent to unlocking the site sustainably the vehicle access should be considered at the moment vehicle access is proposed to be via a 6.75m carriageway beneath the powerlines that lead to Mendip Way.

However, Chapter 8 (Part 3) of HCC's Emerging Place & Movement Planning and Design Guide (P&M PDG, 14 February 2023), which has been approved by the HCC cabinet and is currently subject to public consultation, specifies a 6.5m wide carriageway for a residential distributor road capable of supporting a bus service subject to a 30mph speed limit (or 6.2m wide when subject to a 20mph speed limit). Typically, the corridor will broadly be as follows:




https://www.hertfordshire.gov.uk/about-the-council/consultations/transport-and-highways/hertfordshire-place-and-movement-planning-design-guide.aspx

Additionally, the applicant needs to confirm with National Grid/ UK Power Networks that the access road will be deliverable and demonstrate this to HCC Highways.

In addition to the main access, the applicant proposes a secondary emergency access onto Back Lane. This should be designed so as to be a sustainable transport only link capable of only being used by a motorised vehicle in the case of an emergency. Page 16 of Chapter 8 of the P&M PDG specifies Active Travel Links with emergency access.

HCC Highways accept these proposed access points given that they are designed to the P&M PDG.

Parking

The applicant proposes to provide parking according to the Stevenage Borough Council 'Parking Provision and Sustainable Development SPD' (Adopted 2020). However, HCC Highways must point out that Great Ashby in North Herts Council (NHC) and their standards should be referred to in the first instance (Vehicle Parking at New Development SPD, Sept 2011). However, it is noted that this document is dated and parking provision must be agreed with NHC on a case by case basis. Furthermore, the current UK Building regulations Part S1 (2021 Edition) with regards to Electric Vehicle (EV) charge points requires:

**Requirement**

**The erection of new residential buildings**

**S1.** (1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).

(2) The number of associated parking spaces which have access to electric vehicle charge points must be—

(a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or

(b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings.

(3) Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where—

(a) a new residential building has more than 10 associated parking spaces; and

(b) there are more associated parking spaces than there are dwellings contained in the residential building.

S278

**The Highway Authority will seek, wherever possible, to secure highway works via planning Condition and s278 agreement.** This includes the site access and emergency junctions and any other possible off site connections identified to unlock this site sustainably.

Public Transport

To ensure the viability of the site the Public Transport Unit (PTU) has previously requested of the developer that it will be necessary for a new bus stop is provided within 400m of each home and services updated appropriately.

Residential Travel Plan

HCC's Active & Safer Travel Team have indicated that a full plan will be required for the site to be in place 5 years post full occupation. A £1,200 per annum Evaluation and Support Fee should be secured by section 106 agreement in accordance with Hertfordshire County Council's Travel Plan Guidance. This should incorporate measures to promote sustainable transport, an appointed travel plan co-ordinator and an appropriate monitoring programme. Residential developments are also required to provide Residential Travel Vouchers for each unit (£100 per house/£50 per flat) to

encourage the take up of sustainable modes. A separate School Travel Plan will be required 3 months prior to opening. For this stage in the planning process however, a Framework Trave Plan covering both the Residential and Educational aspects is required only.

Full guidance is available at: https://www.hertfordshire.gov.uk/media-library/documents/highways/development-management/travel-plan-guidance.pdf, or for more guidance contact: travelplan@hertfordshire.gov.uk.

Road Traffic Collisons (RTC) Analysis

The HSN indicates that a Road safety – review of road safety in the study area based on highway accident data obtained for the latest 5-year period from Crash Map. Whilst from HCC Highways DM's initial review the number of RTC's in the vicinity of Great Ashby is limited, use of CrashMap is unacceptable and full causation data should be obtained for both Great Ashby Way and Mendip Way. RTC data can be obtained from Anthea.Nott@hertfordshire.gov.uk

Swept Path Analysis

HCC Highways DM and requires that it can be demonstrated through vehicle tracking that a NHDC refuse vehicle, 7.5t delivery vehicle and a fire tender can efficiently access the site and exit in forward gear.

The current refuse vehicle used by NHDC is a 12.205m x 2.89m Mercedes Econic.

Growth

Whilst HCC agrees with the process suggested in the HSN as to growth due to committed development and use of Tempro, the council would request that Tempro v8.0 is utilised as it reflects the most accurate UK growth prediction subsequent to the world pandemic

Trip Gen, Mode Split Distribution and Assignment

The 2014 trip generation presented in the HSN for the residential element of the site are considered dated. A subsequent a people trip generation by HCC Highways using the most recent TRICs Multi Modal sites in England and Wales (outside Greater London) cross referenced to Journey to Work data from the 2011 census (QS701EW) Super Output areas E01033024, E01033025 & E01033027, Great Ashby, to reflect travel opportunities suggested higher vehicle trip rates in the AM peak and slightly lower rates in the PM peak. Furthermore, impact on all modes is required.

| Person Trip Rate | In | Out | Total |
|---|---|---|---|
| AM | 0.212 | 0.754 | 0.966 |
| PM | 0.567 | 0.267 | 0.834 |

| Mode Split | |
|---|---|
| WfH | 5.12% |
| Walk | 2.07% |
| Cycle | 1.02% |
| Bus | 2.82% |
| Rail | 11.52% |
| Mororbike | 0.49% |
| Passenger | 3.92% |
| Driver | 72.70% |
| Other | 0.34% |
| | 100.00% |

| Vehicle Trip Rates | In | Out | Total |
|---|---|---|---|
| AM | 0.154 | 0.548 | 0.702 |
| PM | 0.412 | 0.194 | 0.606 |

| Residential Veh Numbers | In | Out | Total |
|---|---|---|---|
| AM | 100 | 356 | 456 |
| PM | 268 | 126 | 394 |

HCC Highways DM agrees with the presented educational trip rates presented in the HSN.

The residential trips should be distributed according to the Journey to Work Origin Destination data observed in the 2011 Census (Table WU03EW). Due to limitations on the datasets and geographical areas it is considered that trips originating in the Great Ashby South MSOA Stevenage 002 will provide the most accurate proxy for GA2. Subsequently an on-line journey planner should be used to route traffic through individual junctions.

Traffic Impact

The TA should in the first instance assess the immediate development impact through the use of Macro Models of:

- The Site Access
- The roundabouts on Great Ashby Way between St Martins Way (x11)
- The Back Lane/GAW Priority Junction
- The Cartwright Drive/GAW Priority Junction

For Macro Modelling purposes HCC Highway would look to the opening year and 5 years after that for analysis.

The wider impacts of the proposals must be assessed by commissioning a run of HCC's most recent Comet Model which accounts for the most likely growth and transport infrastructure proposals and will look at the longer term situation. The NTEM constrained version of the Comet model contains those developments that are committed. A further sensitivity test considering all local plan site is also requested. Attached to this note are the proforma to request runs of the model and a Comet FAQ.

Mitigation/ Developer Contributions

HCC Highways operate two levels of mitigation agreements (Strand 1 and Strand 2). Strand 1 mitigation works being works that are directly required to unlock the development and solely the responsibility of the development. Strand 2 mitigation works being works that address the wider cumulative impact of the development for which the development isn't solely responsible for but does derive benefit from.

In the first instance (Strand 1) HCC would envisage that the agreed site access junction and necessary sustainable transport improvements (both on and off site) are delivered through a S278 agreement and travel plan contributions are contained in a s106 agreement.

In the second instance (Strand 2) HCC calculate an appropriate headline figure based on the findings of HCC's adopted Developers Planning Obligation Toolkit (2021). Strand 2 contributions should address the cumulative impacts of all development, large and small, facilitating delivery and enhancement of the necessary active and sustainable transport networks. These local sustainable networks must be provided in their entirety to provide the sustainable connections to the key trip generators, as such contributions will be pooled to fund these networks within the local area subject to any legislative restrictions), as supported by National Planning Policy Framework (NPPF).

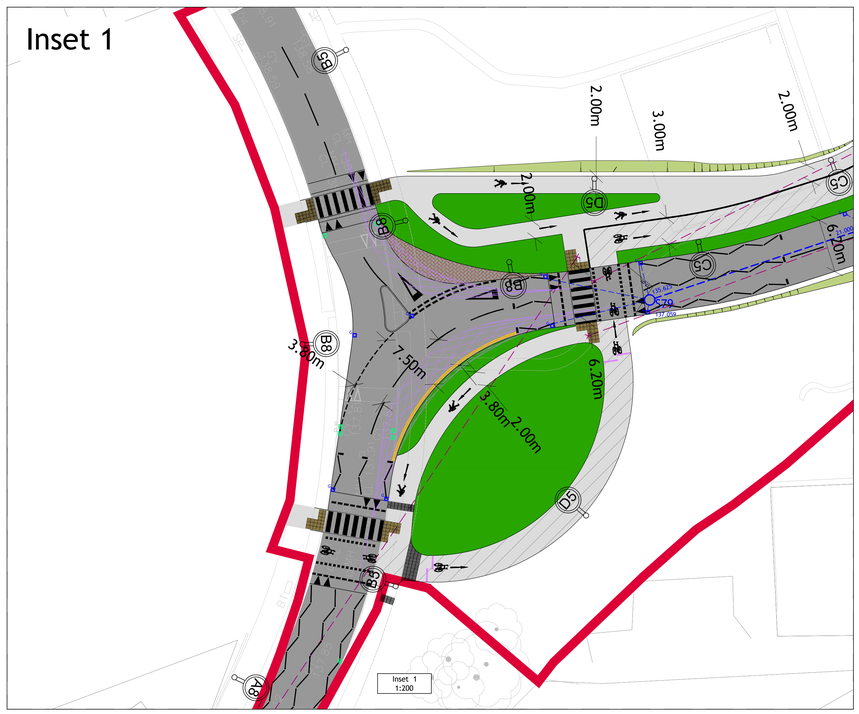
This second strand contribution is intended to help implement broader transport measures in the catchments of new development from which contributions are secured. The need for second stand contributions will be balanced against the level of first strand contributions and any other relevant planning matters.

For a development of 650 homes the Toolkit calculates a headline contribution figure of £4,436,900. The employment and school aspect of this development has been discounted for this calculation. The contribution however, if the development were to proceed this figure would be adjusted accordingly to take the cost of the sustainable transport infrastructure required to unlock this site sustainably. The finalised strand 2 contribution would be allocated to packages identified in the North Central Growth and Transport Plan (May 2022) which accompanies LTP4.

https://www.hertfordshire.gov.uk/media-library/documents/highways/north-central-gtp/ncgtp-interventions-paper-final-acc..pdf

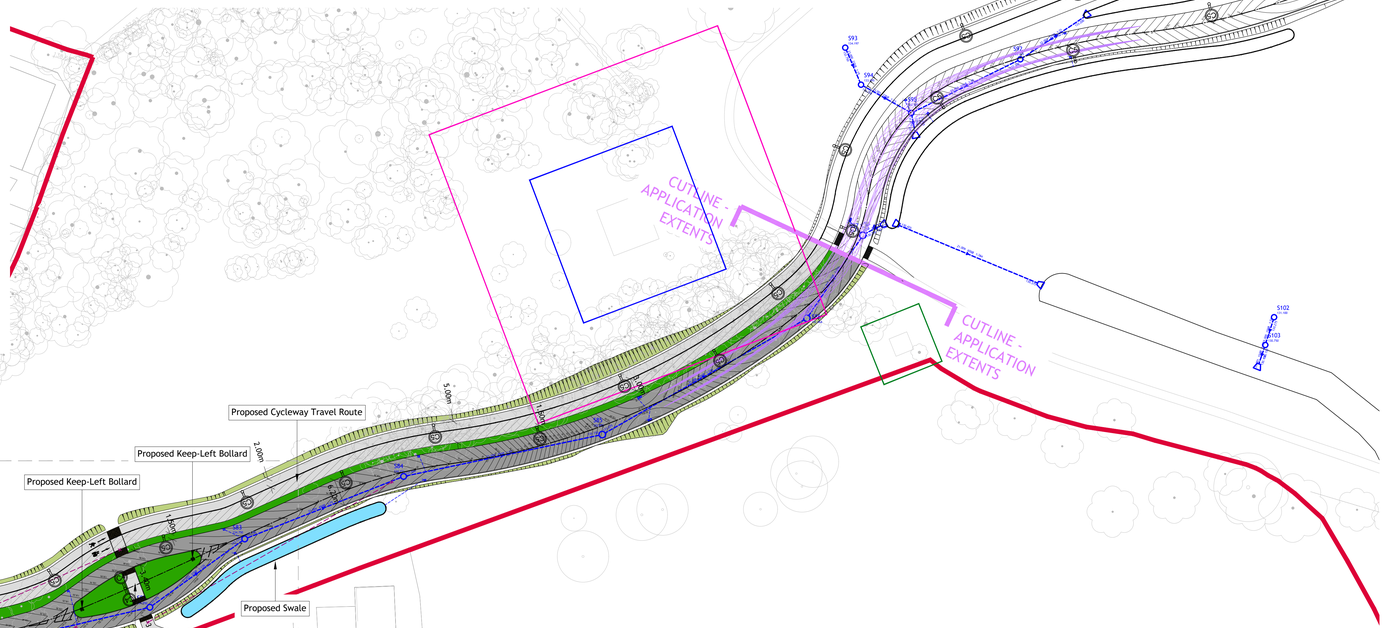
# Appendix D

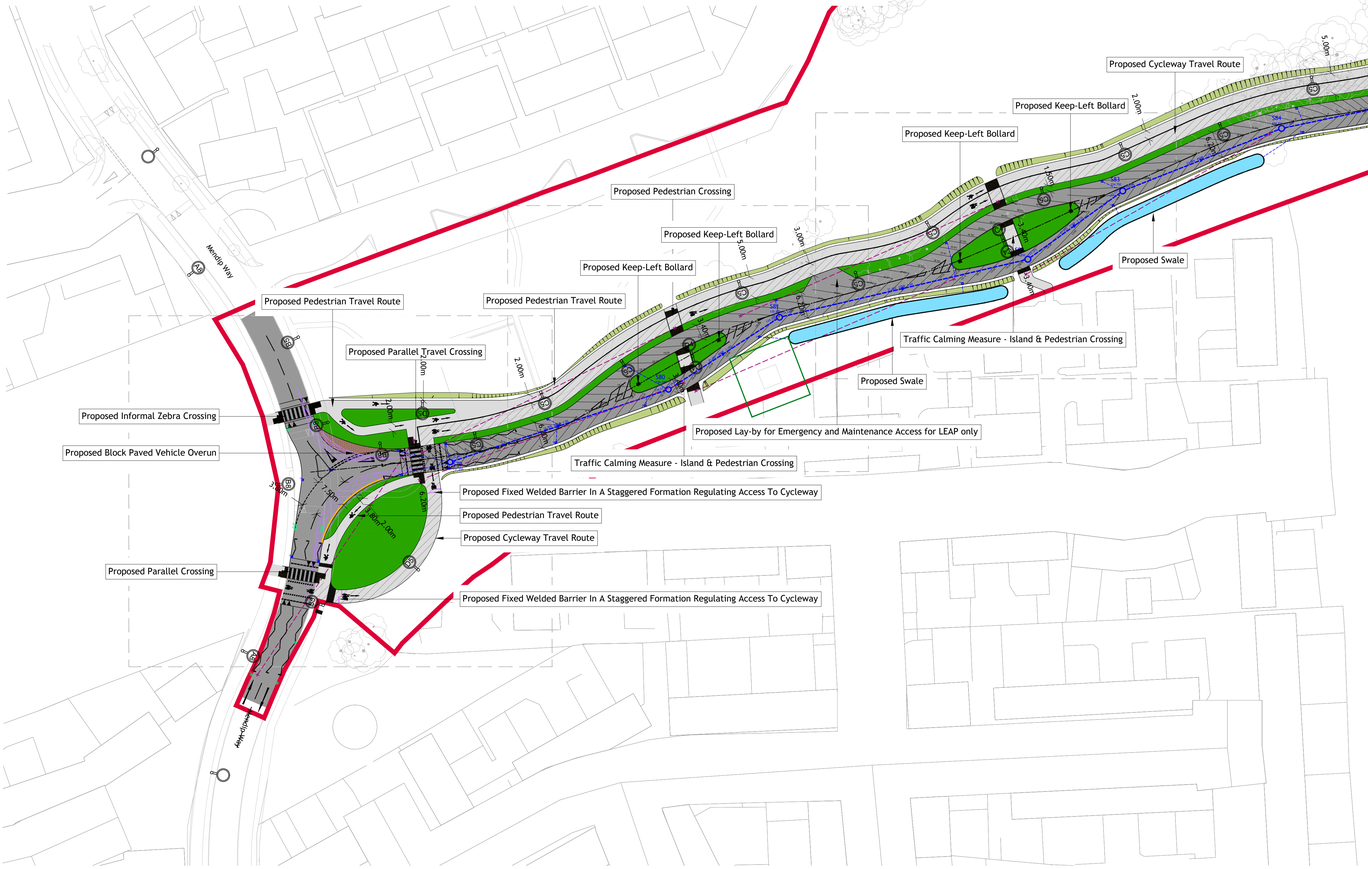
## Site Access/Emergency Access & Refuse Vehicle Tracking Drawings

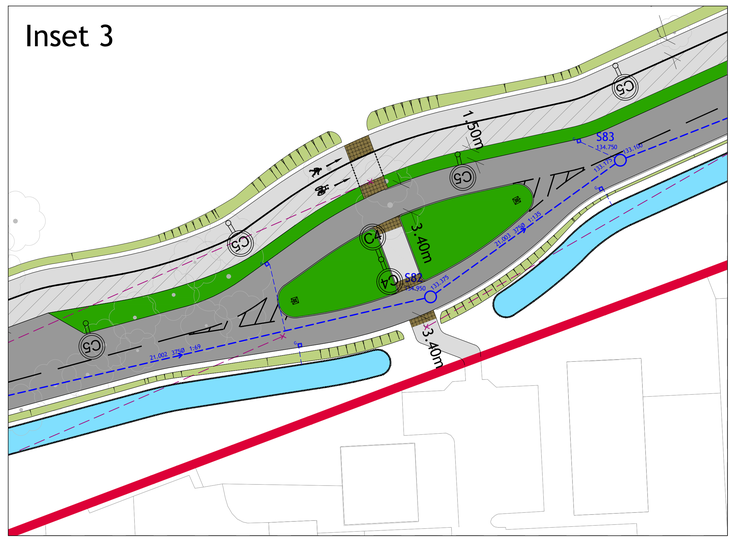









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3. Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to the approval being given it is entirely at their own risk.
4. Woods Hardwick cannot accept any discrepancies in terms of coordinates or any other information deciphered from .dwg files.
5. The exact location and level of all existing sewers, drains and services are to be confirmed on site prior to the commencement of any works.

**SAFETY, HEALTH AND ENVIRONMENTAL**

There are no exceptional risks associated with these works. Refer to the Designers Risk Assessment for the full assessment of risks.

It is assumed that all works will be carried out by a competent Contractor, where appropriate, to an approved method statement.

**KEY**

- Site Boundary
- 20mph forward visibility splay
- Pedestrian crossing forward visibility splay (in accordance with LTN 2/95)
- Swale and Batters
- Fixed Cycleway Barriers
- Keep Left Bollard
- Adoptable Surface Water Network
- Proposed Gully
- Existing Gully To Be Relocated
- Proposed Swales
- Adoptable asphalt carriageway
- Adoptable blockwork raised table / shared surface
- Adoptable blockwork shared surface/over-run
- Adoptable asphalt footway
- Adoptable cycleway
- Landscaping
- Adoptable Swale
- Adoptable street lighting columns (A-D, Q-R) Refer to Julian Lighting Solution drawings for specification (REV P03)
- National Grid 12m tower stand off zone required for access and maintenance
- National Grid 30m tower stand off zone, where advised any conductive material within this zone be adequately earthed
- UKPN 5m stand off zone required for access and maintenance (tbc)

| REV | DESCRIPTION | DRN | CHD | DATE |
|---|---|---|---|---|
| C | UPDATED TO SUIT LATEST HIGHWAYS COMMENTS AND RSA | SH | MDF | 09.10.2025 |
| B | UPDATED IN ACCORDANCE WITH RSA1 DESIGNERS RESPONSE | WT | MDF | 13.05.2025 |
| A | MEANS OF ACCESS LAYOUT UPDATED | WT | MDF | 21.03.2025 |

☐ PRELIMINARY ☐ INFORMATION ☐ TENDER
☐ CONSTRUCTION ☐ AS BUILT

| | | | |
|---|---|---|---|
| SCALE | 1:500 @ A0 | DATE | JULY 2023 |
| DRAWN | BDS | CHK | MDF |
| DRAWING NO. | 19244-ASHB-5-SK005 | REV | C |

TITLE: LAND NORTH EAST OF GREAT ASHBY STEVENAGE

DETAILS: MEANS OF ACCESS


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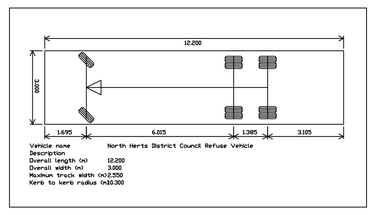
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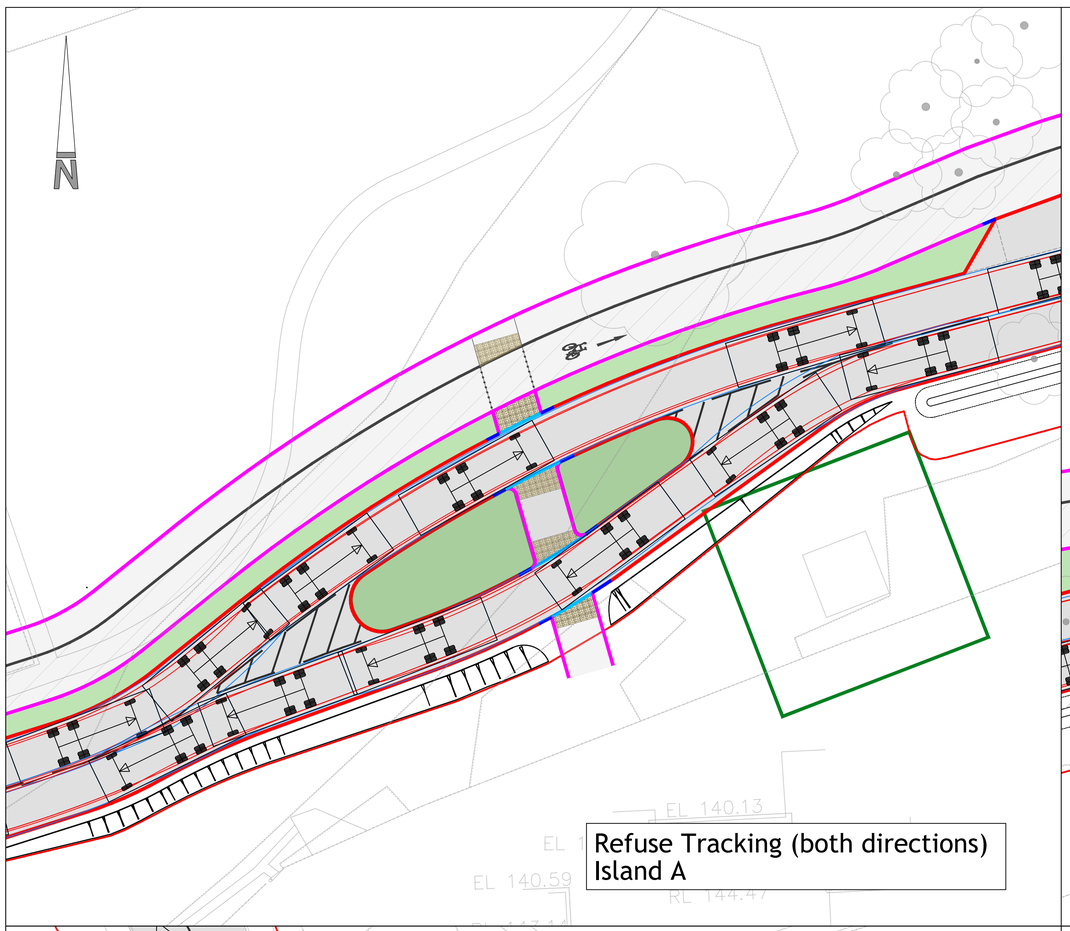
ONLINE: mail@woodshardwick.com | woodshardwick.com


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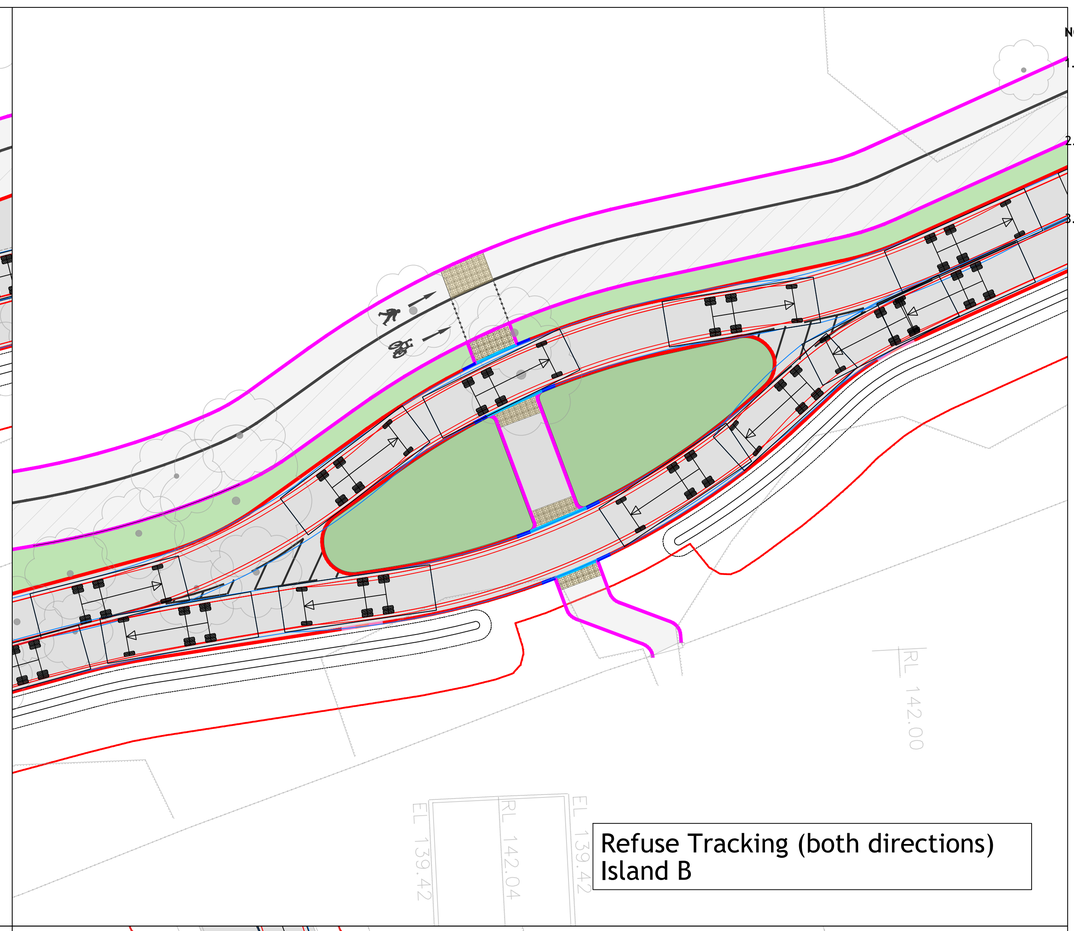
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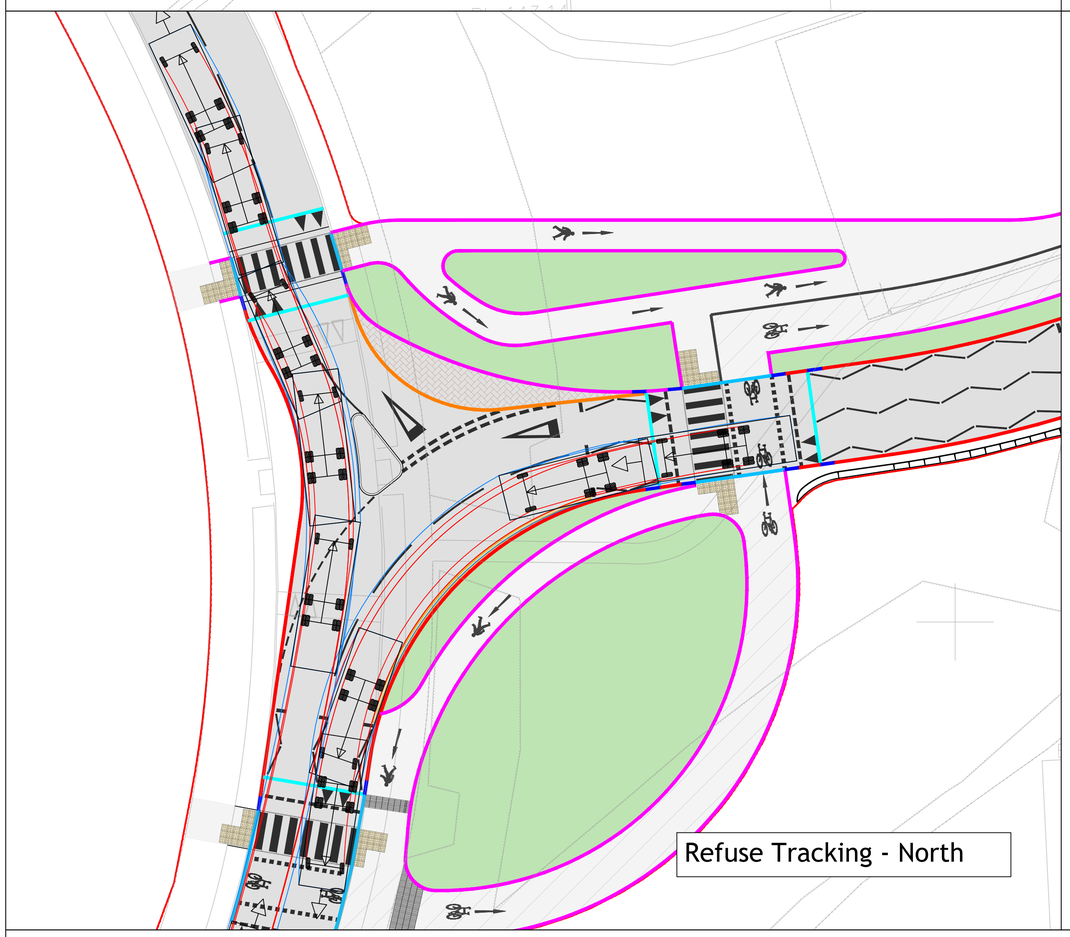


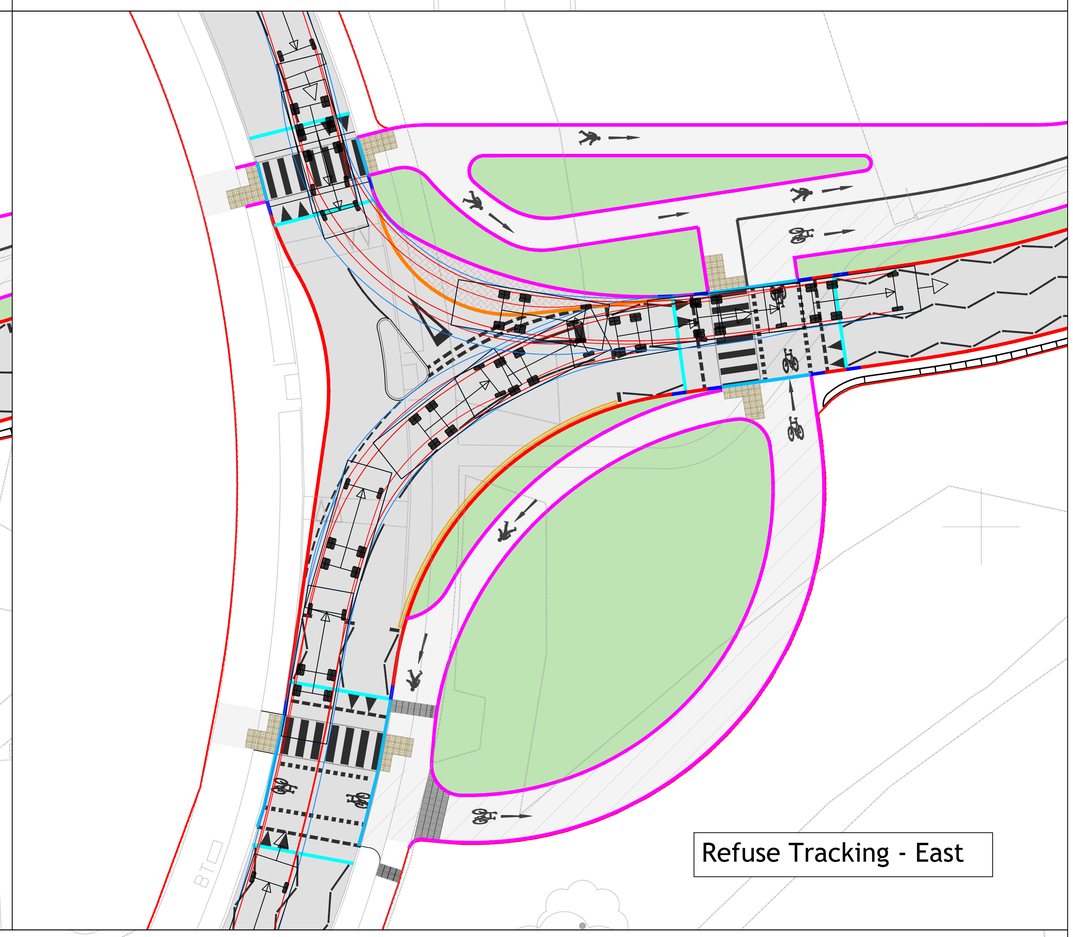

Refuse Tracking (both directions)
Island A



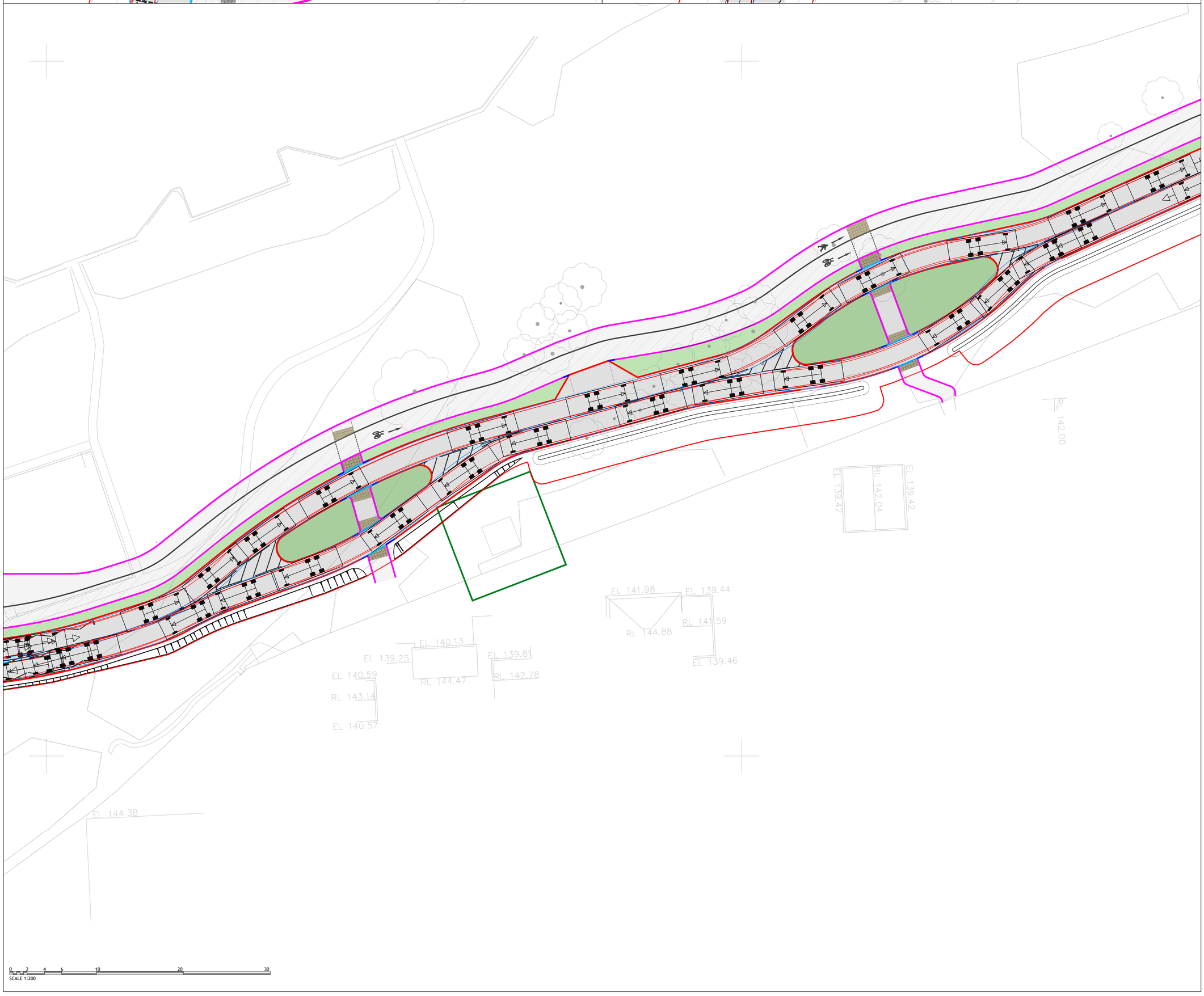

Refuse Tracking (both directions)
Island B



Refuse Tracking - North



Refuse Tracking - East




0 2 4 6 10 20 30
SCALE 1:200

| REV | DESCRIPTION | DRN | CHD | DATE |
|---|---|---|---|---|
| A | REFUSE SIZE INCREASED AS PER HIGHWAY COMMENTS | SH | MDF | 13.02.26 |

■ PRELIMINARY ☐ INFORMATION ☐ TENDER
☐ CONSTRUCTION ☐ AS BUILT

| | | | |
|---|---|---|---|
| SCALE | 1:200 @ A1 | DATE | OCT 2025 |
| DRAWN | SH | CHK | MDF |
| DRAWING NO. | 19244-ASHB-5-SK012 | REV | A |

TITLE: LAND NORTH EAST OF GREAT ASHBY, STEVENAGE

DETAILS: PROPOSED REFUSE TRACKING

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Bus Tracking (both directions)
Island A

Bus Tracking (both directions)
Island B

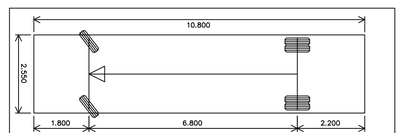
Bus Tracking - North

Bus Tracking - East

SCALE 1:200

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| | |
|---|---|
| Vehicle name | North Herts District Standard Rigid Bus |
| Description | TfL Accessible Bus Stop Design Guidance |
| Overall length (m) | 10.800 |
| Overall width (m) | 2.550 |
| Maximum track width (m) | 2.350 |
| Wall to wall radius (m) | 10.771 |

| REV | DESCRIPTION | DRN | CHD | DATE |
|---|---|---|---|---|
| A | BUS SIZE DECREASED AS PER HIGHWAY COMMENTS | SH | MDF | 13.02.26 |

■ PRELIMINARY ☐ INFORMATION ☐ TENDER
☐ CONSTRUCTION ☐ AS BUILT

| | | | |
|---|---|---|---|
| SCALE | 1:200 @ A1 | DATE | OCT 2025 |
| DRAWN | SH | CHK | MDF |
| DRAWING NO. | 19244-ASHB-5-SK013 | REV | A |

TITLE: LAND NORTH EAST OF GREAT ASHBY, STEVENAGE

DETAILS: PROPOSED BUS TRACKING

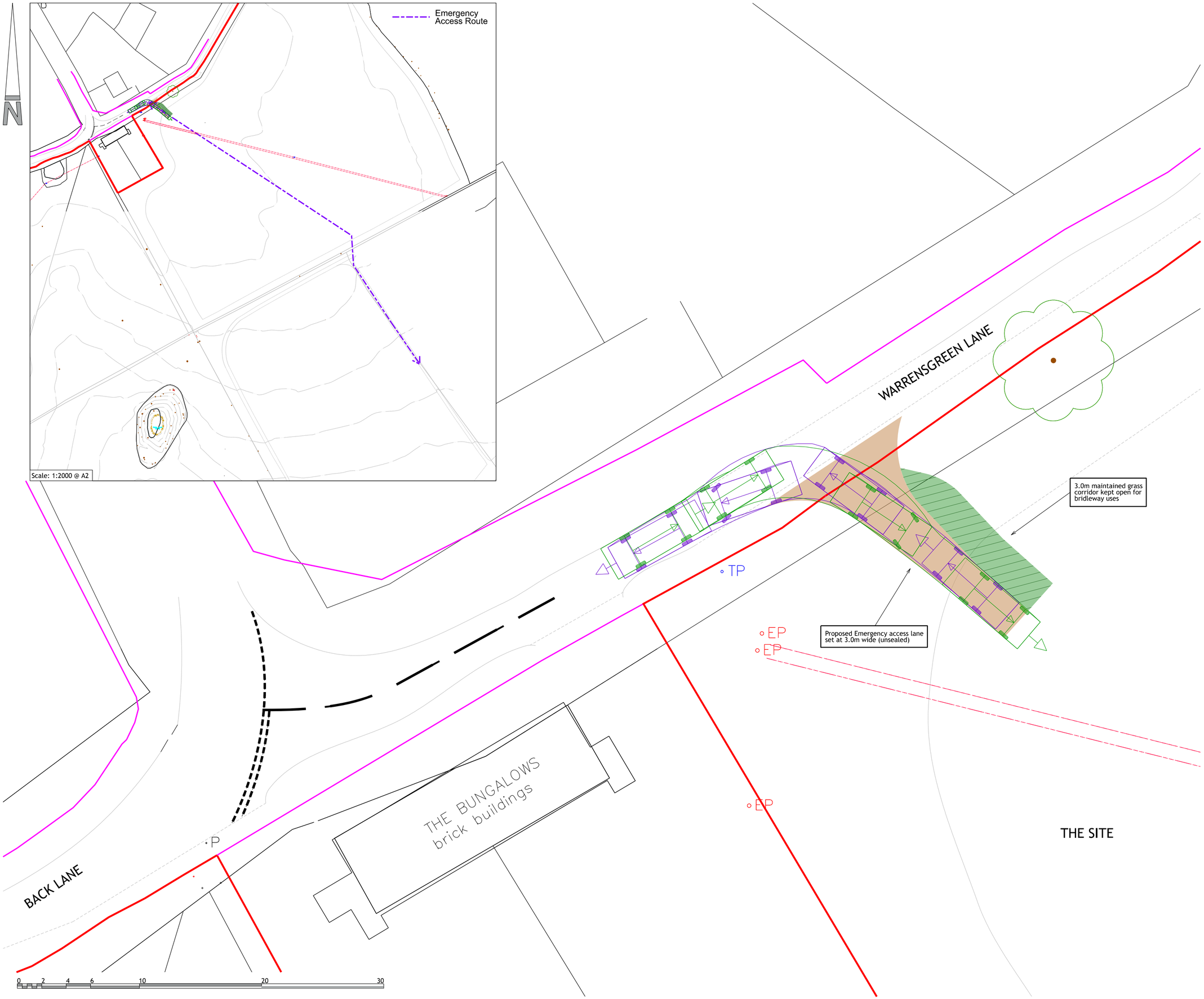
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NOTES

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4. Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to approval being given it is entirely at his own risk.

SAFETY, HEALTH AND ENVIRONMENTAL

There are no exceptional risks associated with these works. Refer to the designers risk assessment for the full assessment of risks.

KEY

Site Boundary

Highway Boundary based on plans received from Hertfordshire County Council



| | |
|---|---|
| Vehicle name | Scania P320 |
| Overall length (m) | 8.100 |
| Overall width (m) | 2.900 |
| Maximum track width | 2.900 |

| REV | DESCRIPTION | DRN | CHD | DATE |
|---|---|---|---|---|
| D | Bridleway added | SP | GBR | 10.07.2025 |
| C | Change to 3.0m width and tracking vehicle | SP | GBR | 01.04.2026 |
| B | Site boundary updated | SP | GBR | 17.01.2025 |
| A | Emergency Access Lane changed to 2.75m width | SP | GBR | 25.10.2024 |

☒ PRELIMINARY ☐ INFORMATION ☐ TENDER

☐ CONSTRUCTION ☐ AS BUILT

| | | | |
|---|---|---|---|
| SCALE | 1:200 @ A2 | DATE | July 2024 |
| DRAWN | SP | CHK | GBR |
| DRAWING NO. | 19244-ASHB-5-119 | REV | D |

TITLE: LAND NORTH EAST OF GREAT ASHBY STEVENAGE

DETAILS: Emergency Access Lane

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# Appendix E

## Correspondence with Arriva Bus, Draft Bus Timetable, Parking Surveys and Proposed TRO and Parking Provision drawing

**From:** Alec Bright <brighta.sc@arriva.co.uk>
**Sent:** 22 May 2024 09:46
**To:** George Beevor-Reid; Michael Jennings
**Cc:** Inez Kotecka; Emanuele Lo Faro
**Subject:** RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision
**Attachments:** SB7 Map.jpg

Hi George,

Sorry for the delay our system doesn't have the new roads on it, neither does Google Maps, I have done a quick draft using Google and added in the new section.

Hope this helps.

Kind Regards
Alec

---

**From:** George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>
**Sent:** Tuesday, May 21, 2024 4:27 PM
**To:** Alec Bright <brighta.sc@arriva.co.uk>; Michael Jennings <jenningsm.sc@arriva.co.uk>
**Cc:** Inez Kotecka <i.ziecina@WoodsHardwick.com>; Emanuele Lo Faro <emanuelelofaro@yahoo.it>
**Subject:** RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi Alec/Michael,

Sorry to chase, but it would really assist if you could provide a plan showing the proposed bus route.

The consultants undertaking the strategic traffic modelling require this info to proceed.

Regards,
For & on behalf of Woods Hardwick Ltd

George Beevor-Reid BA (Hons) MCIHT
Associate Director

DDI: 5040
M: 07585 790089




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---

**From:** George Beevor-Reid
**Sent:** Wednesday, May 8, 2024 10:54 AM
**To:** Alec Bright <brighta.sc@arriva.co.uk>
**Cc:** Inez Kotecka <i.ziecina@WoodsHardwick.com>
**Subject:** RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi Alec,

Do you have a route map to go with the timetable you kindly provided.

Even if it is just a marked up sketch that would be really useful.

---

**From:** Alec Bright <brighta.sc@arriva.co.uk>
**Sent:** Thursday, April 25, 2024 1:00 PM
**To:** Emanuele Lo Faro <emanuelelofaro@yahoo.it>; George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>; 'Raymond Lewis' <Raymond.Lewis@hertfordshire.gov.uk>
**Cc:** Inez Kotecka <i.ziecina@WoodsHardwick.com>; Matt Ford <m.ford@WoodsHardwick.com>; Michael Jennings <jenningsm.sc@arriva.co.uk>
**Subject:** RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi all,

We have been looking at some options with buses serving the estate, one was a stand alone service, but using one bus would mean a 40 minute frequency, which is not clockface and not ideal. We think a better option for one vehicle would be to divert the SB7 to serve the development on its inbound journey as discussed.

Attached a sample timetable. At todays prices one extra bus would be required so we would be looking at an estimate of approx. £250k per annum. All this would of course depend on Mendip Way and Bray Drive being made suitable for large single deck vehicles to serve along the entire length. I am concerned about the junction from Mendip Way being a T Junction rather than the original roundabout, but mostly about the current car parking on

those roads which makes them totally unsuitable at present.  So long as we have one layby around the new development the rest being on street shouldn't be an issue.

Any queries please get in touch.

Kind Regards
Alec

---

**From:** Emanuele Lo Faro <emanuelelofaro@yahoo.it>
**Sent:** Monday, April 15, 2024 8:36 AM
**To:** Alec Bright <brighta.sc@arriva.co.uk>; 'George Beevor-Reid' <G.Beevor-Reid@WoodsHardwick.com>; 'Raymond Lewis' <Raymond.Lewis@hertfordshire.gov.uk>
**Cc:** 'Inez Kotecka' <i.ziecina@WoodsHardwick.com>; 'Matt Ford' <m.ford@WoodsHardwick.com>; Michael Jennings <jenningsm.sc@arriva.co.uk>
**Subject:** RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Thanks very much Alec.
We look forward to hearing from you later this week.
Kind regards,
Emanuele

Emanuele Lo Faro (MRICS)
Picture Estates Limited

---

**From:** Alec Bright <brighta.sc@arriva.co.uk>
**Sent:** Friday, April 12, 2024 10:52 AM
**To:** George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>; Raymond Lewis <Raymond.Lewis@hertfordshire.gov.uk>
**Cc:** Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Inez Kotecka <i.ziecina@WoodsHardwick.com>; Matt Ford <m.ford@WoodsHardwick.com>; Michael Jennings <jenningsm.sc@arriva.co.uk>
**Subject:** RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi all,

A quick update for the SB7 diversion, I have a few options which I need to run by Michael next week when he returns from leave, should have some information then.

Kind Regards
Alec

---

**From:** George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>
**Sent:** Tuesday, April 2, 2024 5:07 PM
**To:** Alec Bright <brighta.sc@arriva.co.uk>; Robert Handbury <Robert.Handbury@hertfordshire.gov.uk>
**Cc:** Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Inez Kotecka <i.ziecina@WoodsHardwick.com>; Matt Ford <m.ford@WoodsHardwick.com>; Michael Jennings <jenningsm.sc@arriva.co.uk>
**Subject:** RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi Alec,

I hope you are well and enjoyed the break.

Following our meeting on 8/3 would it be possible to provide an update on your latest thoughts on the bus route/timetable and associated costs?

Please could you also confirm whether you have any comments on the proposed road layout.

Many thanks.

Regards,
For & on behalf of Woods Hardwick Ltd

George Beevor-Reid BA (Hons) MCIHT
Associate Director

DDI: 5040
M: 07585 790089

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**From:** Alec Bright <brighta.sc@arriva.co.uk>
**Sent:** Thursday, February 29, 2024 11:11 AM
**To:** George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>; Robert Handbury

<Robert.Handbury@hertfordshire.gov.uk>
**Cc:** Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Inez Kotecka <i.ziecina@WoodsHardwick.com>; Matt Ford <m.ford@WoodsHardwick.com>; Michael Jennings <jenningsm.sc@arriva.co.uk>
**Subject:** RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision
**Importance:** High

Hi George,

I had a conversation with Robert at HCC regarding service SB7 and the possibility of diverting around the length of Mendip Way taking in development GA1. I am concerned we are trying to do two different things with the same end of the same route. The suggestion was for the service to continue to Manchester Close as it does currently but then serve the length of Mendip Way therefore serving both GA1 and GA2 as a 'loop' working. This would though mean double yellow lines along the length of Mendip Way.

I think it would be a good idea for a call between us and HCC to gain some joined up thinking with the best way to progress with these developments. Would you be able to let us know your availability?

Thanks
Alec

---

**From:** George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>
**Sent:** Monday, February 26, 2024 12:21 PM
**To:** Alec Bright <brighta.sc@arriva.co.uk>
**Cc:** Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Inez Kotecka <i.ziecina@WoodsHardwick.com>; Matt Ford <m.ford@WoodsHardwick.com>
**Subject:** RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi again Alec,

Just to assist your review we thought it wise to provide you with the latest plans as attached and advise you of the following.

- HCC have advised that the design speed of the spine road should be 20 mph
- The main access of Mendip Way is now to be by way of Right turn lane T junctions as opposed to previous roundabouts. This is at the request of HCC Highways.
- Road narrowings are proposed with bus priority on two woodland crossings. As shown on the attached where it is noted 'pending final details'.
- Laybys only at main stop by the school, all other stops along the road

If you see any insurmountable problems with any of the above design criteria that potentially impacts Arriva's willingness to provide a dedicated service for the scheme please let us know so that we can revert back to the planners and seek to agree the necessary amendments.

Please say if you require any further confirmation and if you wish to discuss please feel free to call.

Regards,
For & on behalf of Woods Hardwick Ltd

George Beevor-Reid BA (Hons) MCIHT

Associate Director

DDI: 5040
M: 07585 790089




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**From:** George Beevor-Reid
**Sent:** Monday, February 26, 2024 8:52 AM
**To:** Alec Bright <brighta.sc@arriva.co.uk>
**Cc:** Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Inez Kotecka <i.ziecina@WoodsHardwick.com>; Matt Ford <m.ford@WoodsHardwick.com>
**Subject:** RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Morning Alec – thank you and look forward to hearing from you later in the week.

---

**From:** Alec Bright <brighta.sc@arriva.co.uk>
**Sent:** Friday, February 23, 2024 4:02 PM
**To:** George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>
**Subject:** RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

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**From:** Inez Kotecka <i.ziecina@WoodsHardwick.com>
**Sent:** Thursday, January 25, 2024 1:46 PM
**To:** Alec Bright <brighta.sc@arriva.co.uk>
**Cc:** Michael Jennings <jenningsm.sc@arriva.co.uk>; George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>
**Subject:** RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi Alec,

I hope you are well,

Just wanted to check if you had some time to review the proposals?

While writing I also wanted to let you know that some changes were requested by the Council relating to the road layout:

- The roundabout will be replaced with T junction
- the lay-bys would be provided by the school only
- the road narrowing with bus priority on two pinch points
- the 20-mph speed limit along the access corridor and the loop road.

We are hoping that these changes are not going to bear any significant impact on the bus service cost and proposed timetables, but please if you could let us know as soon as possible, that would be much appreciated.

Regards,
For & on behalf of Woods Hardwick Ltd

Inez Kotecka BEng (Hons)
Senior Engineer

DDI: 5041

T: 01234 268862
W: woodshardwick.com

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---

**From:** George Beevor-Reid
**Sent:** Tuesday, November 28, 2023 9:46 AM
**To:** Alec Bright <brighta.sc@arriva.co.uk>
**Cc:** Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Matt Ford <m.ford@WoodsHardwick.com>; Inez Kotecka <i.ziecina@WoodsHardwick.com>
**Subject:** FW: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi Alec,

I hope you are well.

I just wanted to check that the below was safely received and if possible, please could you give me an indication of likely timescales to provide the costings etc. so that we can advise the planning authority accordingly.

Many thanks and feel free to call at any point if you want to clarify any details etc.

---

**From:** George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>
**Sent:** Friday, November 17, 2023 11:30 AM
**To:** Alec Bright <brighta.sc@arriva.co.uk>; Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Matt Ford <m.ford@WoodsHardwick.com>
**Cc:** Inez Kotecka <i.ziecina@WoodsHardwick.com>
**Subject:** Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Morning Alec,

Thank you again for taking the time to meet with myself, my colleague Matt and our client Emanuele yesterday morning. I have attached the plan that we tabled at the meeting indicating the proposed bus loop.

As promised, we have put together a brief Note of the key points below:

- Proposed bus route (500-600m access corridor plus 1.5km internal loop road) within the site acceptable in principle subject to further points noted below.
- Bus stops in the form of laybys preferred particularly by the school/community centre where a terminus should be provided for extended waiting times.
- Ensure roads and junctions are tracked for 12m bus.

- Priority buildouts will be provided at pinch points with buses given priority.
- As the site will be phased temporary bus routes can be agreed to suit the phasing, important to ensure a turning area is provided free from obstruction. If turning is by way of a roundabout the bus needs to be able to pull clear of the carriageway.
- Service provision: service number 7 serves the Great Ashby area with trips that run every 30 minutes. The idea would be to either extend the existing service or provide a new one which could potentially cut a more direct route to the Town centre. Will explore this also in the wider context of the other GA1 scheme coming forward. There will likely be two separate services for the two new developments GA1 and GA2 in order to maintain an acceptable travel time for connecting with the town centre and railway station and a service interval of every 30 minutes minimum.
- Bus route should be provided as soon as possible upon occupation of the site to encourage its uptake. Timetable info etc within resident's Welcome Packs assists with this.
- Cost budgeting: Alec will provide a rough cost estimate based upon a timetable for the proposed service (two options - new service and extension of existing) so this can be assessed in the context of bus service contributions in the s106 agreement.

If you could confirm the above understanding is correct and add anything that we missed or misinterpreted it would be greatly appreciated.

Thanks again.

Regards,
For & on behalf of Woods Hardwick Ltd

George Beevor-Reid BA (Hons) MCIHT
Associate Director

DDI: 5040
M: 07585 790089

Woods Hardwick
Architecture | Engineering | Planning | Surveying

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Stevenage Town Service

# Bus Station - Great Ashby

**Arriva SB7**

via Bedwell and Pin Green

## Monday to Fridays

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stevenage Bus Station C | | | 555 | 625 | 655 | 725 | 755 | 825 | 855 | 925 | 955 | 1025 | 1055 | 1125 | 1155 | 1225 | 1255 | 1325 | 1355 | 1425 | 1455 | 1525 | 1555 | 1625 | 1655 | 1725 | 1755 | 1825 | 1855 | 1925 | 2025 | 2125 | 2225 | 2330 |
| Bedwell | | | 600 | 630 | 700 | 730 | 800 | 830 | 900 | 930 | 1000 | 1030 | 1100 | 1130 | 1200 | 1230 | 1300 | 1330 | 1400 | 1430 | 1500 | 1530 | 1600 | 1630 | 1700 | 1730 | 1800 | 1830 | 1900 | 1930 | 2030 | 2130 | 2230 | 2335 |
| Lonsdale Rd Almond Tree PH | | | 605 | 635 | 705 | 735 | 805 | 835 | 905 | 935 | 1005 | 1035 | 1105 | 1135 | 1205 | 1235 | 1305 | 1335 | 1405 | 1435 | 1505 | 1535 | 1605 | 1635 | 1705 | 1735 | 1805 | 1835 | 1905 | 1935 | 2035 | 2135 | 2235 | 2339 |
| Pin Green The Oval | | | 609 | 639 | 709 | 739 | 809 | 839 | 909 | 939 | 1009 | 1039 | 1109 | 1139 | 1209 | 1239 | 1309 | 1339 | 1409 | 1439 | 1509 | 1539 | 1609 | 1639 | 1709 | 1739 | 1809 | 1839 | 1909 | 1939 | 2039 | 2139 | 2239 | 2342 |
| NE Ind Cartwright Road | | | 612 | 642 | 712 | 742 | 812 | 842 | 912 | 942 | 1012 | 1042 | 1112 | 1142 | 1212 | 1242 | 1312 | 1342 | 1412 | 1442 | 1512 | 1542 | 1612 | 1642 | 1712 | 1742 | 1812 | 1842 | 1912 | 1942 | 2042 | 2142 | 2242 | 2345 |
| Great Ashby Way Thirlmere | | | 614 | 644 | 714 | 744 | 814 | 844 | 914 | 944 | 1014 | 1044 | 1114 | 1144 | 1214 | 1244 | 1314 | 1344 | 1414 | 1444 | 1514 | 1544 | 1614 | 1644 | 1714 | 1744 | 1814 | 1844 | 1914 | 1944 | 2044 | 2144 | 2244 | 2352 |
| Great Ashby Wy The Beacons | | | 617 | 647 | 717 | 747 | 817 | 847 | 917 | 947 | 1017 | 1047 | 1117 | 1147 | 1217 | 1247 | 1317 | 1347 | 1417 | 1447 | 1517 | 1547 | 1617 | 1647 | 1717 | 1747 | 1817 | 1847 | 1917 | 1947 | 2047 | 2147 | 2247 | 2355 |
| Great Ashby, Manchester Close | | | 618 | 648 | 718 | 748 | 818 | 848 | 918 | 948 | 1018 | 1048 | 1118 | 1148 | 1218 | 1248 | 1318 | 1348 | 1418 | 1448 | 1518 | 1548 | 1618 | 1648 | 1718 | 1748 | 1818 | 1848 | 1918 | 1948 | 2048 | 2148 | 2248 | 2356 |
| Great Ashby, Manchester Close | 526 | 556 | 620 | 650 | 720 | 750 | 820 | 850 | 920 | 950 | 1020 | 1050 | 1120 | 1150 | 1220 | 1250 | 1320 | 1350 | 1420 | 1450 | 1520 | 1550 | 1620 | 1650 | 1720 | 1750 | 1820 | 1850 | 1920 | 1950 | 2050 | 2150 | 2250 | |
| GA2 | 534 | 604 | 628 | 658 | 728 | 758 | 828 | 858 | 928 | 958 | 1028 | 1058 | 1128 | 1158 | 1228 | 1258 | 1328 | 1358 | 1428 | 1458 | 1528 | 1558 | 1628 | 1658 | 1728 | 1758 | 1828 | 1858 | 1928 | 1958 | 2058 | 2158 | 2258 | |
| Great Ashby Wy The Beacons | 537 | 607 | 632 | 702 | 732 | 802 | 832 | 902 | 932 | 1002 | 1032 | 1102 | 1132 | 1202 | 1232 | 1302 | 1332 | 1402 | 1432 | 1502 | 1532 | 1602 | 1632 | 1702 | 1732 | 1802 | 1832 | 1902 | 1932 | 2002 | 2102 | 2202 | 2302 | |
| Great Ashby Way Thirlmere | 540 | 610 | 635 | 705 | 735 | 805 | 835 | 905 | 935 | 1005 | 1035 | 1105 | 1135 | 1205 | 1235 | 1305 | 1335 | 1405 | 1435 | 1505 | 1535 | 1605 | 1635 | 1705 | 1735 | 1805 | 1835 | 1905 | 1935 | 2005 | 2105 | 2205 | 2305 | |
| NE Ind Cartwright Road | 542 | 612 | 637 | 707 | 737 | 807 | 837 | 907 | 937 | 1007 | 1037 | 1107 | 1137 | 1207 | 1237 | 1307 | 1337 | 1407 | 1437 | 1507 | 1537 | 1607 | 1637 | 1707 | 1737 | 1807 | 1837 | 1907 | 1937 | 2007 | 2107 | 2207 | 2307 | |
| Pin Green The Oval | 545 | 615 | 640 | 710 | 740 | 810 | 840 | 910 | 940 | 1010 | 1040 | 1110 | 1140 | 1210 | 1240 | 1310 | 1340 | 1410 | 1440 | 1510 | 1540 | 1610 | 1640 | 1710 | 1740 | 1810 | 1840 | 1910 | 1940 | 2010 | 2110 | 2210 | 2310 | |
| Lonsdale Rd Almond Tree PH | 549 | 619 | 644 | 714 | 744 | 814 | 844 | 914 | 944 | 1014 | 1044 | 1114 | 1144 | 1214 | 1244 | 1314 | 1344 | 1414 | 1444 | 1514 | 1544 | 1614 | 1644 | 1714 | 1744 | 1814 | 1844 | 1914 | 1944 | 2014 | 2114 | 2214 | 2314 | |
| Bedwell | 554 | 624 | 649 | 719 | 749 | 819 | 849 | 919 | 949 | 1019 | 1049 | 1119 | 1149 | 1219 | 1249 | 1319 | 1349 | 1419 | 1449 | 1519 | 1549 | 1619 | 1649 | 1719 | 1749 | 1819 | 1849 | 1919 | 1949 | 2019 | 2119 | 2219 | 2319 | |
| Stevenage Bus Station C | 559 | 629 | 654 | 724 | 754 | 824 | 854 | 924 | 954 | 1024 | 1054 | 1124 | 1154 | 1224 | 1254 | 1324 | 1354 | 1424 | 1454 | 1524 | 1554 | 1624 | 1654 | 1724 | 1754 | 1824 | 1854 | 1924 | 1954 | 2024 | 2124 | 2224 | 2324 | |

## Saturdays

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stevenage Bus Station C | | 725 | | 825 | 855 | 925 | 955 | 1025 | 1055 | 1125 | 1155 | 1225 | 1255 | 1325 | 1355 | 1425 | 1455 | 1525 | 1555 | 1625 | 1655 | 1725 | 1755 | 1825 | 1855 | 1925 | 2025 | 2125 | 2225 | 2330 | | | |
| Bedwell | | 730 | | 830 | 900 | 930 | 1000 | 1030 | 1100 | 1130 | 1200 | 1230 | 1300 | 1330 | 1400 | 1430 | 1500 | 1530 | 1600 | 1630 | 1700 | 1730 | 1800 | 1830 | 1900 | 1930 | 2030 | 2130 | 2230 | 2335 | | | |
| Lonsdale Rd Almond Tree PH | | 735 | | 835 | 905 | 935 | 1005 | 1035 | 1105 | 1135 | 1205 | 1235 | 1305 | 1335 | 1405 | 1435 | 1505 | 1535 | 1605 | 1635 | 1705 | 1735 | 1805 | 1835 | 1905 | 1935 | 2035 | 2135 | 2235 | 2339 | | | |
| Pin Green The Oval | | 739 | | 839 | 909 | 939 | 1009 | 1039 | 1109 | 1139 | 1209 | 1239 | 1309 | 1339 | 1409 | 1439 | 1509 | 1539 | 1609 | 1639 | 1709 | 1739 | 1809 | 1839 | 1909 | 1939 | 2039 | 2139 | 2239 | 2342 | | | |
| NE Ind Cartwright Road | | 742 | | 842 | 912 | 942 | 1012 | 1042 | 1112 | 1142 | 1212 | 1242 | 1312 | 1342 | 1412 | 1442 | 1512 | 1542 | 1612 | 1642 | 1712 | 1742 | 1812 | 1842 | 1912 | 1942 | 2042 | 2142 | 2242 | 2345 | | | |
| Great Ashby Way Thirlmere | | 744 | | 844 | 914 | 944 | 1014 | 1044 | 1114 | 1144 | 1214 | 1244 | 1314 | 1344 | 1414 | 1444 | 1514 | 1544 | 1614 | 1644 | 1714 | 1744 | 1814 | 1844 | 1914 | 1944 | 2044 | 2144 | 2244 | 2352 | | | |
| Great Ashby Wy The Beacons | | 747 | | 847 | 917 | 947 | 1017 | 1047 | 1117 | 1147 | 1217 | 1247 | 1317 | 1347 | 1417 | 1447 | 1517 | 1547 | 1617 | 1647 | 1717 | 1747 | 1817 | 1847 | 1917 | 1947 | 2047 | 2147 | 2247 | 2355 | | | |
| Great Ashby, Manchester Close | | 748 | | 848 | 918 | 948 | 1018 | 1048 | 1118 | 1148 | 1218 | 1248 | 1318 | 1348 | 1418 | 1448 | 1518 | 1548 | 1618 | 1648 | 1718 | 1748 | 1818 | 1848 | 1918 | 1948 | 2048 | 2148 | 2248 | 2356 | | | |
| Great Ashby, Manchester Close | 650 | 750 | 820 | 850 | 920 | 950 | 1020 | 1050 | 1120 | 1150 | 1220 | 1250 | 1320 | 1350 | 1420 | 1450 | 1520 | 1550 | 1620 | 1650 | 1720 | 1750 | 1820 | 1850 | 1920 | 1950 | 2050 | 2150 | 2250 | | | | |
| GA2 | 658 | 758 | 828 | 858 | 928 | 958 | 1028 | 1058 | 1128 | 1158 | 1228 | 1258 | 1328 | 1358 | 1428 | 1458 | 1528 | 1558 | 1628 | 1658 | 1728 | 1758 | 1828 | 1858 | 1928 | 1958 | 2058 | 2158 | 2258 | | | | |
| Great Ashby Wy The Beacons | 702 | 802 | 832 | 902 | 932 | 1002 | 1032 | 1102 | 1132 | 1202 | 1232 | 1302 | 1332 | 1402 | 1432 | 1502 | 1532 | 1602 | 1632 | 1702 | 1732 | 1802 | 1832 | 1902 | 1932 | 2002 | 2102 | 2202 | 2302 | | | | |
| Great Ashby Way Thirlmere | 705 | 805 | 835 | 905 | 935 | 1005 | 1035 | 1105 | 1135 | 1205 | 1235 | 1305 | 1335 | 1405 | 1435 | 1505 | 1535 | 1605 | 1635 | 1705 | 1735 | 1805 | 1835 | 1905 | 1935 | 2005 | 2105 | 2205 | 2305 | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NE Ind Cartwright Road | 707 | 807 | 837 | 907 | 937 | 1007 | 1037 | 1107 | 1137 | 1207 | 1237 | 1307 | 1337 | 1407 | 1437 | 1507 | 1537 | 1607 | 1637 | 1707 | 1737 | 1807 | 1837 | 1907 | 1937 | 2007 | 2107 | 2207 | 2307 |
| Pin Green The Oval | 710 | 810 | 840 | 910 | 940 | 1010 | 1040 | 1110 | 1140 | 1210 | 1240 | 1310 | 1340 | 1410 | 1440 | 1510 | 1540 | 1610 | 1640 | 1710 | 1740 | 1810 | 1840 | 1910 | 1940 | 2010 | 2110 | 2210 | 2310 |
| Lonsdale Rd Almond Tree PH | 714 | 814 | 844 | 914 | 944 | 1014 | 1044 | 1114 | 1144 | 1214 | 1244 | 1314 | 1344 | 1414 | 1444 | 1514 | 1544 | 1614 | 1644 | 1714 | 1744 | 1814 | 1844 | 1914 | 1944 | 2014 | 2114 | 2214 | 2314 |
| Bedwell | 719 | 819 | 849 | 919 | 949 | 1019 | 1049 | 1119 | 1149 | 1219 | 1249 | 1319 | 1349 | 1419 | 1449 | 1519 | 1549 | 1619 | 1649 | 1719 | 1749 | 1819 | 1849 | 1919 | 1949 | 2019 | 2119 | 2219 | 2319 |
| Stevenage Bus Station C | 724 | 824 | 854 | 924 | 954 | 1024 | 1054 | 1124 | 1154 | 1224 | 1254 | 1324 | 1354 | 1424 | 1454 | 1524 | 1554 | 1624 | 1654 | 1724 | 1754 | 1824 | 1854 | 1924 | 1954 | 2024 | 2124 | 2224 | 2324 |

## Sundays & Public Holidays

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stevenage Bus Station C | 945 | 1045 | 1145 | 1245 | 1345 | 1445 | 1545 | 1645 | 1745 | 1845 | 1945 | 2045 | 2145 | 2245 | |
| Bedwell | 950 | 1050 | 1150 | 1250 | 1350 | 1450 | 1550 | 1650 | 1750 | 1850 | 1950 | 2050 | 2150 | 2250 | |
| Lonsdale Rd Almond Tree PH | 955 | 1055 | 1155 | 1255 | 1355 | 1455 | 1555 | 1655 | 1755 | 1855 | 1955 | 2055 | 2155 | 2255 | |
| Pin Green The Oval | 959 | 1059 | 1159 | 1259 | 1359 | 1459 | 1559 | 1659 | 1759 | 1859 | 1959 | 2059 | 2159 | 2259 | |
| NE Ind Cartwright Road | 1002 | 1102 | 1202 | 1302 | 1402 | 1502 | 1602 | 1702 | 1802 | 1902 | 2002 | 2102 | 2202 | 2302 | |
| Great Ashby Way Thirlmere | 1004 | 1104 | 1204 | 1304 | 1404 | 1504 | 1604 | 1704 | 1804 | 1904 | 2004 | 2104 | 2204 | 2304 | |
| Great Ashby Wy The Beacons | 1007 | 1107 | 1207 | 1307 | 1407 | 1507 | 1607 | 1707 | 1807 | 1907 | 2007 | 2107 | 2207 | 2307 | |
| Great Ashby, Manchester Close | 1008 | 1108 | 1208 | 1308 | 1408 | 1508 | 1608 | 1708 | 1808 | 1908 | 2008 | 2108 | 2208 | 2308 | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Great Ashby, Manchester Close | 909 | 1009 | 1109 | 1209 | 1309 | 1409 | 1509 | 1609 | 1709 | 1809 | 1909 | 2009 | 2109 | 2209 | 2309 |
| GA2 | 915 | 1015 | 1115 | 1215 | 1315 | 1415 | 1515 | 1615 | 1715 | 1815 | 1915 | 2015 | 2115 | 2215 | 2315 |
| Great Ashby Wy The Beacons | 918 | 1018 | 1118 | 1218 | 1318 | 1418 | 1518 | 1618 | 1718 | 1818 | 1918 | 2018 | 2118 | 2218 | 2318 |
| Great Ashby Way Thirlmere | 921 | 1021 | 1121 | 1221 | 1321 | 1421 | 1521 | 1621 | 1721 | 1821 | 1921 | 2021 | 2121 | 2221 | 2321 |
| NE Ind Cartwright Road | 923 | 1023 | 1123 | 1223 | 1323 | 1423 | 1523 | 1623 | 1723 | 1823 | 1923 | 2023 | 2123 | 2223 | 2323 |
| Pin Green The Oval | 926 | 1026 | 1126 | 1226 | 1326 | 1426 | 1526 | 1626 | 1726 | 1826 | 1926 | 2026 | 2126 | 2226 | 2326 |
| Lonsdale Rd Almond Tree PH | 929 | 1029 | 1129 | 1229 | 1329 | 1429 | 1529 | 1629 | 1729 | 1829 | 1929 | 2029 | 2129 | 2229 | 2329 |
| Bedwell | 934 | 1034 | 1134 | 1234 | 1334 | 1434 | 1534 | 1634 | 1734 | 1834 | 1934 | 2034 | 2134 | 2234 | 2334 |
| Stevenage Bus Station C | 939 | 1039 | 1139 | 1239 | 1339 | 1439 | 1539 | 1639 | 1739 | 1839 | 1939 | 2039 | 2139 | 2239 | 2339 |

# Stevenage Parking Survey Beat Extent



# Stevenage Parking Survey - Tuesday 17th January 2023 22:00

| Street Name | Length of **available** kerbside parking (m) | **No. of kerbside parking spaces (6m)** |
|---|---|---|
| **Bray Drive** | 282.9 | **41** |
| **Mendip Way 1** | 263.3 | **38** |
| **Nevis Road** | 228.5 | **16** |
| **Haybluff Drive** | 143.8 | **20** |
| **Mendip Way 2** | 155.2 | **22** |
| **Mendip Way 3** | 440.9 | **66** |
| **Mendip Way 4** | 466.4 | **73** |

**RESULTS**

| Street Name | No. of cars parked on Road | Parking Stress (%) | Road Length (m) |
|---|---|---|---|
| **Bray Drive** | 17 | 41% | 186.6 |
| **Mendip Way 1** | 36 | 95% | 213.4 |
| **Nevis Road** | 19 | 119% | 173.7 |
| **Haybluff Drive** | 18 | 90% | 140 |
| **Mendip Way 2** | 11 | 50% | 100.9 |
| **Mendip Way 3** | 46 | 70% | 321.8 |
| **Mendip Way 4** | 16 | 22% | 301.6 |

# Stevenage Parking Survey - Wednesday 18th January 2023 22:00

| Street Name | Length of **available** kerbside parking (m) | **No. of kerbside parking spaces (6m)** |
|---|---|---|
| **Bray Drive** | 282.9 | **41** |
| **Mendip Way 1** | 263.3 | **38** |
| **Nevis Road** | 228.5 | **16** |
| **Haybluff Drive** | 143.8 | **20** |
| **Mendip Way 2** | 155.2 | **22** |
| **Mendip Way 3** | 440.9 | **66** |
| **Mendip Way 4** | 466.4 | **73** |

**RESULTS**

| Street Name | No. of cars parked on Road | Parking Stress (%) | Road Length (m) |
|---|---|---|---|
| **Bray Drive** | 18 | 44% | 186.6 |
| **Mendip Way 1** | 33 | 87% | 213.4 |
| **Nevis Road** | 23 | 144% | 173.7 |
| **Haybluff Drive** | 18 | 90% | 140 |
| **Mendip Way 2** | 10 | 45% | 100.9 |
| **Mendip Way 3** | 48 | 73% | 321.8 |
| **Mendip Way 4** | 25 | 34% | 301.6 |

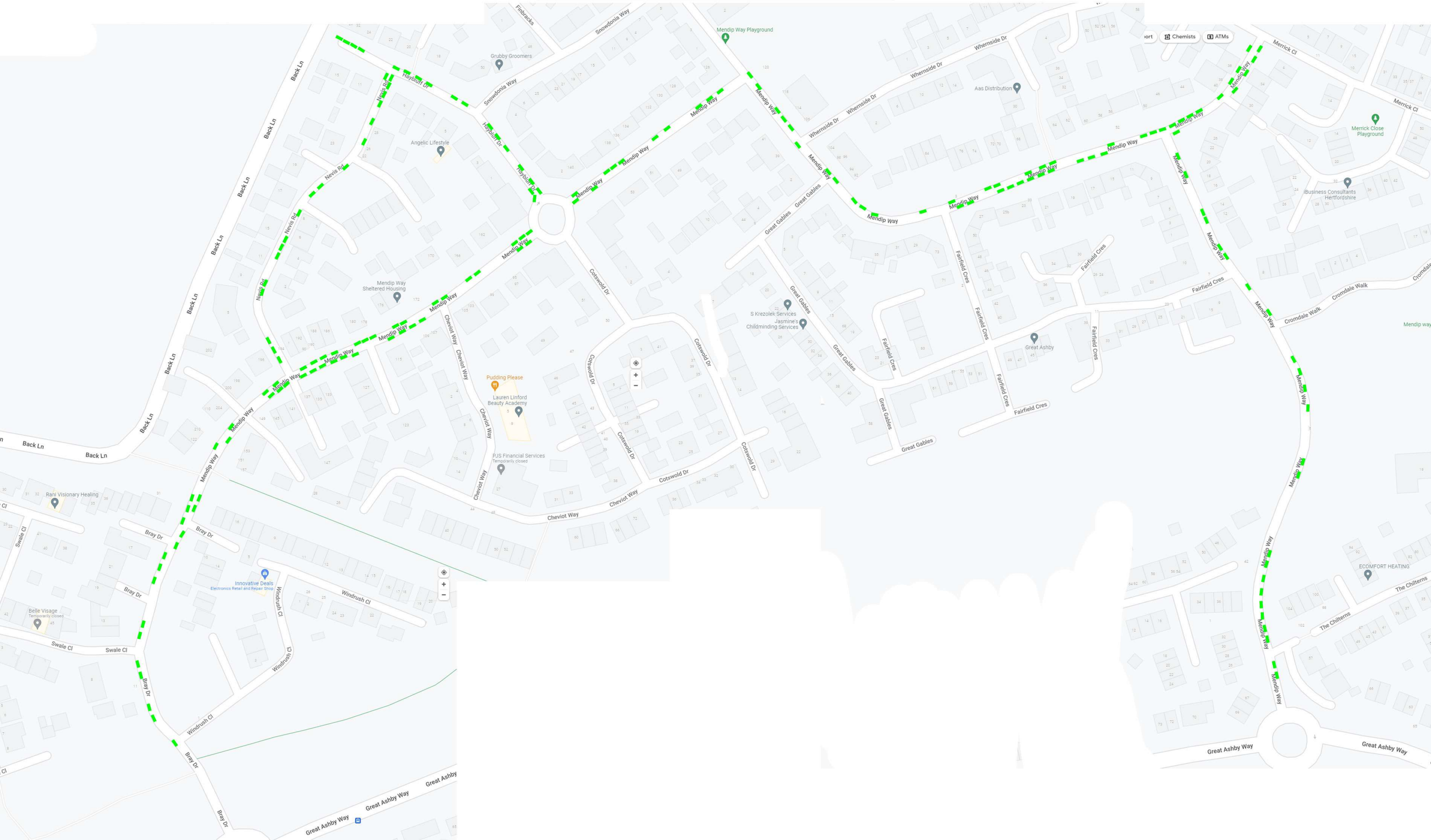
# Stevenage Parking Survey - Saturday 21st January 2023 06:00

| Street Name | Length of available kerbside parking (m) | No. of kerbside parking spaces (6m) |
|---|---|---|
| **Bray Drive** | 282.9 | **41** |
| **Mendip Way 1** | 263.3 | **38** |
| **Nevis Road** | 228.5 | **16** |
| **Haybluff Drive** | 143.8 | **20** |
| **Mendip Way 2** | 155.2 | **22** |
| **Mendip Way 3** | 440.9 | **66** |
| **Mendip Way 4** | 466.4 | **73** |

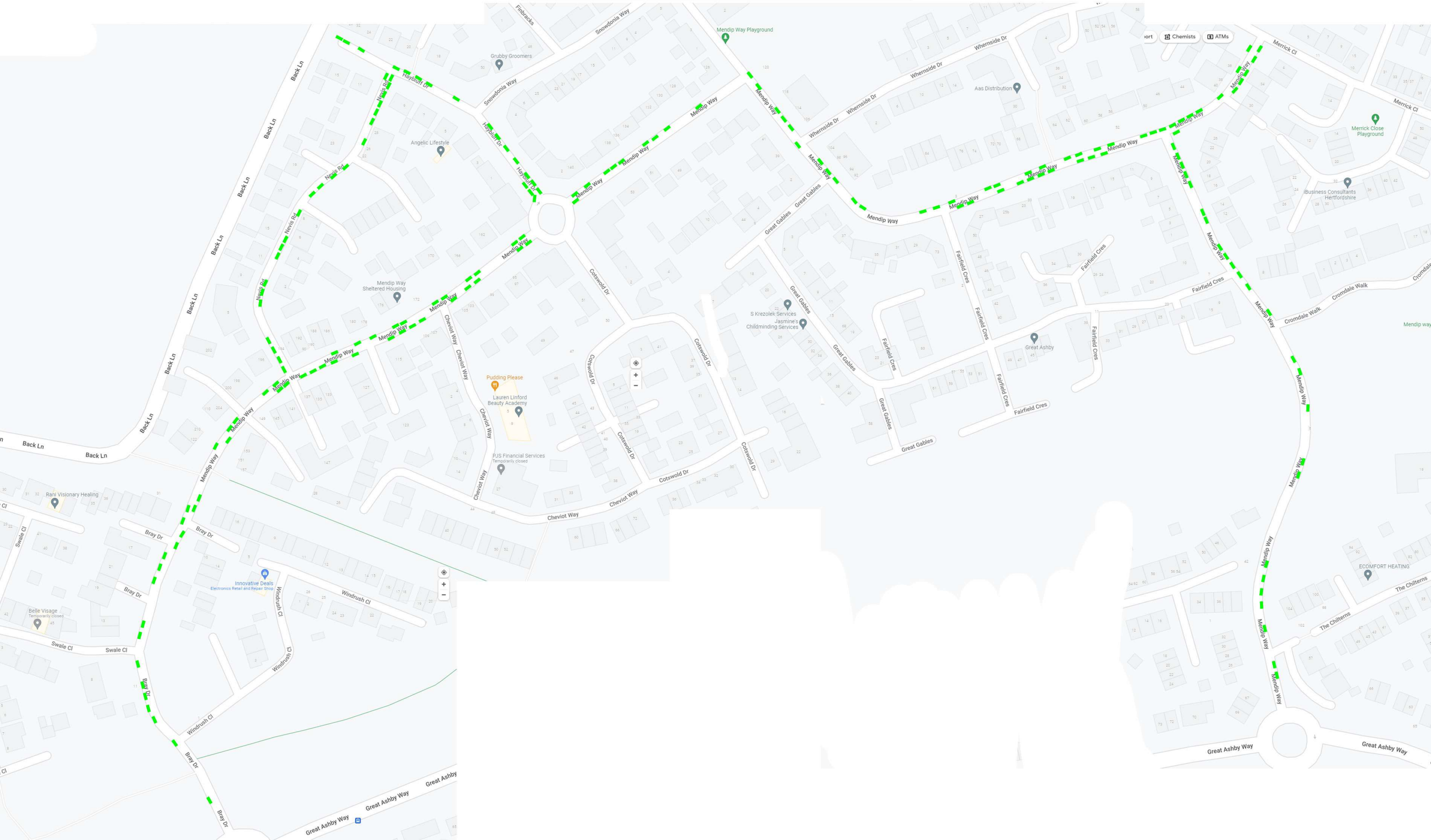
**RESULTS**

| Street Name | No. of cars parked on Road | Parking Stress (%) | Road Length (m) |
|---|---|---|---|
| **Bray Drive** | 16 | 39% | 186.6 |
| **Mendip Way 1** | 35 | 92% | 213.4 |
| **Nevis Road** | 20 | 125% | 173.7 |
| **Haybluff Drive** | 17 | 85% | 140 |
| **Mendip Way 2** | 13 | 59% | 100.9 |
| **Mendip Way 3** | 48 | 73% | 321.8 |
| **Mendip Way 4** | 27 | 37% | 301.6 |

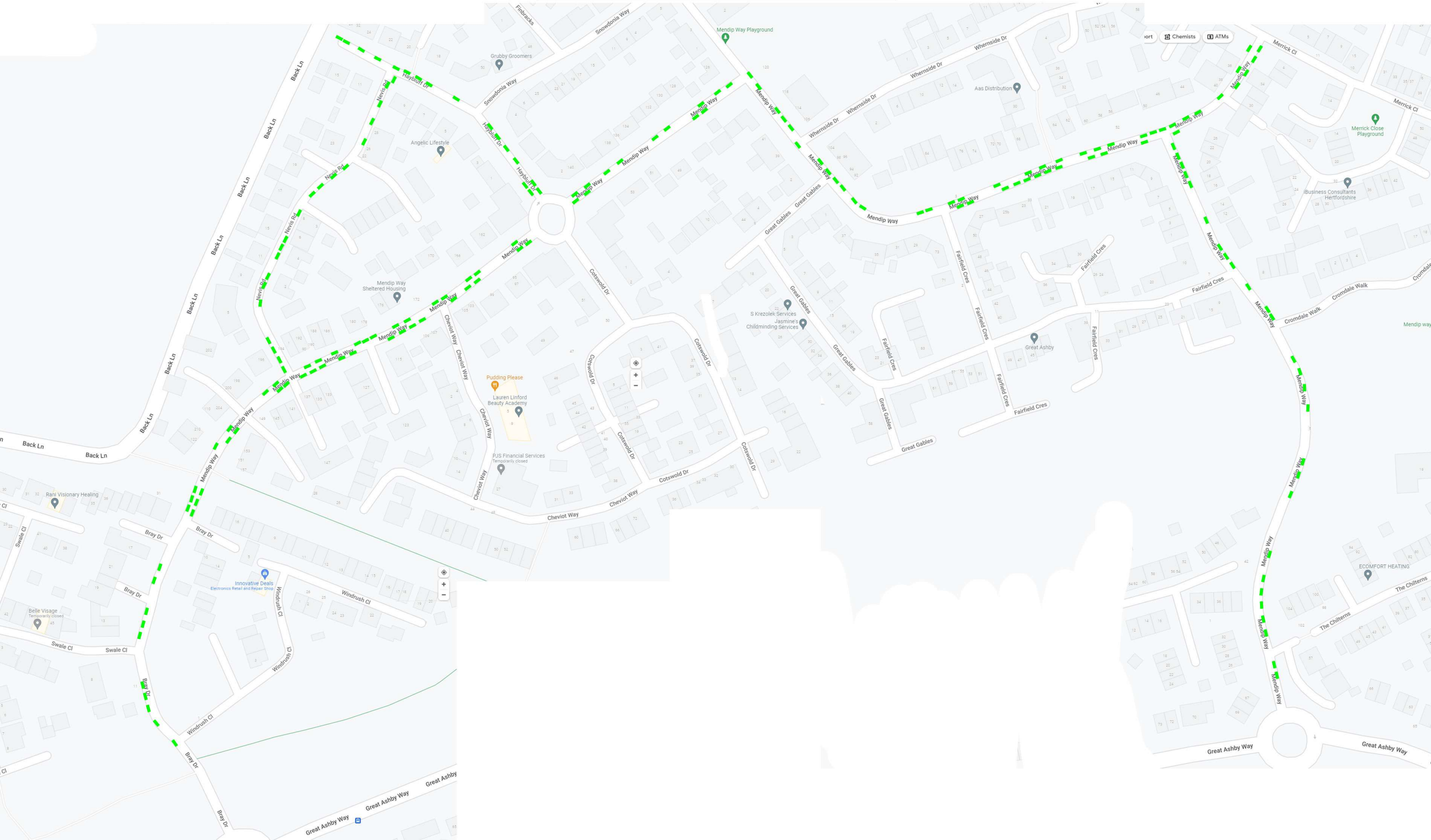
# Tuesday 17th January 2023 - 22:00



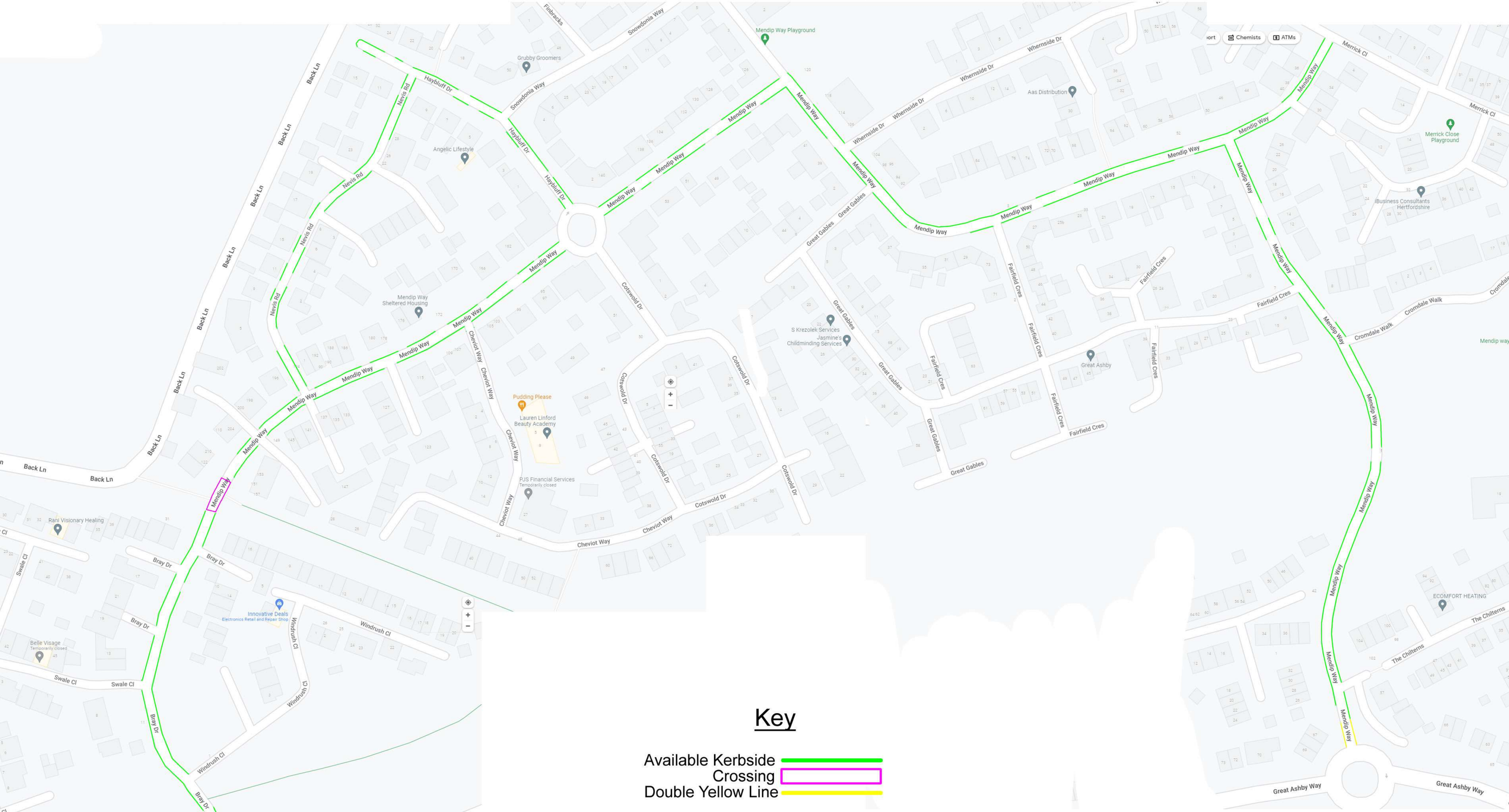
# Wednesday 18th January 2023 - 22:00



# Saturday 21st January 2023 - 06:00



# Stevenage TRO Map



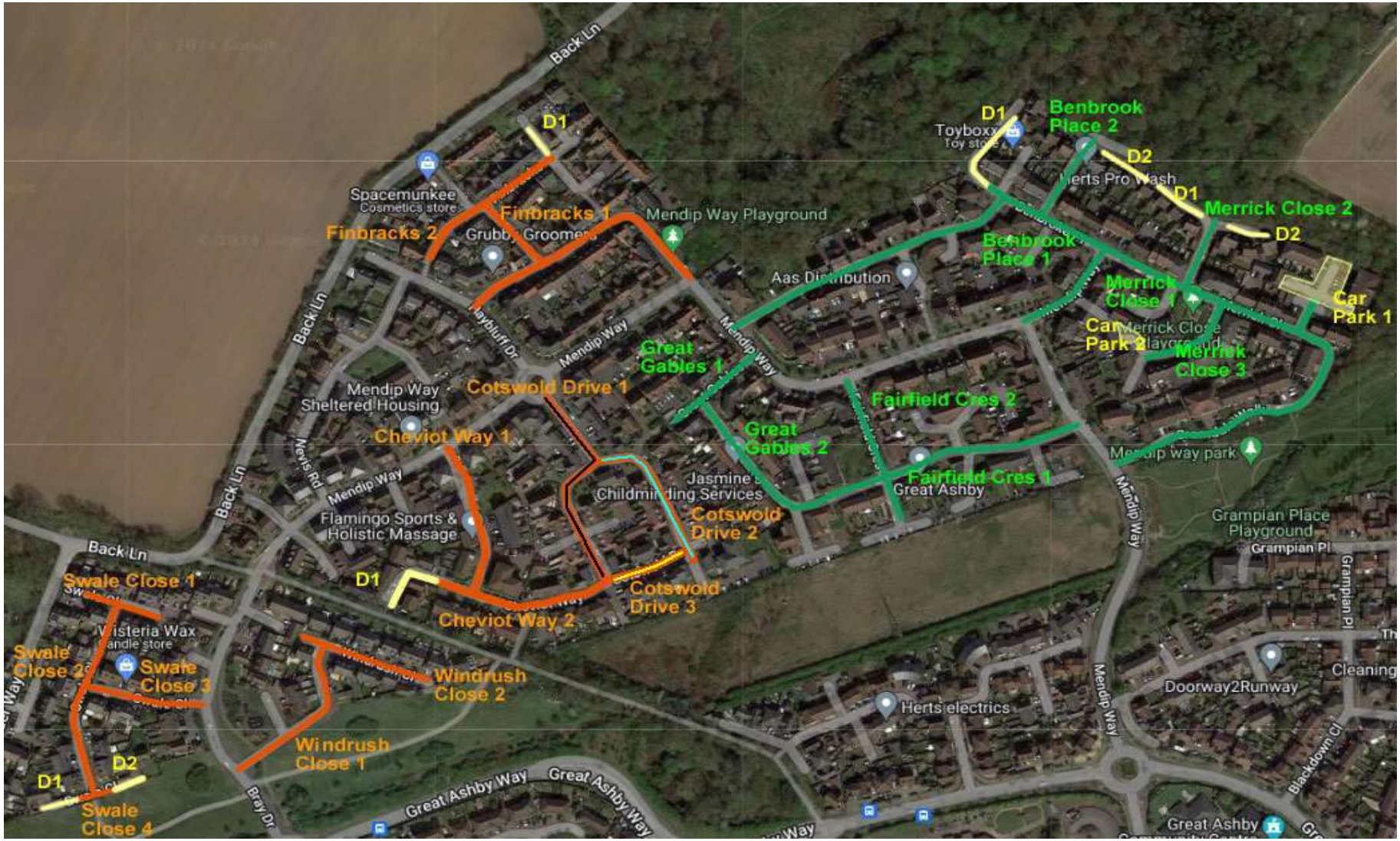

## Key

Available Kerbside

Crossing

Double Yellow Line

Stevenage Parking Survey Beat Extent



# Stevenage Parking Survey - Tuesday 14th May 2024 - 22:00

**RESULTS**

| Street Name | Length of **available** kerbside parking (m) | **No. of kerbside parking spaces (6m)** | Street Name | No. of cars parked on Road | Parking Stress (%) | Road Length (m) |
|---|---|---|---|---|---|---|
| **Swale Close 1** | 40.2 | **3** | **Swale Close 1** | 2 | 67% | 34.5 |
| **Swale Close 2** | 163 | **13** | **Swale Close 2** | 16 | 123% | 133.5 |
| **Swale Close 3** | 92.3 | **6** | **Swale Close 3** | 10 | 167% | 71.1 |
| **Swale Close 4** | 25.3 | **4** | **Swale Close 4** | 5 | 125% | 22.5 |
| **Windrush Close 1** | 194.1 | **15** | **Windrush Close 1** | 3 | 20% | 106.5 |
| **Windrush Close 2** | 101.6 | **6** | **Windrush Close 2** | 11 | 183% | 91.5 |
| **Cheviot Way 1** | 126.6 | **9** | **Cheviot Way 1** | 13 | 144% | 97 |
| **Cheviot Way 2** | 121.1 | **8** | **Cheviot Way 2** | 14 | 175% | 117.6 |
| **Cotswold Drive 1** | 124.7 | **9** | **Cotswold Drive 1** | 16 | 178% | 142.5 |
| **Cotswold Drive 2** | 49.8 | **4** | **Cotswold Drive 2** | 16 | 400% | 85.6 |
| **Cotswold Drive 3** | 0 | **0** | **Cotswold Drive 3** | 6 | #DIV/0! | 57.3 |
| **Finbacks 1** | 108 | **9** | **Finbacks 1** | 6 | 67% | 59.3 |
| **Finbacks 2** | 93.3 | **7** | **Finbacks 2** | 9 | 129% | 87.5 |
| **Snowdonia Way** | 177.7 | **13** | **Snowdonia Way** | 19 | 146% | 159.9 |
| **Great Gables 1** | 46 | **4** | **Great Gables 1** | 5 | 125% | 55.9 |
| **Great Gables 2** | 101.6 | **8** | **Great Gables 2** | 10 | 125% | 90 |
| **Fairfield Cres 1** | 276.6 | **23** | **Fairfield Cres 1** | 16 | 70% | 180.7 |
| **Fairfield Cres 2** | 101.3 | **9** | **Fairfield Cres 2** | 5 | 56% | 94.3 |
| **Whernside Drive** | 250.8 | **21** | **Whernside Drive** | 16 | 76% | 185.8 |
| **Benbroke Place 1** | 123.8 | **9** | **Benbroke Place 1** | 10 | 111% | 99 |
| **Benbroke Place 2** | 94.5 | **7** | **Benbroke Place 2** | 4 | 57% | 55.5 |
| **Mendip Way** | 90.1 | **7** | **Mendip Way** | 9 | 129% | 54.9 |
| **Merrick Close 1** | 239.2 | **18** | **Merrick Close 1** | 22 | 122% | 165 |
| **Merrick Close 2** | 79 | **7** | **Merrick Close 2** | 5 | 71% | 47.6 |
| **Merrick Close 3** | 101.7 | **9** | **Merrick Close 3** | 10 | 111% | 65.5 |
| **Car Park Access** | 32.4 | **2** | **Car Park Access** | 0 | 0% | 22.3 |
| **Cromdale Walk** | 178 | **4** | **Cromdale Walk** | 0 | 0% | 162.2 |

| Driveways | Parked |
|---|---|
| **Swale Close D1** | 1 |
| **Swale Close D2** | 1 |
| **Cheviot Way D1** | 1 |
| **Finbacks D1** | 3 |
| **Benbroke Place D1** | 4 |
| **Benbroke Place D2** | 2 |
| **Merrick Close D1** | 0 |
| **Merrick Close D2** | 0 |
| **Cromdale Walk Private Bays** | 33 |

| Car Parks | Spaces | Parked | Parking Stress (%) |
|---|---|---|---|
| **1** | 32 | 20 | 63% |
| **2** | 3 | 3 | 100% |

# Stevenage Parking Survey - Wednesday 15th May 2024 - 22:00

**RESULTS**

| Street Name | Length of **available** kerbside parking (m) | **No. of kerbside parking spaces (6m)** |
|---|---|---|
| **Swale Close 1** | 40.2 | **3** |
| **Swale Close 2** | 163 | **13** |
| **Swale Close 3** | 92.3 | **6** |
| **Swale Close 4** | 25.3 | **4** |
| **Windrush Close 1** | 194.1 | **15** |
| **Windrush Close 2** | 101.6 | **6** |
| **Cheviot Way 1** | 126.6 | **9** |
| **Cheviot Way 2** | 121.1 | **8** |
| **Cotswold Drive 1** | 124.7 | **9** |
| **Cotswold Drive 2** | 49.8 | **4** |
| **Cotswold Drive 3** | 0 | **0** |
| **Finbacks 1** | 108 | **9** |
| **Finbacks 2** | 93.3 | **7** |
| **Snowdonia Way** | 177.7 | **13** |
| **Great Gables 1** | 46 | **4** |
| **Great Gables 2** | 101.6 | **8** |
| **Fairfield Cres 1** | 276.6 | **23** |
| **Fairfield Cres 2** | 101.3 | **9** |
| **Whernside Drive** | 250.8 | **21** |
| **Benbroke Place 1** | 123.8 | **9** |
| **Benbroke Place 2** | 94.5 | **7** |
| **Mendip Way** | 90.1 | **7** |
| **Merrick Close 1** | 239.2 | **18** |
| **Merrick Close 2** | 79 | **7** |
| **Merrick Close 3** | 101.7 | **9** |
| **Car Park Access** | 32.4 | **2** |
| **Cromdale Walk** | 178 | **4** |

| Street Name | No. of cars parked on Road | Parking Stress (%) |
|---|---|---|
| **Swale Close 1** | 5 | 167% |
| **Swale Close 2** | 15 | 115% |
| **Swale Close 3** | 11 | 183% |
| **Swale Close 4** | 5 | 125% |
| **Windrush Close 1** | 2 | 13% |
| **Windrush Close 2** | 12 | 200% |
| **Cheviot Way 1** | 12 | 133% |
| **Cheviot Way 2** | 13 | 163% |
| **Cotswold Drive 1** | 16 | 178% |
| **Cotswold Drive 2** | 13 | 325% |
| **Cotswold Drive 3** | 8 | #DIV/0! |
| **Finbacks 1** | 6 | 67% |
| **Finbacks 2** | 9 | 129% |
| **Snowdonia Way** | 20 | 154% |
| **Great Gables 1** | 7 | 175% |
| **Great Gables 2** | 9 | 113% |
| **Fairfield Cres 1** | 15 | 65% |
| **Fairfield Cres 2** | 8 | 89% |
| **Whernside Drive** | 16 | 76% |
| **Benbroke Place 1** | 8 | 89% |
| **Benbroke Place 2** | 4 | 57% |
| **Mendip Way** | 12 | 171% |
| **Merrick Close 1** | 22 | 122% |
| **Merrick Close 2** | 6 | 86% |
| **Merrick Close 3** | 10 | 111% |
| **Car Park Access** | 1 | 50% |
| **Cromdale Walk** | 0 | 0% |

| Road Length (m) |
|---|
| 34.5 |
| 133.5 |
| 71.1 |
| 22.5 |
| 106.5 |
| 91.5 |
| 97 |
| 117.6 |
| 142.5 |
| 85.6 |
| 57.3 |
| 59.3 |
| 87.5 |
| 159.9 |
| 55.9 |
| 90 |
| 180.7 |
| 94.3 |
| 185.8 |
| 99 |
| 55.5 |
| 54.9 |
| 165 |
| 47.6 |
| 65.5 |
| 22.3 |
| 162.2 |

| **Driveways** | Parked |
|---|---|
| **Swale Close D1** | 1 |
| **Swale Close D2** | 1 |
| **Cheviot Way D1** | 1 |
| **Finbacks D1** | 4 |
| **Benbroke Place D1** | 4 |
| **Benbroke Place D2** | 2 |
| **Merrick Close D1** | 0 |
| **Merrick Close D2** | 0 |
| **Cromdale Walk Private Bays** | 32 |

| **Car Parks** | Spaces | Parked | Parking Stress (%) |
|---|---|---|---|
| **1** | 32 | 21 | 66% |
| **2** | 3 | 3 | 100% |

# Stevenage Parking Survey -Saturday 18th May 2024 - 06:00

| Street Name | Length of **available** kerbside parking (m) | **No. of kerbside parking spaces (6m)** |
|---|---|---|
| **Swale Close 1** | 40.2 | **3** |
| **Swale Close 2** | 163 | **13** |
| **Swale Close 3** | 92.3 | **6** |
| **Swale Close 4** | 25.3 | **4** |
| **Windrush Close 1** | 194.1 | **15** |
| **Windrush Close 2** | 101.6 | **6** |
| **Cheviot Way 1** | 126.6 | **9** |
| **Cheviot Way 2** | 121.1 | **8** |
| **Cotswold Drive 1** | 124.7 | **9** |
| **Cotswold Drive 2** | 49.8 | **4** |
| **Cotswold Drive 3** | 0 | **0** |
| **Finbacks 1** | 108 | **9** |
| **Finbacks 2** | 93.3 | **7** |
| **Snowdonia Way** | 177.7 | **13** |
| **Great Gables 1** | 46 | **4** |
| **Great Gables 2** | 101.6 | **8** |
| **Fairfield Cres 1** | 276.6 | **23** |
| **Fairfield Cres 2** | 101.3 | **9** |
| **Whernside Drive** | 250.8 | **21** |
| **Benbroke Place 1** | 123.8 | **9** |
| **Benbroke Place 2** | 94.5 | **7** |
| **Mendip Way** | 90.1 | **7** |
| **Merrick Close 1** | 239.2 | **18** |
| **Merrick Close 2** | 79 | **7** |
| **Merrick Close 3** | 101.7 | **9** |
| **Car Park Access** | 32.4 | **2** |
| **Cromdale Walk** | 178 | **4** |

**RESULTS**

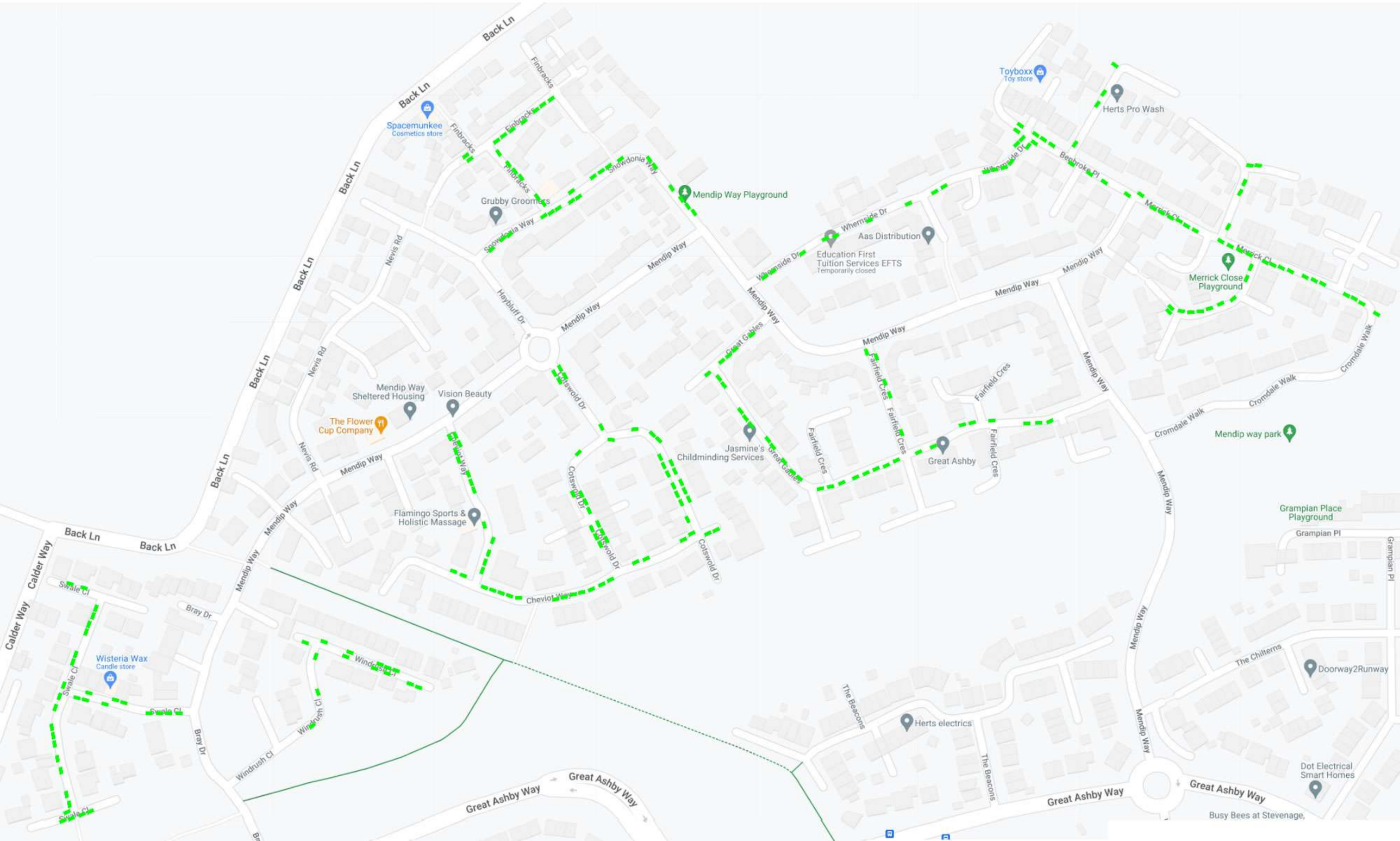
| Street Name | No. of cars parked on Road | Parking Stress (%) |
|---|---|---|
| **Swale Close 1** | 4 | 133% |
| **Swale Close 2** | 15 | 115% |
| **Swale Close 3** | 9 | 150% |
| **Swale Close 4** | 5 | 125% |
| **Windrush Close 1** | 4 | 27% |
| **Windrush Close 2** | 10 | 167% |
| **Cheviot Way 1** | 13 | 144% |
| **Cheviot Way 2** | 14 | 175% |
| **Cotswold Drive 1** | 17 | 189% |
| **Cotswold Drive 2** | 15 | 375% |
| **Cotswold Drive 3** | 8 | #DIV/0! |
| **Finbacks 1** | 6 | 67% |
| **Finbacks 2** | 9 | 129% |
| **Snowdonia Way** | 20 | 154% |
| **Great Gables 1** | 5 | 125% |
| **Great Gables 2** | 11 | 138% |
| **Fairfield Cres 1** | 16 | 70% |
| **Fairfield Cres 2** | 4 | 44% |
| **Whernside Drive** | 16 | 76% |
| **Benbroke Place 1** | 9 | 100% |
| **Benbroke Place 2** | 7 | 100% |
| **Mendip Way** | 9 | 129% |
| **Merrick Close 1** | 18 | 100% |
| **Merrick Close 2** | 6 | 86% |
| **Merrick Close 3** | 12 | 133% |
| **Car Park Access** | 1 | 50% |
| **Cromdale Walk** | 1 | 25% |

| Road Length (m) |
|---|
| 34.5 |
| 133.5 |
| 71.1 |
| 22.5 |
| 106.5 |
| 91.5 |
| 97 |
| 117.6 |
| 142.5 |
| 85.6 |
| 57.3 |
| 59.3 |
| 87.5 |
| 159.9 |
| 55.9 |
| 90 |
| 180.7 |
| 94.3 |
| 185.8 |
| 99 |
| 55.5 |
| 54.9 |
| 165 |
| 47.6 |
| 65.5 |
| 22.3 |
| 162.2 |

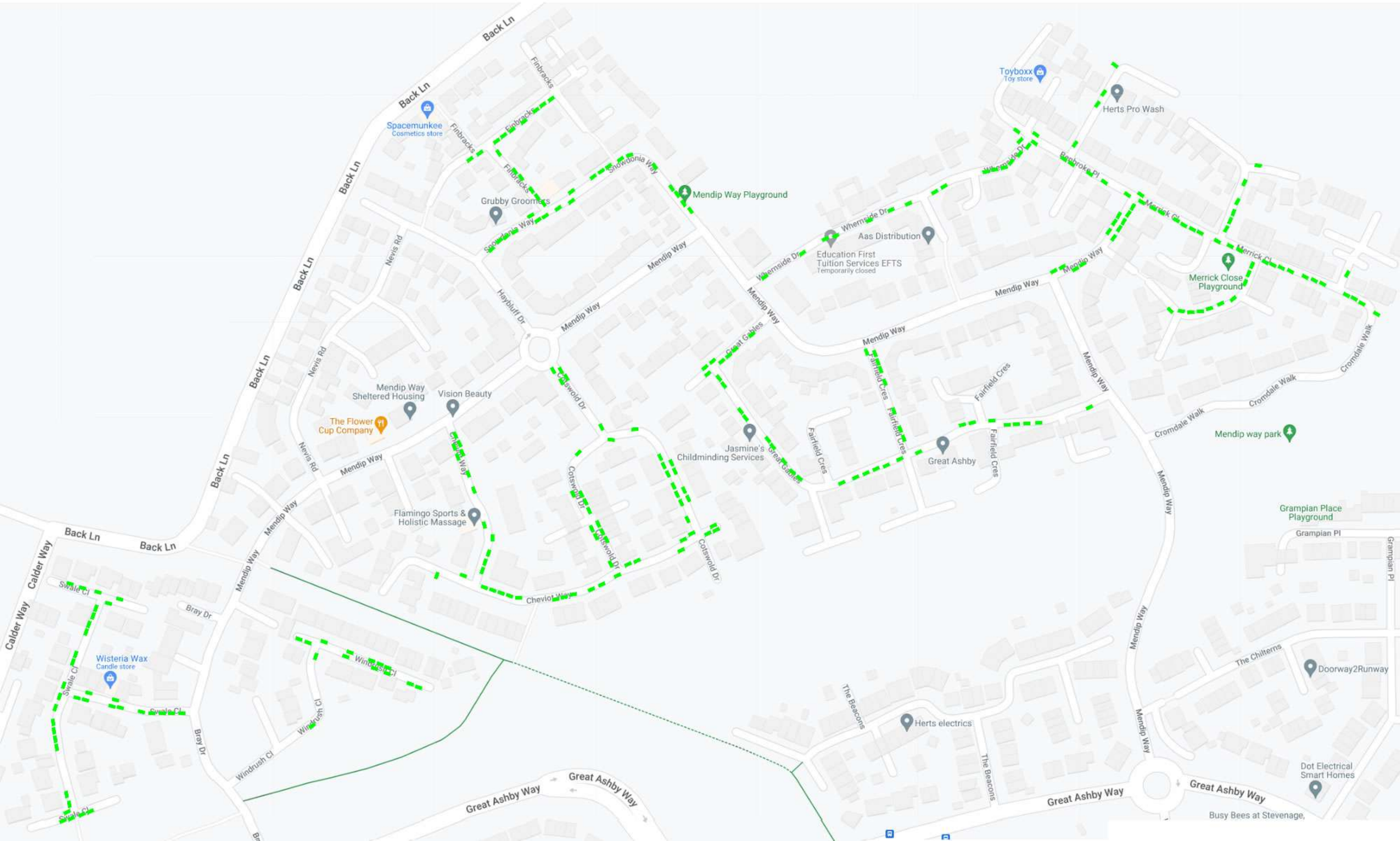
| Driveways | Parked |
|---|---|
| **Swale Close D1** | 1 |
| **Swale Close D2** | 1 |
| **Cheviot Way D1** | 3 |
| **Finbacks D1** | 3 |
| **Benbroke Place D1** | 4 |
| **Benbroke Place D2** | 1 |
| **Merrick Close D1** | 0 |
| **Merrick Close D2** | 0 |
| **Cromdale Walk Private Bays** | 34 |

| Car Parks | Spaces | Parked | Parking Stress (%) |
|---|---|---|---|
| **1** | 32 | 19 | 59% |
| **2** | 3 | 4 | 133% |

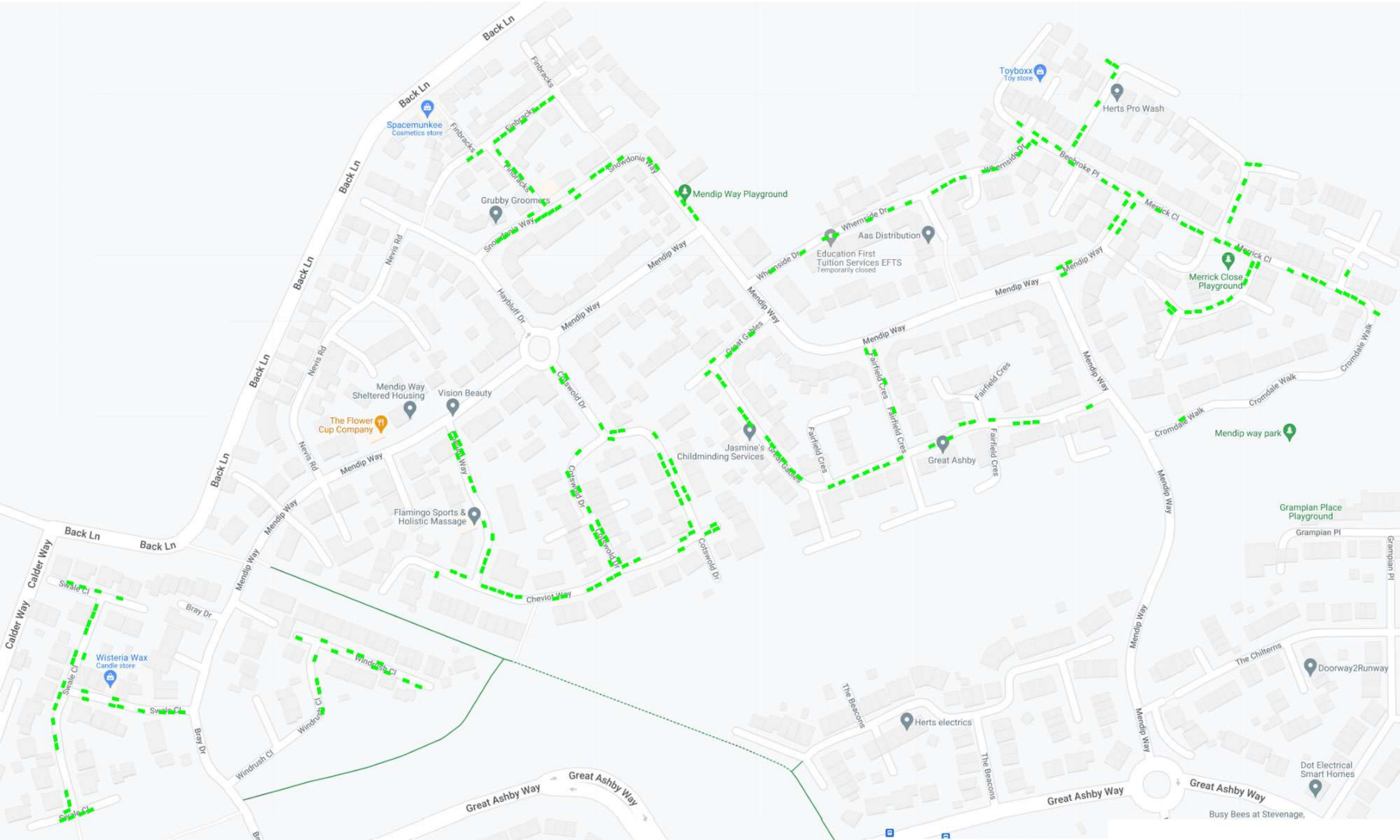
# Tuesday 14th May - 22:00



# Wednesday 15th May - 22:00



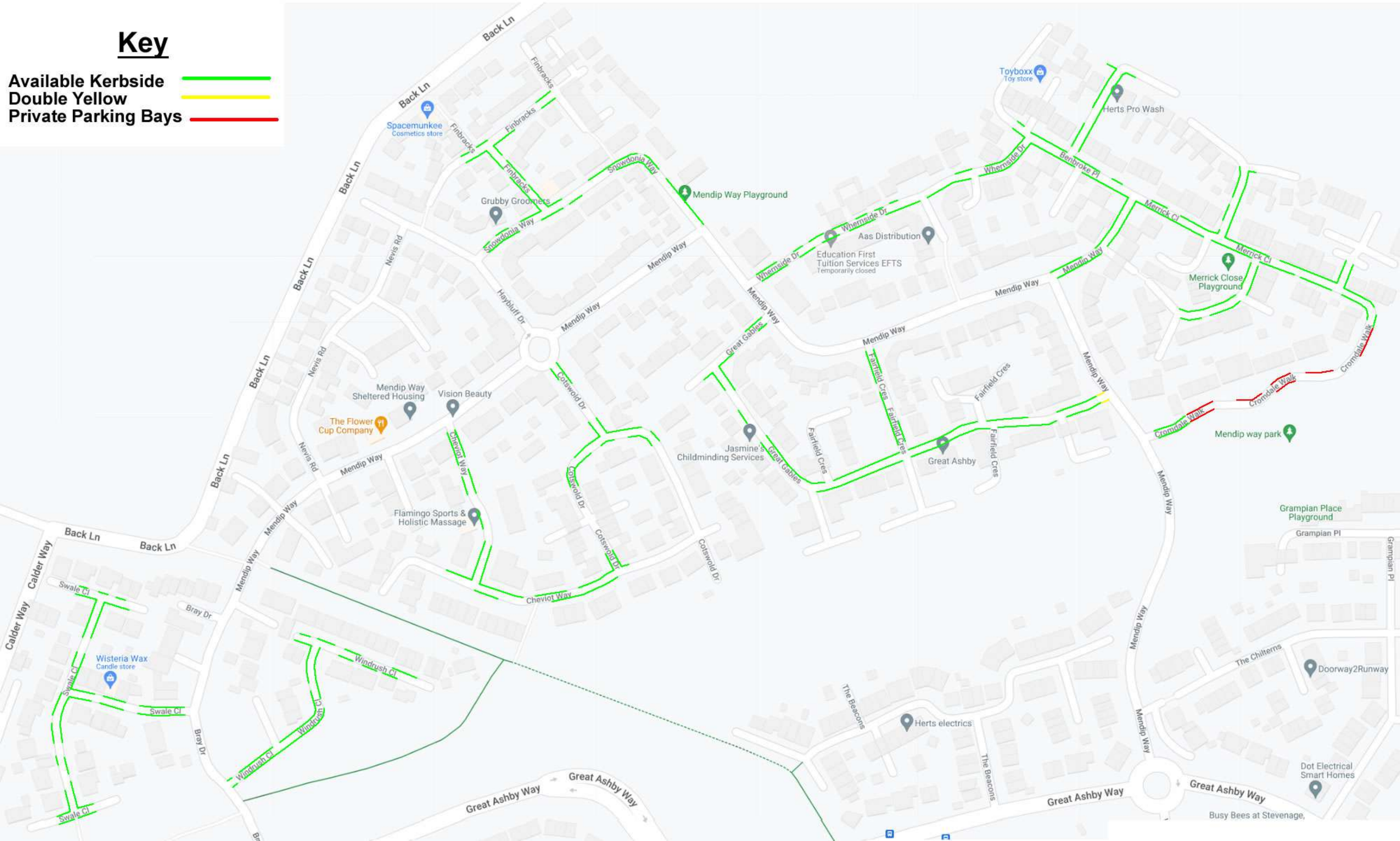
# Saturday 18th May - 06:00



# TRO Map

## Key

**Available Kerbside**
**Double Yellow**
**Private Parking Bays**



**NOTES**

1. Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.

2. All plans and drawings are drawn true to stated scales and can be used for the purpose of planning only. Responsibility is not accepted for errors made by others in scaling from this drawing.

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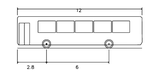
4. Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to approval being given it is entirely at their own risk.

SAFETY, HEALTH AND ENVIRONMENTAL

There are no exceptional risks associated with these works. Refer to the designers risk assessment for the full assessment of risks.

KEY

- Site Boundary
- Analysed area
- Existing Traffic Regulation Order (TRO)
- Proposed Traffic Regulation Order (TRO)
- Forward Visibility Splay for 30mph - 43m
- Existing driveways Approximate location
- Existing dropped kerb pedestrian crossing
- Proposed Bus Route and Southbound Bus Tracking
- Proposed Bus Route and Northbound Bus Tracking
- Proposed Bus Stops
- Non-affected parked cars based on the parking survey results from 21.01.2023
- Affected cars
- Relocated affected cars (allowing 5.5m per car)



| 'Standard' Rigid Bus | |
|---|---|
| Overall Length | 12.000m |
| Overall Width | 2.550m |
| Overall Body Height | 3.060m |
| Min Body Ground Clearance | 0.320m |
| Track Width | 2.350m |
| Lock to lock time | 4.00s |
| Wall to Wall Turning Radius | 10.771m |

| REV | DESCRIPTION | DRN | CHD | DATE |
|---|---|---|---|---|
| C | Updated to suit LHA comments | IK | GBR | 06/11/2024 |
| B | Updated to suit LHA comments | IK | GBR | 29/10/2024 |
| A | Updated to suit LHA comments | IK | GBR | 17/10/2024 |

☒ PRELIMINARY ☐ INFORMATION ☐ TENDER
☐ CONSTRUCTION ☐ AS BUILT

| | | | |
|---|---|---|---|
| SCALE | 1:500 @ A0 | DATE | Sept 2024 |
| DRAWN | IK | CHK | GBR |
| DRAWING NO. | 19244-ASHB-5-120 | REV | C |

TITLE: Land North East of Great Ashby Stevenage

DETAILS: Proposed TRO and Parking Provision


Woods Hardwick
Architecture | Engineering | Planning | Surveying

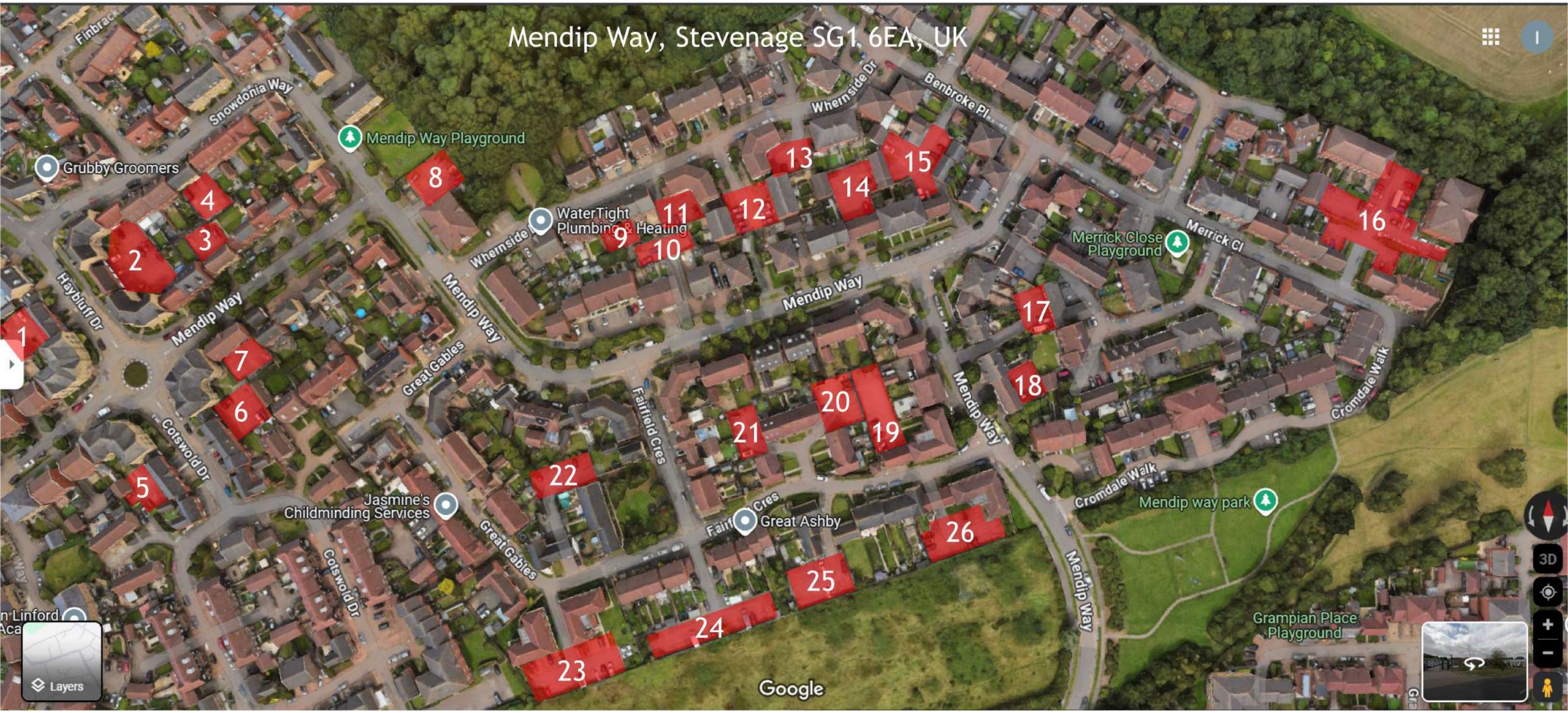
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ONLINE: mail@woodshardwick.com | woodshardwick.com



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS DRAWING


Mendip Way, Stevenage SG1 6EA, UK
Finbrack
Snowdonia Way
Mendip Way Playground
Grubby Groomers
Whernside Dr
Benbroke Pl
WaterTight Plumbing & Heating
Whernside
Merrick Close Playground
Merrick Cl
Haybluff Dr
Mendip Way
Great Gables
Fairfield Cres
Cromdale Walk
Cotswold Dr
Jasmine's Childminding Services
Great Ashby
Mendip way park
Grampian Place Playground
Layers
Google
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3
4
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25
26

**This sheet provides a brief description of what information is held within each tab of this document, and how the results were achieved.**

RESULTS TAB

**Occupancy Vehicles by Link Table :-** This table shows the occupancy per street / per beat. Therefore the maximum total value is the maximum number of vehicles present within the study area throughout the survey day. The graph below this table shows the "Accumulative" capacity - street by street stacked.

PARKING TAB

**Vehicle Information** :- This tab contains all the VEHICLE information data which has been linked spatially to its nearest classified link restriction. This information can be easily queried by using the filter option to select specific streets, timebins, classification and much more. .

CAPACITY

**Length of classifications (m) by link :-** This table shows the length ( Metres) of each classification within each street, that has been surveyed as part of the project. The length of each restriction is taken from a site visit using GIS and measuring the kerbside length. Only kerbside restrictions are captured, the more enforceable the restriction the higher it is in the survey hierarchy. For example a Double Yellow line is more enforceable than a dropped kerb. Where there is no kerbside restriction present this will be classified as "Unrestricted".

**Calculated capacity (spaces) by link :-** The table shows the number of spaces available within each individual network section ( No of Spaces). This is calculated by two methods. The first method is to count the actual number of physical individual marked spaces within the section ( example 5 number Parallel Bays ). The second method is used where the spaces are not individually marked or there is no restriction present, to calculate the capacity using this method we would take each individual section length and divide it by 5 m ( Standard car length) rounding the value "DOWN" at all calculations. As each restriction length is calculated individually, the combined value of capacity will often be less than the total lenght divided by 5m.

**Road Width :-** The width of the road has been accurately measured on GIS using OS background mapping. If a street measures less than or equal to 7m in width, it is not suitable for parking on one side, and that side will have a capacity of 0 (unless there are designated bays like disabled bays) and a note will be logged within the NOTES column “Unsuitable for Parking”. If a street measures less than or equal to 5m in width, it is not suitable for parking on both sides, and each side will have a capacity of 0 (unless there are designated bays like disabled bays) and a note will be logged within the NOTES column “Unsuitable for Parking”. These calculations are based on the average width of a car, which is 2.5m.

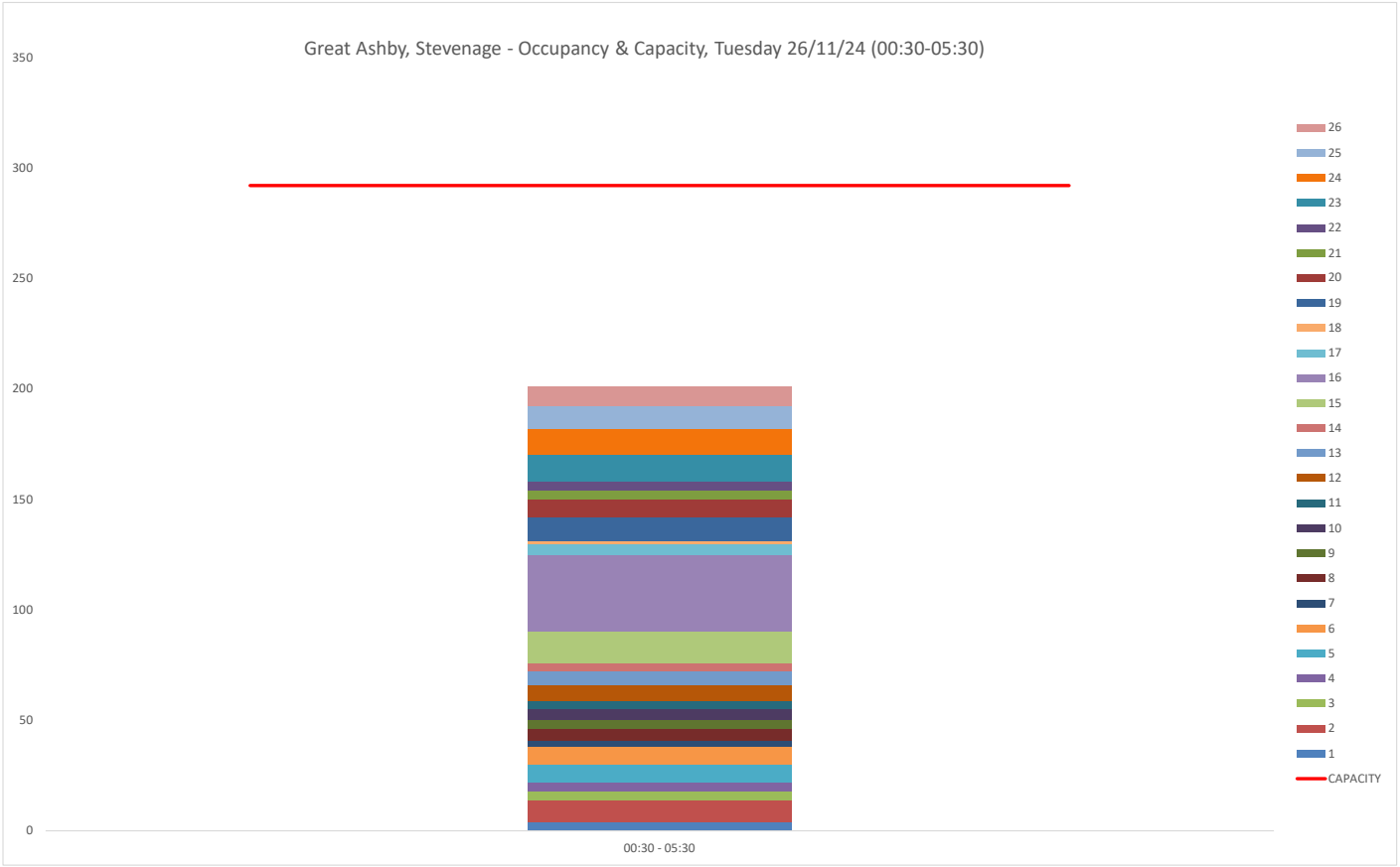
LINKS CLASSIFIED

Link Classification :- This tab contains all the individual link ( Classified Restrictions) within the survey area providing details on the ID, Class, Length and Capacity. The column titled "Count of Vehicles" is the number of vehicles captured parking on the section throughout the survey period which is used to calculate the next column "Turnover" by dividing the number of vehicles captured by the number of spaces available.

STRESS LEVEL

This table shows the capacity stress level ( Legally Parked Only) for each street within the survey area for each beat conducted. It is possible for % capacity to exceed 100% if vehicle are parking closer together and the number of vehicles recorded within a beat is greater than that of the Capacity Calculation detailed above ( Example. a section length of 29.2 m / 5 m = 5 Vehicles. However, in practise it would be possible to accommodate 6 vehicles).

| Vehicle Occupancy by Link | |
|---|---|
| TIME PERIOD / LINK | 00:30 - 05:30 |
| 1 | 4 |
| 2 | 10 |
| 3 | 4 |
| 4 | 4 |
| 5 | 8 |
| 6 | 8 |
| 7 | 3 |
| 8 | 5 |
| 9 | 4 |
| 10 | 5 |
| 11 | 4 |
| 12 | 7 |
| 13 | 6 |
| 14 | 4 |
| 15 | 14 |
| 16 | 35 |
| 17 | 5 |
| 18 | 1 |
| 19 | 11 |
| 20 | 8 |
| 21 | 4 |
| 22 | 4 |
| 23 | 12 |
| 24 | 12 |
| 25 | 10 |
| 26 | 9 |
| OCCUPANCY | 201 |
| CAPACITY | 292 |



| Length of Classifications by Link (Metres) | | | | | |
|---|---|---|---|---|---|
| Link | Miscellaneous | Nose-in Bay | Unclassified | Unclassified Nose-In | Grand Total |
| 1 | 0.00 | 26.28 | 0.00 | 0.00 | **26.28** |
| 2 | 0.00 | 51.41 | 0.00 | 0.00 | **51.41** |
| 3 | 0.00 | 8.94 | 0.00 | 3.25 | **12.19** |
| 4 | 0.00 | 20.16 | 0.00 | 0.00 | **20.16** |
| 5 | 0.00 | 25.68 | 0.00 | 0.00 | **25.68** |
| 6 | 0.00 | 27.61 | 0.00 | 0.00 | **27.61** |
| 7 | 0.00 | 0.00 | 0.00 | 12.07 | **12.07** |
| 8 | 0.00 | 22.41 | 0.00 | 0.00 | **22.41** |
| 9 | 0.00 | 0.00 | 0.00 | 8.26 | **8.26** |
| 10 | 0.00 | 17.01 | 0.00 | 0.00 | **17.01** |
| 11 | 0.00 | 16.69 | 0.00 | 0.00 | **16.69** |
| 12 | 0.00 | 23.79 | 0.00 | 0.00 | **23.79** |
| 13 | 0.00 | 15.48 | 0.00 | 8.81 | **24.28** |
| 14 | 0.00 | 24.24 | 0.00 | 0.00 | **24.24** |
| 15 | 0.00 | 41.72 | 0.00 | 0.00 | **41.72** |
| 16 | 60.52 | 73.38 | 9.91 | 0.00 | **143.82** |
| 17 | 0.00 | 15.69 | 0.00 | 0.00 | **15.69** |
| 18 | 0.00 | 0.00 | 0.00 | 7.51 | **7.51** |
| 19 | 0.00 | 35.94 | 0.00 | 0.00 | **35.94** |
| 20 | 0.00 | 18.13 | 13.75 | 0.00 | **31.88** |
| 21 | 0.00 | 19.15 | 0.00 | 0.00 | **19.15** |
| 22 | 0.00 | 30.29 | 0.00 | 0.00 | **30.29** |
| 23 | 0.00 | 60.66 | 0.00 | 0.00 | **60.66** |
| 24 | 0.00 | 45.44 | 0.00 | 12.37 | **57.82** |
| 25 | 0.00 | 41.12 | 0.00 | 0.00 | **41.12** |
| 26 | 0.00 | 36.82 | 0.00 | 0.00 | **36.82** |
| Grand Total | **60.52** | **698.04** | **23.66** | **52.26** | **834.49** |

| Calculated Capacity by Link (Official - No. of Spaces) | | | | | |
|---|---|---|---|---|---|
| Link | Miscellaneous | Nose-in Bay | Unclassified | Unclassified Nose-In | Grand Total |
| 1 | 0 | 11 | 0 | 0 | **11** |
| 2 | 0 | 16 | 0 | 0 | **16** |
| 3 | 0 | 4 | 0 | 1 | **5** |
| 4 | 0 | 7 | 0 | 0 | **7** |
| 5 | 0 | 10 | 0 | 0 | **10** |
| 6 | 0 | 12 | 0 | 0 | **12** |
| 7 | 0 | 0 | 0 | 5 | **5** |
| 8 | 0 | 8 | 0 | 0 | **8** |
| 9 | 0 | 0 | 0 | 3 | **3** |
| 10 | 0 | 6 | 0 | 0 | **6** |
| 11 | 0 | 6 | 0 | 0 | **6** |
| 12 | 0 | 10 | 0 | 0 | **10** |
| 13 | 0 | 6 | 0 | 3 | **9** |
| 14 | 0 | 8 | 0 | 0 | **8** |
| 15 | 0 | 14 | 0 | 0 | **14** |
| 16 | 3 | 30 | 2 | 0 | **35** |
| 17 | 0 | 6 | 0 | 0 | **6** |
| 18 | 0 | 0 | 0 | 3 | **3** |
| 19 | 0 | 11 | 0 | 0 | **11** |
| 20 | 0 | 8 | 2 | 0 | **10** |
| 21 | 0 | 8 | 0 | 0 | **8** |
| 22 | 0 | 12 | 0 | 0 | **12** |
| 23 | 0 | 24 | 0 | 0 | **24** |
| 24 | 0 | 18 | 0 | 4 | **22** |
| 25 | 0 | 17 | 0 | 0 | **17** |
| 26 | 0 | 14 | 0 | 0 | **14** |
| Grand Total | **3** | **266** | **4** | **19** | **292** |

| OBJECTID | PARKING COURT | CLASS | CAPACITY (Spaces) | NOTES | RESTRICTIONS | LENGTH (M) |
|---|---|---|---|---|---|---|
| 3295 | 4 | Nose-in Bay | 5 | | | 11.825828 |
| 3296 | 3 | Nose-in Bay | 4 | | | 8.942978 |
| 3297 | 1 | Nose-in Bay | 2 | | | 4.654999 |
| 3298 | 1 | Nose-in Bay | 6 | | | 14.397716 |
| 3299 | 1 | Nose-in Bay | 3 | | | 7.230805 |
| 3300 | 2 | Nose-in Bay | 4 | | | 11.596583 |
| 3301 | 2 | Nose-in Bay | 4 | | | 14.397448 |
| 3302 | 2 | Nose-in Bay | 1 | | | 4.32905 |
| 3303 | 2 | Nose-in Bay | 1 | | | 4.144852 |
| 3304 | 2 | Nose-in Bay | 3 | | | 8.798687 |
| 3305 | 2 | Nose-in Bay | 3 | | | 8.1472 |
| 3306 | 4 | Nose-in Bay | 1 | | | 4.005079 |
| 3307 | 4 | Nose-in Bay | 1 | | | 4.330448 |
| 3308 | 7 | Unclassified Nose-In | 5 | | | 12.070314 |
| 3309 | 5 | Nose-in Bay | 2 | | | 4.982025 |
| 3310 | 5 | Nose-in Bay | 4 | | | 10.73079 |
| 3311 | 5 | Nose-in Bay | 4 | | | 9.962835 |
| 3312 | 6 | Nose-in Bay | 6 | | | 13.315723 |
| 3313 | 6 | Nose-in Bay | 6 | | | 14.292676 |
| 3314 | 8 | Nose-in Bay | 5 | | | 13.357836 |
| 3315 | 8 | Nose-in Bay | 3 | | | 9.053867 |
| 3316 | 9 | Unclassified Nose-In | 3 | | | 8.25557 |
| 3317 | 10 | Nose-in Bay | 3 | | | 8.472784 |
| 3318 | 10 | Nose-in Bay | 3 | | | 8.539742 |
| 3319 | 11 | Nose-in Bay | 6 | | | 16.688501 |
| 3320 | 13 | Nose-in Bay | 6 | | | 15.475335 |
| 3321 | 12 | Nose-in Bay | 4 | | | 9.645266 |
| 3322 | 12 | Nose-in Bay | 6 | | | 14.139744 |
| 3323 | 15 | Nose-in Bay | 2 | | | 6.070067 |
| 3324 | 15 | Nose-in Bay | 2 | | | 5.875661 |
| 3325 | 15 | Nose-in Bay | 3 | | | 8.026708 |
| 3326 | 15 | Nose-in Bay | 2 | | | 7.141119 |
| 3327 | 15 | Nose-in Bay | 5 | | | 14.611382 |
| 3328 | 14 | Nose-in Bay | 3 | | | 8.2565 |
| 3329 | 14 | Nose-in Bay | 4 | | | 11.853007 |
| 3330 | 14 | Nose-in Bay | 1 | | | 4.12561 |
| 3331 | 17 | Nose-in Bay | 6 | | | 15.693208 |
| 3332 | 18 | Unclassified Nose-In | 3 | | | 7.506458 |
| 3333 | 19 | Nose-in Bay | 4 | | | 9.349245 |
| 3334 | 19 | Nose-in Bay | 7 | | | 26.592047 |
| 3335 | 20 | Nose-in Bay | 8 | | | 18.128136 |
| 3336 | 21 | Nose-in Bay | 8 | | | 19.152865 |
| 3337 | 22 | Nose-in Bay | 10 | | | 25.654475 |
| 3338 | 22 | Nose-in Bay | 2 | | | 4.638075 |
| 3339 | 23 | Nose-in Bay | 5 | | | 11.853949 |
| 3340 | 23 | Nose-in Bay | 2 | | | 5.74929 |
| 3341 | 23 | Nose-in Bay | 14 | | | 36.2662 |
| 3342 | 23 | Nose-in Bay | 3 | | | 6.78637 |
| 3343 | 24 | Nose-in Bay | 18 | | | 45.443886 |
| 3344 | 25 | Nose-in Bay | 10 | | | 24.820335 |
| 3345 | 25 | Nose-in Bay | 7 | | | 16.295508 |
| 3346 | 26 | Nose-in Bay | 4 | | | 9.129098 |
| 3347 | 26 | Nose-in Bay | 3 | | | 7.361466 |
| 3348 | 26 | Nose-in Bay | 4 | | | 12.449784 |
| 3349 | 26 | Nose-in Bay | 3 | | | 7.876948 |
| 3350 | 16 | Nose-in Bay | 8 | | | 18.336747 |
| 3351 | 16 | Nose-in Bay | 10 | | | 21.442329 |
| 3352 | 16 | Miscellaneous | 0 | | NO PARKING | 9.242751 |
| 3353 | 16 | Nose-in Bay | 3 | | | 8.858596 |
| 3354 | 16 | Nose-in Bay | 1 | | | 2.856012 |
| 3355 | 16 | Miscellaneous | 3 | | | 9.586628 |
| 3356 | 16 | Nose-in Bay | 3 | | | 7.414788 |
| 3357 | 16 | Nose-in Bay | 2 | | | 5.616629 |
| 3358 | 16 | Nose-in Bay | 3 | | | 8.859895 |
| 3359 | 16 | Miscellaneous | 0 | | NO PARKING | 41.694486 |
| 3360 | 16 | Unclassified | 2 | | | 9.909376 |
| 3361 | 20 | Unclassified | 2 | | | 13.750919 |
| 3362 | 24 | Unclassified Nose-In | 1 | | | 2.905083 |
| 3363 | 24 | Unclassified Nose-In | 1 | | | 3.955057 |
| 3364 | 24 | Unclassified Nose-In | 1 | | | 3.156503 |
| 3365 | 24 | Unclassified Nose-In | 1 | | | 2.355088 |
| 3366 | 13 | Unclassified Nose-In | 2 | | | 5.877286 |
| 3367 | 13 | Unclassified Nose-In | 1 | | | 2.929999 |
| 3368 | 3 | Unclassified Nose-In | 1 | | | 3.245121 |



| | | | | | | Space' Occupied by Beat |
|---|---|---|---|---|---|---|
| OBJECTID | TYPE | ACTIVITY | LINK ID | PARKING COURT | CLASS | 00:30 - 05:30 |
| 1 | Car | Parked | 3298 | 1 | Nose-in Bay | 1 |
| 2 | Car | Parked | 3298 | 1 | Nose-in Bay | 1 |
| 3 | Car | Parked | 3298 | 1 | Nose-in Bay | 1 |
| 4 | Car | Parked | 3299 | 1 | Nose-in Bay | 1 |
| 5 | Car | Parked | 3304 | 2 | Nose-in Bay | 1 |
| 6 | Car | Parked | 3304 | 2 | Nose-in Bay | 1 |
| 7 | Car | Parked | 3301 | 2 | Nose-in Bay | 1 |
| 8 | Car | Parked | 3301 | 2 | Nose-in Bay | 1 |
| 9 | Car | Parked | 3301 | 2 | Nose-in Bay | 1 |
| 10 | Car | Parked | 3300 | 2 | Nose-in Bay | 1 |
| 11 | Car | Parked | 3305 | 2 | Nose-in Bay | 1 |
| 12 | Car | Parked | 3305 | 2 | Nose-in Bay | 1 |
| 13 | Car | Parked | 3303 | 2 | Nose-in Bay | 1 |
| 14 | Car | Parked | 3307 | 4 | Nose-in Bay | 1 |
| 16 | Car | Parked | 3295 | 4 | Nose-in Bay | 1 |
| 17 | Car | Parked | 3295 | 4 | Nose-in Bay | 1 |
| 18 | Car | Parked | 3295 | 4 | Nose-in Bay | 1 |
| 19 | Car | Parked | 3368 | 3 | Unclassified Nose-In | 1 |
| 20 | Car | Parked | 3296 | 3 | Nose-in Bay | 1 |
| 21 | Car | Parked | 3296 | 3 | Nose-in Bay | 1 |
| 22 | Car | Parked | 3296 | 3 | Nose-in Bay | 1 |
| 23 | Car | Parked | 3308 | 7 | Unclassified Nose-In | 1 |
| 24 | Car | Parked | 3308 | 7 | Unclassified Nose-In | 1 |
| 25 | Car | Parked | 3309 | 5 | Nose-in Bay | 1 |
| 26 | Car | Parked | 3309 | 5 | Nose-in Bay | 1 |
| 27 | Car | Parked | 3311 | 5 | Nose-in Bay | 1 |
| 28 | Car | Parked | 3311 | 5 | Nose-in Bay | 1 |
| 29 | Car | Parked | 3310 | 5 | Nose-in Bay | 1 |
| 30 | Car | Parked | 3310 | 5 | Nose-in Bay | 1 |
| 31 | Car | Parked | 3310 | 5 | Nose-in Bay | 1 |
| 32 | Car | Parked | 3310 | 5 | Nose-in Bay | 1 |
| 33 | Car | Parked | 3313 | 6 | Nose-in Bay | 1 |
| 34 | Car | Parked | 3313 | 6 | Nose-in Bay | 1 |
| 35 | Car | Parked | 3313 | 6 | Nose-in Bay | 1 |
| 36 | Car | Parked | 3313 | 6 | Nose-in Bay | 1 |
| 37 | Car | Parked | 3312 | 6 | Nose-in Bay | 1 |
| 38 | Car | Parked | 3312 | 6 | Nose-in Bay | 1 |
| 39 | Car | Parked | 3312 | 6 | Nose-in Bay | 1 |
| 40 | Car | Parked | 3312 | 6 | Nose-in Bay | 1 |
| 41 | Car | Parked | 3314 | 8 | Nose-in Bay | 1 |
| 42 | Car | Parked | 3314 | 8 | Nose-in Bay | 1 |
| 43 | Car | Parked | 3314 | 8 | Nose-in Bay | 1 |
| 44 | Car | Parked | 3315 | 8 | Nose-in Bay | 1 |
| 45 | Car | Parked | 3315 | 8 | Nose-in Bay | 1 |
| 46 | Car | Parked | 3316 | 9 | Unclassified Nose-In | 1 |
| 47 | Car | Parked | 3316 | 9 | Unclassified Nose-In | 1 |
| 48 | Car | Parked | 3319 | 11 | Nose-in Bay | 1 |
| 49 | Car | Parked | 3319 | 11 | Nose-in Bay | 1 |
| 50 | Car | Parked | 3319 | 11 | Nose-in Bay | 1 |
| 51 | Car | Parked | 3319 | 11 | Nose-in Bay | 1 |
| 52 | Car | Parked | 3321 | 12 | Nose-in Bay | 1 |
| 53 | Car | Parked | 3321 | 12 | Nose-in Bay | 1 |
| 54 | Car | Parked | 3321 | 12 | Nose-in Bay | 1 |
| 55 | Car | Parked | 3322 | 12 | Nose-in Bay | 1 |
| 56 | Car | Parked | 3322 | 12 | Nose-in Bay | 1 |
| 57 | Car | Parked | 3322 | 12 | Nose-in Bay | 1 |
| 59 | Car | Parked | 3322 | 12 | Nose-in Bay | 1 |
| 60 | Car | Parked | 3367 | 13 | Unclassified Nose-In | 1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 61 | Car | Parked | 3320 | 13 | Nose-in Bay | 1 |
| 62 | Car | Parked | 3320 | 13 | Nose-in Bay | 1 |
| 63 | Car | Parked | 3320 | 13 | Nose-in Bay | 1 |
| 64 | Car | Parked | 3320 | 13 | Nose-in Bay | 1 |
| 65 | Car | Parked | 3366 | 13 | Unclassified Nose-In | 1 |
| 66 | Car | Parked | 3327 | 15 | Nose-in Bay | 1 |
| 67 | Car | Parked | 3327 | 15 | Nose-in Bay | 1 |
| 68 | Car | Parked | 3327 | 15 | Nose-in Bay | 1 |
| 69 | Car | Parked | 3327 | 15 | Nose-in Bay | 1 |
| 70 | Car | Parked | 3323 | 15 | Nose-in Bay | 1 |
| 71 | Car | Parked | 3327 | 15 | Nose-in Bay | 1 |
| 72 | Car | Parked | 3325 | 15 | Nose-in Bay | 1 |
| 73 | Car | Parked | 3325 | 15 | Nose-in Bay | 1 |
| 74 | Car | Parked | 3326 | 15 | Nose-in Bay | 1 |
| 75 | Car | Parked | 3326 | 15 | Nose-in Bay | 1 |
| 76 | Car | Parked | 3324 | 15 | Nose-in Bay | 1 |
| 77 | Car | Parked | 3324 | 15 | Nose-in Bay | 1 |
| 78 | Car | Parked | 3330 | 14 | Nose-in Bay | 1 |
| 79 | Car | Parked | 3329 | 14 | Nose-in Bay | 1 |
| 80 | Car | Parked | 3328 | 14 | Nose-in Bay | 1 |
| 81 | Car | Parked | 3328 | 14 | Nose-in Bay | 1 |
| 82 | Car | Parked | 3318 | 10 | Nose-in Bay | 1 |
| 83 | Car | Parked | 3318 | 10 | Nose-in Bay | 1 |
| 84 | Car | Parked | 3318 | 10 | Nose-in Bay | 1 |
| 85 | Car | Parked | 3317 | 10 | Nose-in Bay | 1 |
| 86 | Car | Parked | 3331 | 17 | Nose-in Bay | 1 |
| 87 | Car | Parked | 3331 | 17 | Nose-in Bay | 1 |
| 88 | Car | Parked | 3331 | 17 | Nose-in Bay | 1 |
| 89 | Car | Parked | 3331 | 17 | Nose-in Bay | 1 |
| 90 | Car | Parked | 3331 | 17 | Nose-in Bay | 1 |
| 91 | Car | Parked | 3332 | 18 | Unclassified Nose-In | 1 |
| 93 | Car | Parked | 3333 | 19 | Nose-in Bay | 1 |
| 94 | Car | Parked | 3333 | 19 | Nose-in Bay | 1 |
| 95 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 96 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 97 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 98 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 99 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 100 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 101 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 102 | Car | Parked | 3333 | 19 | Nose-in Bay | 1 |
| 103 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 104 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 105 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 106 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 107 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 108 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 109 | Car | Parked | 3361 | 20 | Unclassified | 1 |
| 110 | Car | Parked | 3361 | 20 | Unclassified | 1 |
| 111 | Car | Parked | 3336 | 21 | Nose-in Bay | 1 |
| 112 | Car | Parked | 3336 | 21 | Nose-in Bay | 1 |
| 113 | Car | Parked | 3336 | 21 | Nose-in Bay | 1 |
| 114 | Car | Parked | 3336 | 21 | Nose-in Bay | 1 |
| 115 | Car | Parked | 3337 | 22 | Nose-in Bay | 1 |
| 116 | Car | Parked | 3337 | 22 | Nose-in Bay | 1 |
| 117 | Car | Parked | 3337 | 22 | Nose-in Bay | 1 |
| 118 | Car | Parked | 3337 | 22 | Nose-in Bay | 1 |
| 119 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 120 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 121 | Car | Parked | 3339 | 23 | Nose-in Bay | 1 |
| 122 | Car | Parked | 3339 | 23 | Nose-in Bay | 1 |
| 123 | Car | Parked | 3339 | 23 | Nose-in Bay | 1 |
| 124 | Car | Parked | 3340 | 23 | Nose-in Bay | 1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 125 | Car | Parked | 3340 | 23 | Nose-in Bay | 1 |
| 126 | Car | Parked | 3342 | 23 | Nose-in Bay | 1 |
| 127 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 128 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 129 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 131 | Car | Parked | 3365 | 24 | Unclassified Nose-In | 1 |
| 132 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 133 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 134 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 135 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 136 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 137 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 138 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 139 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 140 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 141 | Car | Parked | 3362 | 24 | Unclassified Nose-In | 1 |
| 142 | Car | Parked | 3363 | 24 | Unclassified Nose-In | 1 |
| 143 | Car | Parked | 3344 | 25 | Nose-in Bay | 1 |
| 144 | Car | Parked | 3344 | 25 | Nose-in Bay | 1 |
| 145 | Car | Parked | 3344 | 25 | Nose-in Bay | 1 |
| 146 | Car | Parked | 3344 | 25 | Nose-in Bay | 1 |
| 147 | Car | Parked | 3344 | 25 | Nose-in Bay | 1 |
| 148 | Car | Parked | 3344 | 25 | Nose-in Bay | 1 |
| 149 | Car | Parked | 3345 | 25 | Nose-in Bay | 1 |
| 150 | Car | Parked | 3345 | 25 | Nose-in Bay | 1 |
| 151 | Car | Parked | 3345 | 25 | Nose-in Bay | 1 |
| 152 | Car | Parked | 3348 | 26 | Nose-in Bay | 1 |
| 153 | Car | Parked | 3348 | 26 | Nose-in Bay | 1 |
| 154 | Car | Parked | 3348 | 26 | Nose-in Bay | 1 |
| 155 | Car | Parked | 3348 | 26 | Nose-in Bay | 1 |
| 156 | Car | Parked | 3347 | 26 | Nose-in Bay | 1 |
| 157 | Car | Parked | 3347 | 26 | Nose-in Bay | 1 |
| 158 | Car | Parked | 3349 | 26 | Nose-in Bay | 1 |
| 159 | Car | Parked | 3349 | 26 | Nose-in Bay | 1 |
| 160 | Car | Parked | 3349 | 26 | Nose-in Bay | 1 |
| 161 | Car | Parked | 3360 | 16 | Unclassified | 1 |
| 162 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |
| 163 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 164 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 165 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 166 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 167 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 168 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 169 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 170 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 171 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 172 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 173 | Car | Parked | 3352 | 16 | Miscellaneous | 1 |
| 174 | Car | Parked | 3350 | 16 | Nose-in Bay | 1 |
| 175 | Car | Parked | 3350 | 16 | Nose-in Bay | 1 |
| 176 | Car | Parked | 3350 | 16 | Nose-in Bay | 1 |
| 177 | Car | Parked | 3350 | 16 | Nose-in Bay | 1 |
| 178 | Car | Parked | 3350 | 16 | Nose-in Bay | 1 |
| 179 | Car | Parked | 3354 | 16 | Nose-in Bay | 1 |
| 180 | Car | Parked | 3353 | 16 | Nose-in Bay | 1 |
| 181 | Car | Parked | 3353 | 16 | Nose-in Bay | 1 |
| 182 | Car | Parked | 3353 | 16 | Nose-in Bay | 1 |
| 183 | Car | Parked | 3355 | 16 | Miscellaneous | 1 |
| 184 | Car | Parked | 3356 | 16 | Nose-in Bay | 1 |
| 185 | Car | Parked | 3356 | 16 | Nose-in Bay | 1 |
| 186 | Car | Parked | 3356 | 16 | Nose-in Bay | 1 |
| 187 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |
| 188 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 189 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |
| 190 | Car | Parked | 3358 | 16 | Nose-in Bay | 1 |
| 191 | Car | Parked | 3358 | 16 | Nose-in Bay | 1 |
| 192 | Car | Parked | 3358 | 16 | Nose-in Bay | 1 |
| 390 | Car | Parked | 3305 | 2 | Nose-in Bay | 1 |
| 391 | Car | Parked | 3308 | 7 | Unclassified Nose-In | 1 |
| 392 | Car | Parked | 3316 | 9 | Unclassified Nose-In | 1 |
| 393 | Car | Parked | 3316 | 9 | Unclassified Nose-In | 1 |
| 394 | Car | Parked | 3317 | 10 | Nose-in Bay | 1 |
| 395 | Car | Parked | 3323 | 15 | Nose-in Bay | 1 |
| 396 | Car | Parked | 3325 | 15 | Nose-in Bay | 1 |
| 397 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |
| 398 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |
| 399 | Car | Parked | 3353 | 16 | Nose-in Bay | 1 |
| 400 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 401 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 402 | Car | Parked | 3345 | 25 | Nose-in Bay | 1 |

| NUMBER OF VEHICLES PARKED (AT) | | | |
|---|---|---|---|
| STREET NAME | 00:30 - 05:30 | | |
| | CAP | TOT | %OCC |
| 1 | 11 | 4 | **36.4%** |
| 2 | 16 | 10 | **62.5%** |
| 3 | 5 | 4 | **80.0%** |
| 4 | 7 | 4 | **57.1%** |
| 5 | 10 | 8 | **80.0%** |
| 6 | 12 | 8 | **66.7%** |
| 7 | 5 | 3 | **60.0%** |
| 8 | 8 | 5 | **62.5%** |
| 9 | 3 | 4 | **133.3%** |
| 10 | 6 | 5 | **83.3%** |
| 11 | 6 | 4 | **66.7%** |
| 12 | 10 | 7 | **70.0%** |
| 13 | 9 | 6 | **66.7%** |
| 14 | 8 | 4 | **50.0%** |
| 15 | 14 | 14 | **100.0%** |
| 16 | 35 | 35 | **100.0%** |
| 17 | 6 | 5 | **83.3%** |
| 18 | 3 | 1 | **33.3%** |
| 19 | 11 | 11 | **100.0%** |
| 20 | 10 | 8 | **80.0%** |
| 21 | 8 | 4 | **50.0%** |
| 22 | 12 | 4 | **33.3%** |
| 23 | 24 | 12 | **50.0%** |
| 24 | 22 | 12 | **54.5%** |
| 25 | 17 | 10 | **58.8%** |
| 26 | 14 | 9 | **64.3%** |
| TOTAL | **292** | **201** | **68.8%** |

# Great Ashby, Stevenage - Tuesday 26th November 2024 (00:30 - 05:30)
## Occupancy & Capacity





Streetwise Services Ltd
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**This sheet provides a brief description of what information is held within each tab of this document, and how the results were achieved.**

RESULTS TAB

**Occupancy Vehicles by Link Table :-** This table shows the occupancy per street / per beat. Therefore the maximum total value is the maximum number of vehicles present within the study area throughout the survey day. The graph below this table shows the "Accumulative" capacity - street by street stacked.

PARKING TAB

**Vehicle Information** :- This tab contains all the VEHICLE information data which has been linked spatially to its nearest classified link restriction. This information can be easily queried by using the filter option to select specific streets, timebins, classification and much more. .

CAPACITY

**Length of classifications (m) by link :-** This table shows the length ( Metres) of each classification within each street, that has been surveyed as part of the project. The length of each restriction is taken from a site visit using GIS and measuring the kerbside length. Only kerbside restrictions are captured, the more enforceable the restriction the higher it is in the survey hierarchy. For example a Double Yellow line is more enforceable than a dropped kerb. Where there is no kerbside restriction present this will be classified as "Unrestricted".

**Calculated capacity (spaces) by link :-** The table shows the number of spaces available within each individual network section ( No of Spaces). This is calculated by two methods. The first method is to count the actual number of physical individual marked spaces within the section ( example 5 number Parallel Bays ). The second method is used where the spaces are not individually marked or there is no restriction present, to calculate the capacity using this method we would take each individual section length and divide it by 5 m ( Standard car length) rounding the value "DOWN" at all calculations. As each restriction length is calculated individually, the combined value of capacity will often be less than the total lenght divided by 5m.

**Road Width :-** The width of the road has been accurately measured on GIS using OS background mapping. If a street measures less than or equal to 7m in width, it is not suitable for parking on one side, and that side will have a capacity of 0 (unless there are designated bays like disabled bays) and a note will be logged within the NOTES column “Unsuitable for Parking”. If a street measures less than or equal to 5m in width, it is not suitable for parking on both sides, and each side will have a capacity of 0 (unless there are designated bays like disabled bays) and a note will be logged within the NOTES column “Unsuitable for Parking”. These calculations are based on the average width of a car, which is 2.5m.

LINKS CLASSIFIED

Link Classification :- This tab contains all the individual link ( Classified Restrictions) within the survey area providing details on the ID, Class, Length and Capacity. The column titled "Count of Vehicles" is the number of vehicles captured parking on the section throughout the survey period which is used to calculate the next column "Turnover" by dividing the number of vehicles captured by the number of spaces available.

STRESS LEVEL

This table shows the capacity stress level ( Legally Parked Only) for each street within the survey area for each beat conducted. It is possible for % capacity to exceed 100% if vehicle are parking closer together and the number of vehicles recorded within a beat is greater than that of the Capacity Calculation detailed above ( Example. a section length of 29.2 m / 5 m = 5 Vehicles. However, in practise it would be possible to accommodate 6 vehicles).

| Vehicle Occupancy by Link | |
|---|---|
| TIME PERIOD / LINK | 00:30 - 05:30 |
| 1 | 4 |
| 2 | 10 |
| 3 | 4 |
| 4 | 4 |
| 5 | 8 |
| 6 | 8 |
| 7 | 3 |
| 8 | 6 |
| 9 | 3 |
| 10 | 5 |
| 11 | 4 |
| 12 | 6 |
| 13 | 5 |
| 14 | 4 |
| 15 | 14 |
| 16 | 34 |
| 17 | 4 |
| 18 | 2 |
| 19 | 11 |
| 20 | 8 |
| 21 | 4 |
| 22 | 4 |
| 23 | 15 |
| 24 | 13 |
| 25 | 9 |
| 26 | 9 |
| OCCUPANCY | 201 |
| CAPACITY | 292 |



| Length of Classifications by Link (Metres) | | | | | |
|---|---|---|---|---|---|
| Link | Miscellaneous | Nose-in Bay | Unclassified | Unclassified Nose-In | Grand Total |
| 1 | 0.00 | 26.28 | 0.00 | 0.00 | **26.28** |
| 2 | 0.00 | 51.41 | 0.00 | 0.00 | **51.41** |
| 3 | 0.00 | 8.94 | 0.00 | 3.25 | **12.19** |
| 4 | 0.00 | 20.16 | 0.00 | 0.00 | **20.16** |
| 5 | 0.00 | 25.68 | 0.00 | 0.00 | **25.68** |
| 6 | 0.00 | 27.61 | 0.00 | 0.00 | **27.61** |
| 7 | 0.00 | 0.00 | 0.00 | 12.07 | **12.07** |
| 8 | 0.00 | 22.41 | 0.00 | 0.00 | **22.41** |
| 9 | 0.00 | 0.00 | 0.00 | 8.26 | **8.26** |
| 10 | 0.00 | 17.01 | 0.00 | 0.00 | **17.01** |
| 11 | 0.00 | 16.69 | 0.00 | 0.00 | **16.69** |
| 12 | 0.00 | 23.79 | 0.00 | 0.00 | **23.79** |
| 13 | 0.00 | 15.48 | 0.00 | 8.81 | **24.28** |
| 14 | 0.00 | 24.24 | 0.00 | 0.00 | **24.24** |
| 15 | 0.00 | 41.72 | 0.00 | 0.00 | **41.72** |
| 16 | 60.52 | 73.38 | 9.91 | 0.00 | **143.82** |
| 17 | 0.00 | 15.69 | 0.00 | 0.00 | **15.69** |
| 18 | 0.00 | 0.00 | 0.00 | 7.51 | **7.51** |
| 19 | 0.00 | 35.94 | 0.00 | 0.00 | **35.94** |
| 20 | 0.00 | 18.13 | 13.75 | 0.00 | **31.88** |
| 21 | 0.00 | 19.15 | 0.00 | 0.00 | **19.15** |
| 22 | 0.00 | 30.29 | 0.00 | 0.00 | **30.29** |
| 23 | 0.00 | 60.66 | 0.00 | 0.00 | **60.66** |
| 24 | 0.00 | 45.44 | 0.00 | 12.37 | **57.82** |
| 25 | 0.00 | 41.12 | 0.00 | 0.00 | **41.12** |
| 26 | 0.00 | 36.82 | 0.00 | 0.00 | **36.82** |
| Grand Total | **60.52** | **698.04** | **23.66** | **52.26** | **834.49** |

| Calculated Capacity by Link (Official - No. of Spaces) | | | | | |
|---|---|---|---|---|---|
| Link | Miscellaneous | Nose-in Bay | Unclassified | Unclassified Nose-In | Grand Total |
| 1 | 0 | 11 | 0 | 0 | **11** |
| 2 | 0 | 16 | 0 | 0 | **16** |
| 3 | 0 | 4 | 0 | 1 | **5** |
| 4 | 0 | 7 | 0 | 0 | **7** |
| 5 | 0 | 10 | 0 | 0 | **10** |
| 6 | 0 | 12 | 0 | 0 | **12** |
| 7 | 0 | 0 | 0 | 5 | **5** |
| 8 | 0 | 8 | 0 | 0 | **8** |
| 9 | 0 | 0 | 0 | 3 | **3** |
| 10 | 0 | 6 | 0 | 0 | **6** |
| 11 | 0 | 6 | 0 | 0 | **6** |
| 12 | 0 | 10 | 0 | 0 | **10** |
| 13 | 0 | 6 | 0 | 3 | **9** |
| 14 | 0 | 8 | 0 | 0 | **8** |
| 15 | 0 | 14 | 0 | 0 | **14** |
| 16 | 3 | 30 | 2 | 0 | **35** |
| 17 | 0 | 6 | 0 | 0 | **6** |
| 18 | 0 | 0 | 0 | 3 | **3** |
| 19 | 0 | 11 | 0 | 0 | **11** |
| 20 | 0 | 8 | 2 | 0 | **10** |
| 21 | 0 | 8 | 0 | 0 | **8** |
| 22 | 0 | 12 | 0 | 0 | **12** |
| 23 | 0 | 24 | 0 | 0 | **24** |
| 24 | 0 | 18 | 0 | 4 | **22** |
| 25 | 0 | 17 | 0 | 0 | **17** |
| 26 | 0 | 14 | 0 | 0 | **14** |
| Grand Total | **3** | **266** | **4** | **19** | **292** |

| OBJECTID | PARKING COURT | CLASS | CAPACITY (Spaces) | NOTES | RESTRICTIONS | LENGTH (M) |
|---|---|---|---|---|---|---|
| 3295 | 4 | Nose-in Bay | 5 | | | 11.825828 |
| 3296 | 3 | Nose-in Bay | 4 | | | 8.942978 |
| 3297 | 1 | Nose-in Bay | 2 | | | 4.654999 |
| 3298 | 1 | Nose-in Bay | 6 | | | 14.397716 |
| 3299 | 1 | Nose-in Bay | 3 | | | 7.230805 |
| 3300 | 2 | Nose-in Bay | 4 | | | 11.596583 |
| 3301 | 2 | Nose-in Bay | 4 | | | 14.397448 |
| 3302 | 2 | Nose-in Bay | 1 | | | 4.32905 |
| 3303 | 2 | Nose-in Bay | 1 | | | 4.144852 |
| 3304 | 2 | Nose-in Bay | 3 | | | 8.798687 |
| 3305 | 2 | Nose-in Bay | 3 | | | 8.1472 |
| 3306 | 4 | Nose-in Bay | 1 | | | 4.005079 |
| 3307 | 4 | Nose-in Bay | 1 | | | 4.330448 |
| 3308 | 7 | Unclassified Nose-In | 5 | | | 12.070314 |
| 3309 | 5 | Nose-in Bay | 2 | | | 4.982025 |
| 3310 | 5 | Nose-in Bay | 4 | | | 10.73079 |
| 3311 | 5 | Nose-in Bay | 4 | | | 9.962835 |
| 3312 | 6 | Nose-in Bay | 6 | | | 13.315723 |
| 3313 | 6 | Nose-in Bay | 6 | | | 14.292676 |
| 3314 | 8 | Nose-in Bay | 5 | | | 13.357836 |
| 3315 | 8 | Nose-in Bay | 3 | | | 9.053867 |
| 3316 | 9 | Unclassified Nose-In | 3 | | | 8.25557 |
| 3317 | 10 | Nose-in Bay | 3 | | | 8.472784 |
| 3318 | 10 | Nose-in Bay | 3 | | | 8.539742 |
| 3319 | 11 | Nose-in Bay | 6 | | | 16.688501 |
| 3320 | 13 | Nose-in Bay | 6 | | | 15.475335 |
| 3321 | 12 | Nose-in Bay | 4 | | | 9.645266 |
| 3322 | 12 | Nose-in Bay | 6 | | | 14.139744 |
| 3323 | 15 | Nose-in Bay | 2 | | | 6.070067 |
| 3324 | 15 | Nose-in Bay | 2 | | | 5.875661 |
| 3325 | 15 | Nose-in Bay | 3 | | | 8.026708 |
| 3326 | 15 | Nose-in Bay | 2 | | | 7.141119 |
| 3327 | 15 | Nose-in Bay | 5 | | | 14.611382 |
| 3328 | 14 | Nose-in Bay | 3 | | | 8.2565 |
| 3329 | 14 | Nose-in Bay | 4 | | | 11.853007 |
| 3330 | 14 | Nose-in Bay | 1 | | | 4.12561 |
| 3331 | 17 | Nose-in Bay | 6 | | | 15.693208 |
| 3332 | 18 | Unclassified Nose-In | 3 | | | 7.506458 |
| 3333 | 19 | Nose-in Bay | 4 | | | 9.349245 |
| 3334 | 19 | Nose-in Bay | 7 | | | 26.592047 |
| 3335 | 20 | Nose-in Bay | 8 | | | 18.128136 |
| 3336 | 21 | Nose-in Bay | 8 | | | 19.152865 |
| 3337 | 22 | Nose-in Bay | 10 | | | 25.654475 |
| 3338 | 22 | Nose-in Bay | 2 | | | 4.638075 |
| 3339 | 23 | Nose-in Bay | 5 | | | 11.853949 |
| 3340 | 23 | Nose-in Bay | 2 | | | 5.74929 |
| 3341 | 23 | Nose-in Bay | 14 | | | 36.2662 |
| 3342 | 23 | Nose-in Bay | 3 | | | 6.78637 |
| 3343 | 24 | Nose-in Bay | 18 | | | 45.443886 |
| 3344 | 25 | Nose-in Bay | 10 | | | 24.820335 |
| 3345 | 25 | Nose-in Bay | 7 | | | 16.295508 |
| 3346 | 26 | Nose-in Bay | 4 | | | 9.129098 |
| 3347 | 26 | Nose-in Bay | 3 | | | 7.361466 |
| 3348 | 26 | Nose-in Bay | 4 | | | 12.449784 |
| 3349 | 26 | Nose-in Bay | 3 | | | 7.876948 |
| 3350 | 16 | Nose-in Bay | 8 | | | 18.336747 |
| 3351 | 16 | Nose-in Bay | 10 | | | 21.442329 |
| 3352 | 16 | Miscellaneous | 0 | | NO PARKING | 9.242751 |
| 3353 | 16 | Nose-in Bay | 3 | | | 8.858596 |
| 3354 | 16 | Nose-in Bay | 1 | | | 2.856012 |
| 3355 | 16 | Miscellaneous | 3 | | | 9.586628 |
| 3356 | 16 | Nose-in Bay | 3 | | | 7.414788 |
| 3357 | 16 | Nose-in Bay | 2 | | | 5.616629 |
| 3358 | 16 | Nose-in Bay | 3 | | | 8.859895 |
| 3359 | 16 | Miscellaneous | 0 | | NO PARKING | 41.694486 |
| 3360 | 16 | Unclassified | 2 | | | 9.909376 |
| 3361 | 20 | Unclassified | 2 | | | 13.750919 |
| 3362 | 24 | Unclassified Nose-In | 1 | | | 2.905083 |
| 3363 | 24 | Unclassified Nose-In | 1 | | | 3.955057 |
| 3364 | 24 | Unclassified Nose-In | 1 | | | 3.156503 |
| 3365 | 24 | Unclassified Nose-In | 1 | | | 2.355088 |
| 3366 | 13 | Unclassified Nose-In | 2 | | | 5.877286 |
| 3367 | 13 | Unclassified Nose-In | 1 | | | 2.929999 |
| 3368 | 3 | Unclassified Nose-In | 1 | | | 3.245121 |

| | | | | | | Space' Occupied by Beat |
|---|---|---|---|---|---|---|
| OBJECTID | TYPE | ACTIVITY | LINK ID | PARKING COURT | CLASS | 00:30 - 05:30 |
| 194 | Car | Parked | 3297 | 1 | Nose-in Bay | 1 |
| 195 | Car | Parked | 3298 | 1 | Nose-in Bay | 1 |
| 196 | Car | Parked | 3298 | 1 | Nose-in Bay | 1 |
| 197 | Car | Parked | 3299 | 1 | Nose-in Bay | 1 |
| 198 | Car | Parked | 3304 | 2 | Nose-in Bay | 1 |
| 199 | Car | Parked | 3304 | 2 | Nose-in Bay | 1 |
| 200 | Car | Parked | 3305 | 2 | Nose-in Bay | 1 |
| 201 | Car | Parked | 3305 | 2 | Nose-in Bay | 1 |
| 202 | Car | Parked | 3300 | 2 | Nose-in Bay | 1 |
| 203 | Car | Parked | 3300 | 2 | Nose-in Bay | 1 |
| 204 | Car | Parked | 3301 | 2 | Nose-in Bay | 1 |
| 205 | Car | Parked | 3301 | 2 | Nose-in Bay | 1 |
| 206 | Car | Parked | 3301 | 2 | Nose-in Bay | 1 |
| 207 | Car | Parked | 3301 | 2 | Nose-in Bay | 1 |
| 210 | Car | Parked | 3295 | 4 | Nose-in Bay | 1 |
| 211 | Car | Parked | 3295 | 4 | Nose-in Bay | 1 |
| 212 | Car | Parked | 3306 | 4 | Nose-in Bay | 1 |
| 213 | Car | Parked | 3307 | 4 | Nose-in Bay | 1 |
| 214 | Car | Parked | 3368 | 3 | Unclassified Nose-In | 1 |
| 215 | Car | Parked | 3296 | 3 | Nose-in Bay | 1 |
| 216 | Car | Parked | 3296 | 3 | Nose-in Bay | 1 |
| 217 | Car | Parked | 3296 | 3 | Nose-in Bay | 1 |
| 218 | Car | Parked | 3308 | 7 | Unclassified Nose-In | 1 |
| 219 | Car | Parked | 3308 | 7 | Unclassified Nose-In | 1 |
| 220 | Car | Parked | 3308 | 7 | Unclassified Nose-In | 1 |
| 221 | Car | Parked | 3309 | 5 | Nose-in Bay | 1 |
| 222 | Car | Parked | 3309 | 5 | Nose-in Bay | 1 |
| 223 | Car | Parked | 3311 | 5 | Nose-in Bay | 1 |
| 224 | Car | Parked | 3311 | 5 | Nose-in Bay | 1 |
| 225 | Car | Parked | 3311 | 5 | Nose-in Bay | 1 |
| 226 | Car | Parked | 3310 | 5 | Nose-in Bay | 1 |
| 227 | Car | Parked | 3310 | 5 | Nose-in Bay | 1 |
| 228 | Car | Parked | 3310 | 5 | Nose-in Bay | 1 |
| 229 | Car | Parked | 3313 | 6 | Nose-in Bay | 1 |
| 230 | Car | Parked | 3313 | 6 | Nose-in Bay | 1 |
| 231 | Car | Parked | 3313 | 6 | Nose-in Bay | 1 |
| 232 | Car | Parked | 3312 | 6 | Nose-in Bay | 1 |
| 233 | Car | Parked | 3312 | 6 | Nose-in Bay | 1 |
| 234 | Car | Parked | 3312 | 6 | Nose-in Bay | 1 |
| 235 | Car | Parked | 3312 | 6 | Nose-in Bay | 1 |
| 236 | Car | Parked | 3314 | 8 | Nose-in Bay | 1 |
| 237 | Car | Parked | 3314 | 8 | Nose-in Bay | 1 |
| 238 | Car | Parked | 3314 | 8 | Nose-in Bay | 1 |
| 239 | Car | Parked | 3314 | 8 | Nose-in Bay | 1 |
| 240 | Car | Parked | 3315 | 8 | Nose-in Bay | 1 |
| 241 | Car | Parked | 3315 | 8 | Nose-in Bay | 1 |
| 242 | Car | Parked | 3316 | 9 | Unclassified Nose-In | 1 |
| 243 | Car | Parked | 3319 | 11 | Nose-in Bay | 1 |
| 244 | Car | Parked | 3319 | 11 | Nose-in Bay | 1 |
| 245 | Car | Parked | 3319 | 11 | Nose-in Bay | 1 |
| 246 | Car | Parked | 3319 | 11 | Nose-in Bay | 1 |
| 247 | Car | Parked | 3321 | 12 | Nose-in Bay | 1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 248 | Car | Parked | 3321 | 12 | Nose-in Bay | 1 |
| 249 | Car | Parked | 3321 | 12 | Nose-in Bay | 1 |
| 250 | Car | Parked | 3321 | 12 | Nose-in Bay | 1 |
| 251 | Car | Parked | 3322 | 12 | Nose-in Bay | 1 |
| 252 | Car | Parked | 3322 | 12 | Nose-in Bay | 1 |
| 253 | Car | Parked | 3367 | 13 | Unclassified Nose-In | 1 |
| 254 | Car | Parked | 3320 | 13 | Nose-in Bay | 1 |
| 255 | Car | Parked | 3320 | 13 | Nose-in Bay | 1 |
| 256 | Car | Parked | 3320 | 13 | Nose-in Bay | 1 |
| 257 | Car | Parked | 3320 | 13 | Nose-in Bay | 1 |
| 258 | Car | Parked | 3323 | 15 | Nose-in Bay | 1 |
| 259 | Car | Parked | 3327 | 15 | Nose-in Bay | 1 |
| 260 | Car | Parked | 3327 | 15 | Nose-in Bay | 1 |
| 261 | Car | Parked | 3327 | 15 | Nose-in Bay | 1 |
| 262 | Car | Parked | 3327 | 15 | Nose-in Bay | 1 |
| 263 | Car | Parked | 3325 | 15 | Nose-in Bay | 1 |
| 264 | Car | Parked | 3325 | 15 | Nose-in Bay | 1 |
| 265 | Car | Parked | 3326 | 15 | Nose-in Bay | 1 |
| 266 | Car | Parked | 3324 | 15 | Nose-in Bay | 1 |
| 267 | Car | Parked | 3324 | 15 | Nose-in Bay | 1 |
| 268 | Car | Parked | 3323 | 15 | Nose-in Bay | 1 |
| 269 | Car | Parked | 3330 | 14 | Nose-in Bay | 1 |
| 270 | Car | Parked | 3329 | 14 | Nose-in Bay | 1 |
| 271 | Car | Parked | 3328 | 14 | Nose-in Bay | 1 |
| 272 | Car | Parked | 3328 | 14 | Nose-in Bay | 1 |
| 273 | Car | Parked | 3318 | 10 | Nose-in Bay | 1 |
| 274 | Car | Parked | 3318 | 10 | Nose-in Bay | 1 |
| 275 | Car | Parked | 3317 | 10 | Nose-in Bay | 1 |
| 276 | Car | Parked | 3331 | 17 | Nose-in Bay | 1 |
| 277 | Car | Parked | 3331 | 17 | Nose-in Bay | 1 |
| 278 | Car | Parked | 3331 | 17 | Nose-in Bay | 1 |
| 279 | Car | Parked | 3331 | 17 | Nose-in Bay | 1 |
| 280 | Car | Parked | 3332 | 18 | Unclassified Nose-In | 1 |
| 281 | Car | Parked | 3332 | 18 | Unclassified Nose-In | 1 |
| 282 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 283 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 284 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 285 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 286 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 287 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 288 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 289 | Car | Parked | 3334 | 19 | Nose-in Bay | 1 |
| 290 | Car | Parked | 3333 | 19 | Nose-in Bay | 1 |
| 291 | Car | Parked | 3333 | 19 | Nose-in Bay | 1 |
| 292 | Car | Parked | 3333 | 19 | Nose-in Bay | 1 |
| 293 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 294 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 295 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 296 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 297 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 298 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 299 | Car | Parked | 3335 | 20 | Nose-in Bay | 1 |
| 300 | Car | Parked | 3361 | 20 | Unclassified | 1 |
| 301 | Car | Parked | 3336 | 21 | Nose-in Bay | 1 |
| 302 | Car | Parked | 3336 | 21 | Nose-in Bay | 1 |
| 303 | Car | Parked | 3336 | 21 | Nose-in Bay | 1 |
| 304 | Car | Parked | 3336 | 21 | Nose-in Bay | 1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 305 | Car | Parked | 3337 | 22 | Nose-in Bay | 1 |
| 306 | Car | Parked | 3337 | 22 | Nose-in Bay | 1 |
| 307 | Car | Parked | 3337 | 22 | Nose-in Bay | 1 |
| 308 | Car | Parked | 3337 | 22 | Nose-in Bay | 1 |
| 309 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 310 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 311 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 312 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 313 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 314 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 315 | Car | Parked | 3339 | 23 | Nose-in Bay | 1 |
| 316 | Car | Parked | 3339 | 23 | Nose-in Bay | 1 |
| 317 | Car | Parked | 3339 | 23 | Nose-in Bay | 1 |
| 318 | Car | Parked | 3340 | 23 | Nose-in Bay | 1 |
| 319 | Car | Parked | 3340 | 23 | Nose-in Bay | 1 |
| 320 | Car | Parked | 3342 | 23 | Nose-in Bay | 1 |
| 321 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 322 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 323 | Car | Parked | 3341 | 23 | Nose-in Bay | 1 |
| 324 | Car | Parked | 3362 | 24 | Unclassified Nose-In | 1 |
| 325 | Car | Parked | 3363 | 24 | Unclassified Nose-In | 1 |
| 326 | Car | Parked | 3365 | 24 | Unclassified Nose-In | 1 |
| 327 | Car | Parked | 3364 | 24 | Unclassified Nose-In | 1 |
| 328 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 329 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 330 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 331 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 332 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 333 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 334 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 335 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 336 | Car | Parked | 3343 | 24 | Nose-in Bay | 1 |
| 337 | Car | Parked | 3344 | 25 | Nose-in Bay | 1 |
| 338 | Car | Parked | 3344 | 25 | Nose-in Bay | 1 |
| 339 | Car | Parked | 3344 | 25 | Nose-in Bay | 1 |
| 340 | Car | Parked | 3344 | 25 | Nose-in Bay | 1 |
| 341 | Car | Parked | 3344 | 25 | Nose-in Bay | 1 |
| 342 | Car | Parked | 3345 | 25 | Nose-in Bay | 1 |
| 343 | Car | Parked | 3345 | 25 | Nose-in Bay | 1 |
| 344 | Car | Parked | 3345 | 25 | Nose-in Bay | 1 |
| 345 | Car | Parked | 3345 | 25 | Nose-in Bay | 1 |
| 346 | Car | Parked | 3348 | 26 | Nose-in Bay | 1 |
| 347 | Car | Parked | 3348 | 26 | Nose-in Bay | 1 |
| 348 | Car | Parked | 3348 | 26 | Nose-in Bay | 1 |
| 349 | Car | Parked | 3348 | 26 | Nose-in Bay | 1 |
| 350 | Car | Parked | 3347 | 26 | Nose-in Bay | 1 |
| 351 | Car | Parked | 3347 | 26 | Nose-in Bay | 1 |
| 352 | Car | Parked | 3349 | 26 | Nose-in Bay | 1 |
| 353 | Car | Parked | 3349 | 26 | Nose-in Bay | 1 |
| 354 | Car | Parked | 3349 | 26 | Nose-in Bay | 1 |
| 355 | Car | Parked | 3360 | 16 | Unclassified | 1 |
| 356 | Car | Parked | 3360 | 16 | Unclassified | 1 |
| 357 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |
| 358 | Car | Parked | 3354 | 16 | Nose-in Bay | 1 |
| 359 | Car | Parked | 3350 | 16 | Nose-in Bay | 1 |
| 360 | Car | Parked | 3350 | 16 | Nose-in Bay | 1 |
| 361 | Car | Parked | 3350 | 16 | Nose-in Bay | 1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 362 | Car | Parked | 3350 | 16 | Nose-in Bay | 1 |
| 363 | Car | Parked | 3352 | 16 | Miscellaneous | 1 |
| 365 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 366 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 367 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 368 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 369 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 370 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 371 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 372 | Car | Parked | 3351 | 16 | Nose-in Bay | 1 |
| 373 | Car | Parked | 3353 | 16 | Nose-in Bay | 1 |
| 374 | Car | Parked | 3353 | 16 | Nose-in Bay | 1 |
| 375 | Car | Parked | 3353 | 16 | Nose-in Bay | 1 |
| 376 | Car | Parked | 3355 | 16 | Miscellaneous | 1 |
| 377 | Car | Parked | 3355 | 16 | Miscellaneous | 1 |
| 378 | Car | Parked | 3355 | 16 | Miscellaneous | 1 |
| 379 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |
| 380 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |
| 381 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |
| 382 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |
| 383 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |
| 384 | Car | Parked | 3359 | 16 | Miscellaneous | 1 |
| 385 | Car | Parked | 3357 | 16 | Nose-in Bay | 1 |
| 386 | Car | Parked | 3356 | 16 | Nose-in Bay | 1 |
| 387 | Car | Parked | 3356 | 16 | Nose-in Bay | 1 |
| 388 | Car | Parked | 3356 | 16 | Nose-in Bay | 1 |
| 389 | Car | Parked | 3358 | 16 | Nose-in Bay | 1 |
| 403 | Car | Parked | 3313 | 6 | Nose-in Bay | 1 |
| 404 | Car | Parked | 3316 | 9 | Unclassified Nose-In | 1 |
| 405 | Car | Parked | 3316 | 9 | Unclassified Nose-In | 1 |
| 406 | Car | Parked | 3317 | 10 | Nose-in Bay | 1 |
| 407 | Car | Parked | 3317 | 10 | Nose-in Bay | 1 |
| 408 | Car | Parked | 3326 | 15 | Nose-in Bay | 1 |
| 409 | Car | Parked | 3325 | 15 | Nose-in Bay | 1 |
| 410 | Car | Parked | 3327 | 15 | Nose-in Bay | 1 |

| NUMBER OF VEHICLES PARKED (AT) | | | |
|---|---|---|---|
| STREET NAME | 00:30 - 05:30 | | |
| | CAP | TOT | %OCC |
| 1 | 11 | 4 | **36.4%** |
| 2 | 16 | 10 | **62.5%** |
| 3 | 5 | 4 | **80.0%** |
| 4 | 7 | 4 | **57.1%** |
| 5 | 10 | 8 | **80.0%** |
| 6 | 12 | 8 | **66.7%** |
| 7 | 5 | 3 | **60.0%** |
| 8 | 8 | 6 | **75.0%** |
| 9 | 3 | 3 | **100.0%** |
| 10 | 6 | 5 | **83.3%** |
| 11 | 6 | 4 | **66.7%** |
| 12 | 10 | 6 | **60.0%** |
| 13 | 9 | 5 | **55.6%** |
| 14 | 8 | 4 | **50.0%** |
| 15 | 14 | 14 | **100.0%** |
| 16 | 35 | 34 | **97.1%** |
| 17 | 6 | 4 | **66.7%** |
| 18 | 3 | 2 | **66.7%** |
| 19 | 11 | 11 | **100.0%** |
| 20 | 10 | 8 | **80.0%** |
| 21 | 8 | 4 | **50.0%** |
| 22 | 12 | 4 | **33.3%** |
| 23 | 24 | 15 | **62.5%** |
| 24 | 22 | 13 | **59.1%** |
| 25 | 17 | 9 | **52.9%** |
| 26 | 14 | 9 | **64.3%** |
| TOTAL | **292** | **201** | **68.8%** |

# Great Ashby, Stevenage - Wednesday 27th November 2024 (00:30 - 05:30)
## Occupancy & Capacity

**Parking Location**

**CLASS**

- Miscellaneous
- Nose-in Bay
- Unclassified
- Unclassified Nose-In

**Classified links**

**CLASS**

- Miscellaneous
- Nose-in Bay
- Unclassified
- Unclassified Nose-In

N

0 25 50 100 150 200 Meters




Streetwise Services Ltd
www.streetwiseservices.com
Tel: 01133 222 602
Email: england@streetwiseservices.com

# Appendix F

## Stevenage Cycle Map

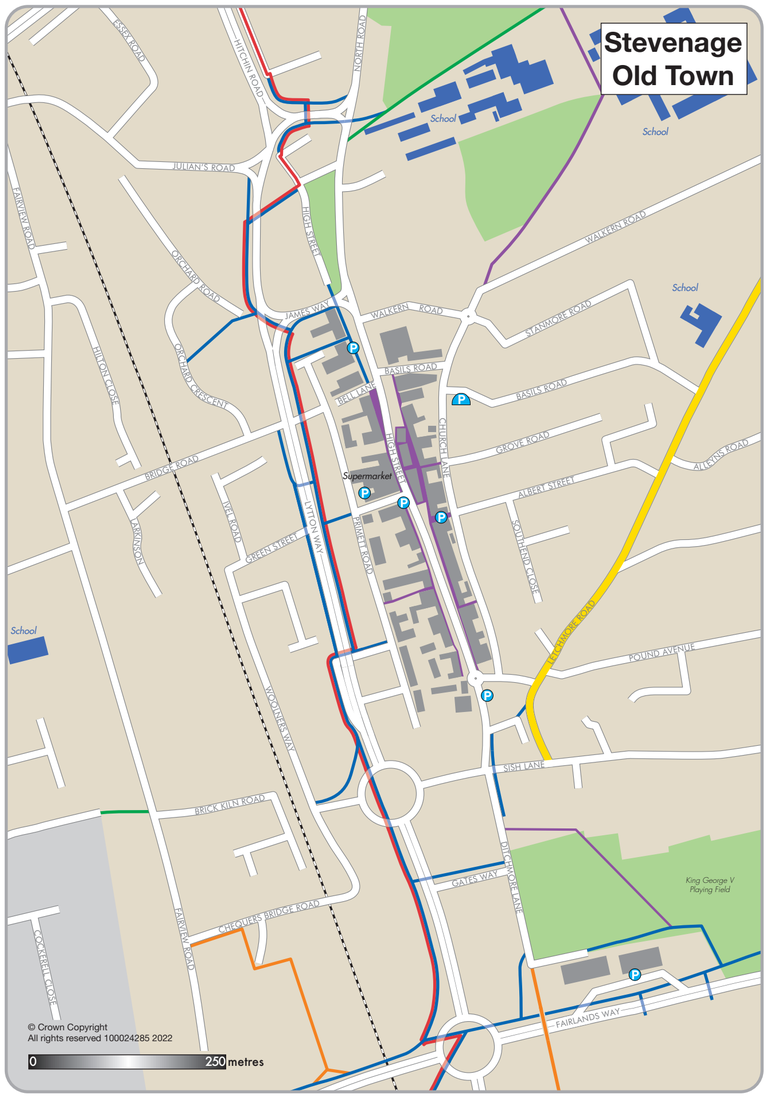
# Stevenage Cycle Map

- Traffic-free scenic cycle route
- Cycleway system
- Shared use routes (mopeds prohibited)
- Bridleways (can be used by cyclists)
- Great North Cycleway Route 12
- On road route
- Useful road link for cyclists
- Underpass
- Pedestrian route
- Toucan crossings
- Recommended tea stops
- Cycle Parking
- Cycle Hangar
- Cycle Shop
- Cycling UK meeting point
- Stevenage Cycling Hub
- Childrens Centre

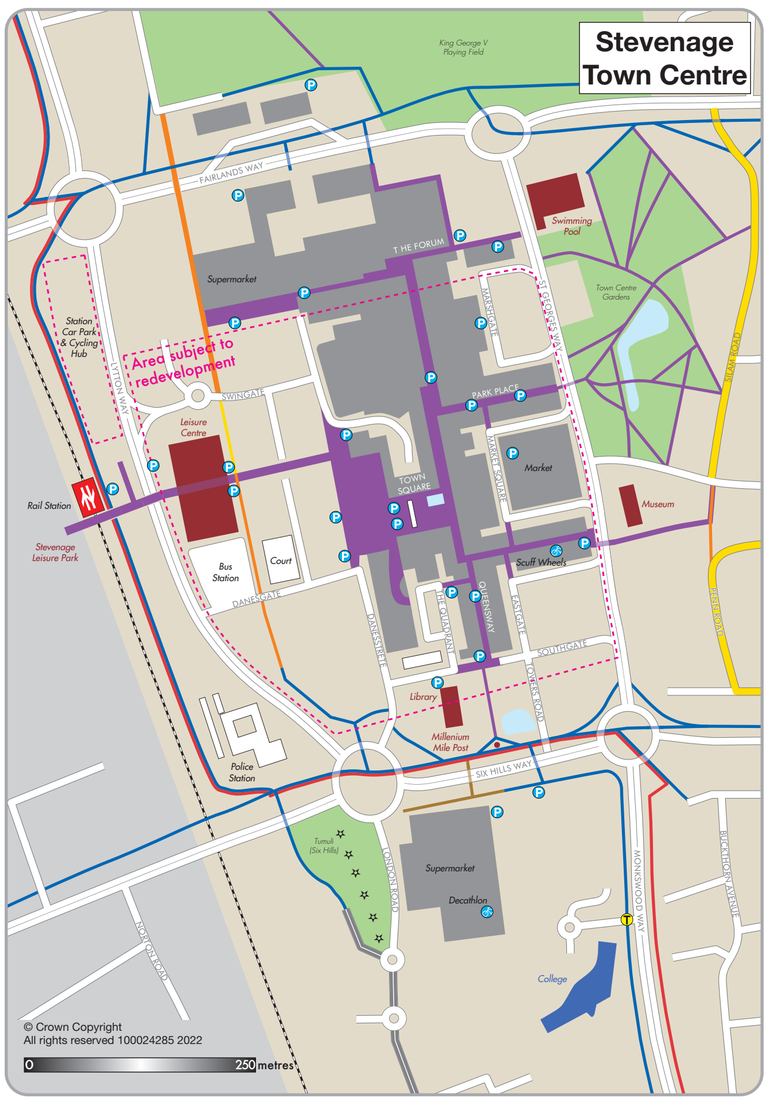
- Rural area
- Open space
- Woods
- Built up area
- Industrial area
- Neighbourhood Centre
- Place of interest
- Selected stores
- School
- Hospital
- Inset map

Digital Cartography by Pindar Creative
www.pindarcreative.co.uk

## Stevenage Old Town




## Stevenage Town Centre







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# Appendix G

## Accessibility Audit Walking and Cycling Routes Possible Improvements Drawing

Woods Hardwick

Architecture | Engineering | Planning | Surveying

Widening of footway along Mendip Way

Upgrade crossing to the zebra crossing

Replace the existing coloured carriageway surfacing and road markings

Possible Lighting improvements along the route

Remove the overgrown vegetation

Widening of footway could be provided

Widening and resurfacing of the existing bridleway

Provide additional signage

Provide benches along the route

Possible Lighting improvements

Provide raised kerb for the bus stop

W1.0

W2.1

W2.2

W2.0

NOTES

1. Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.

2. All plans and drawings are drawn true to stated scales and can be used for the purpose of planning only. Responsibility is not accepted for errors made by others in scaling from this drawing.

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4. Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to approval being given it is entirely at their own risk.

SAFETY, HEALTH AND ENVIRONMENTAL

There are no exceptional risks associated with these works. Refer to the designers risk assessment for the full assessment of risks.

KEY

- Application Site
- Public Right of Way - Foopath
- Accessibility Audit Walking Route 1.0 (WRAT)
- Walking Route 1 Possible widening location
- Accessibility Audit Walking Route 2.0 (WRAT)
- Accessibility Audit Walking Route 2.1 (WRAT)
- Accessibility Audit Walking Route 2.2 (WRAT)
- Walking Route 2 Possible widening location
- Bus Stop
- School
- Nursery / Pre-School
- Employment Centres
- Community Halls
- Pharmacy
- GP Surgery
- Convenience Shop
- Cafe / Pub / Restaurant
- Park / Outdoor space
- Places of Worship

| REV | DESCRIPTION | DRN | CHD | DATE |
|---|---|---|---|---|
| D | Updated to suit LHA comments | IK | GBR | 31/03/2025 |
| C | Updated to suit latest proposals | IK | GBR | 13/02/2025 |
| B | Updated to suit LHA comments | IK | GBR | 14/11/2024 |
| A | Updated to suit LHA comments | IK | GBR | 06/11/2024 |

PRELIMINARY ☐ INFORMATION ☐ TENDER

CONSTRUCTION ☐ AS BUILT

| | | | |
|---|---|---|---|
| SCALE | 1:5000 @ A2 | DATE | October 2024 |
| DRAWN | IK | CHK | GBR |
| DRAWING NO. | 19244-ASHB-5-121 | REV | D |

TITLE: LAND NORTH EAST OF GREAT ASHBY STEVENAGE

DETAILS: ACCESSIBILITY AUDIT WALKING ROUTES POSSIBLE IMPROVEMENTS


Woods Hardwick

Architecture | Engineering | Planning | Surveying

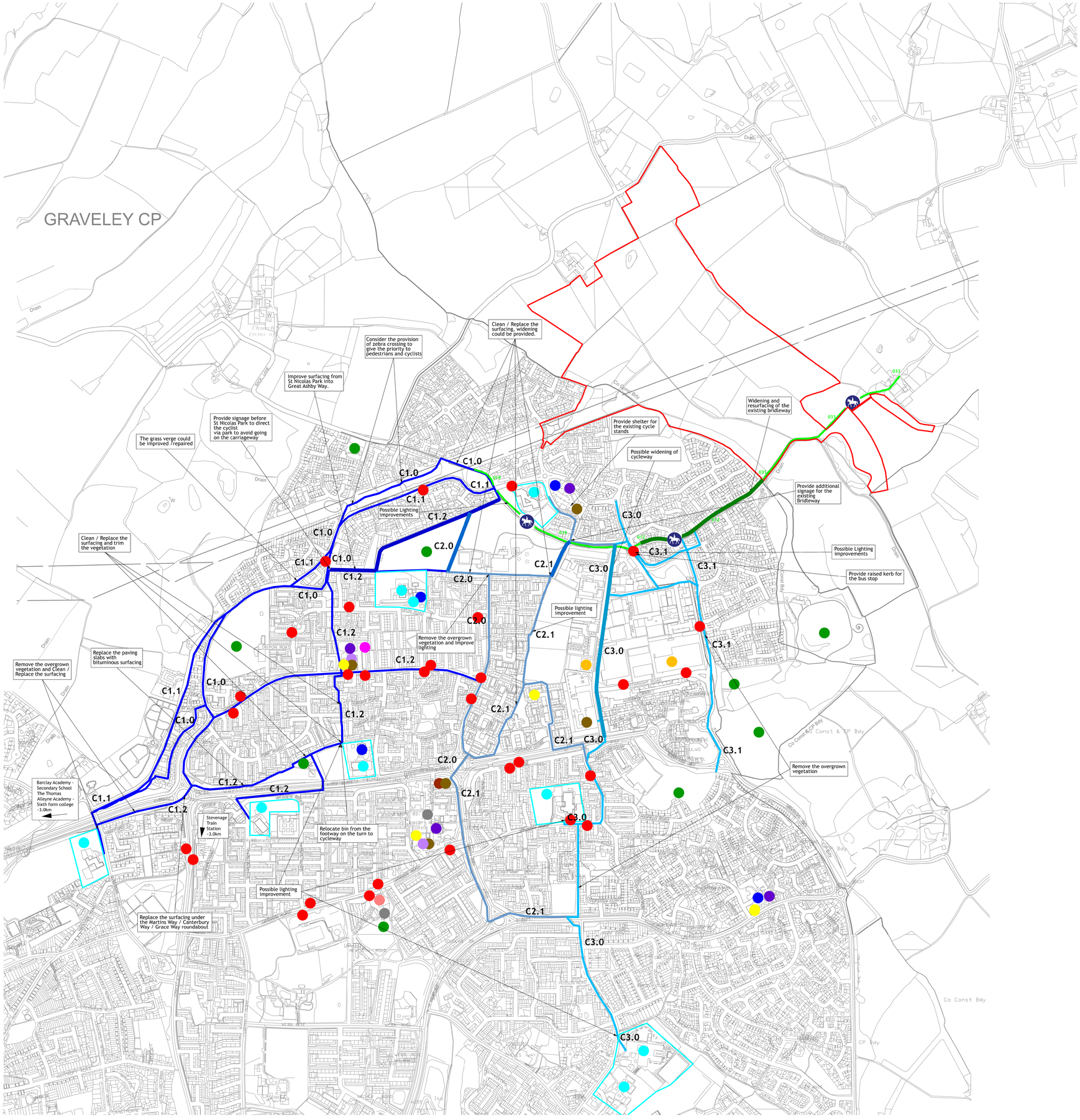
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0 40 80 120 200 400 600 800

NOTES

1. Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.

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4. Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to approval being given it is entirely at their own risk.

SAFETY, HEALTH AND ENVIRONMENTAL

There are no exceptional risks associated with these works. Refer to the designers risk assessment for the full assessment of risks.

KEY

- Application Site
- Bridleway
- Bridleway Possible mitigation location
- C1.0 Accessibility Audit Cycling Route 1.0 (LTN 1/20)
- C1.1 Accessibility Audit Cycling Route 1.1 (LTN 1/20)
- C1.2 Accessibility Audit Cycling Route 1.2 (LTN 1/20)
- Cycling Route 1 Possible mitigation location
- C2.0 Accessibility Audit Cycling Route 2.0 (LTN 1/20)
- C2.1 Accessibility Audit Cycling Route 2.1 (LTN 1/20)
- Cycling Route 2 Possible mitigation location
- C3.0 Accessibility Audit Cycling Route 3.0 (LTN 1/20)
- C3.1 Accessibility Audit Cycling Route 3.1 (LTN 1/20)
- Cycling Route 3 Possible mitigation location
- Bus Stop
- School
- Nursery / Pre-School
- Employment Centres
- Community Halls
- Pharmacy
- GP Surgery
- Convenience Shop
- Cafe / Pub / Restaurant
- Park / Outdoor space
- Places of Worship

| REV | DESCRIPTION | DRN | CHD | DATE |
|---|---|---|---|---|
| C | Updated to suit latest proposals | IK | GBR | 13/02/2025 |
| B | Updated to suit LHA comments | IK | GBR | 14/11/2024 |
| A | Updated to suit LHA comments | IK | GBR | 06/11/2024 |

☒ PRELIMINARY ☐ INFORMATION ☐ TENDER
☐ CONSTRUCTION ☐ AS BUILT

| | | | |
|---|---|---|---|
| SCALE | 1:5000 @ A0 | DATE | October 2024 |
| DRAWN | IK | CHK | GBR |
| DRAWING NO. | 19244-ASHB-5-122 | REV | C |

TITLE: LAND NORTH EAST OF GREAT ASHBY STEVENAGE

DETAILS: ACCESSIBILITY AUDIT CYCLE ROUTES POSSIBLE IMPROVEMENTS


Woods Hardwick
Architecture | Engineering | Planning | Surveying

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# Appendix H

## Hertfordshire County Council Accident Data

# Great Ashby Stevenge

**Legend**

**Collisions by Severity**
**1 Apr 2018 to 31 Mar 2023**

- Fatal
- Serious
- Slight
- Selection Boundary

Hertfordshire

N
W E
S

2020-410997278
2021-411068400
2021-411091002
2018-410344594
2021-411105022
2021-411102943
2020-410977824
2019-410849493
2019-410864127
2020-411001084
2019-410826562
2022-411170123
2021-411107192
2022-411221799
2021-411106483
2018-410802174
2018-410314368
2023-411271363
2018-410326870
2022-411200673
2019-410816542
2021-411012007
2018-410811329
2019-410841886
2021-411027642
2022-411203135
2018-410344662
2019-410864406
2019-410901363
2022-411228572
2018-410300459
2021-411035052
2022-411233108
2022-411212836
2020-411005098
2020-410938688
2019-410911541
2019-410833654
2022-411240313
2019-410808930
2020-410999007
2022-411185159
2020-410938880
2021-411068172

| Ref: 26311 | | | |
|---|---|---|---|
| | Prepared | Checked | Approved |
| Initials | AN | AN | |
| Date | 27/07/2023 | 27/07/2023 | |

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# *Full Confidential Accident Report*

**Date Produced:** *26-Jul-23*

**Set Name (if saved) :** 26311 **Set Total :** 44

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2023-411271363 | **1st / 2nd Rd:** | 7U57/15 7U364/1 | **Jun Detail:** | T | **Weather:** | Rain | **Num Cas:** | 3 |
| **Day of Week:** | Wed | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** | 11/01/2023 18:37:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Nperfbrg |
| U57 Canterbury Way Stevenage J/w U364 York Road | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V2 Trav West On Canterbury Way Has Collided With V1 Trav East & Turning Right Into York Road Across Path V2

**Easting:** 524879 **Northing:** 226614

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | | Flookdri | | | | |
| V 1 | B | Reckdriv | | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2023-411271363 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 31 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornind | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2023-411271363 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 56 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Male | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2023-411271363 | **Cas Class:** | Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 5 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 3 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 159019 | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 31 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Veh Type:** | Car | **Junction:** | Lmain | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 56 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411240313 | **1st / 2nd Rd:** A1072/1 7U131/2 | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 2 |
| **Day of Week:** Sun | **Parish:** | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** 30/10/2022 22:10:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** Slight | **Speed Limit:** 40mph | **C/way Hazard:** | None | **C/way Type:** | R/bout | **Ped Xing:** | Nperfbrg |
| A1072 Martins Way Stevenage Rbt J/w U131 Grace Way | | | | | | **On Site:** | No-self |

V1 Car Trav West (assumed) Has Lost Control On Rbt & Collided With Central Concrete Reservation Of Rbt

**Easting:** 524409 **Northing:** 226133

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411240313 | **Cas Class:** | Passenge | **Car Passenger:** | Frontsea | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 18 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2022-411240313 | **Cas Class:** | Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 19 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158619 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | 21 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Ctrr/bt | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411228572 | **1st / 2nd Rd:** | 7U57/5 A1072/1 | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Mon | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 12/09/2022 08:52:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Nperfbrg |
| U57 Canterbury Way Stevenage J/w A1072 Martins Way Rbt | | | | | | | | **On Site:** | Yes |

Both Vs Cars Trav South On Canterbury Way. V2 Waiting To Enter Rbt & V2 Has Collided With Rear V1

**Easting:** 524426 **Northing:** 226205

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | B | | | Stopping | | | |
| V 2 | A | Tooclose | Flookdri | | | | |
| V 2 | B | | | | Misspeed | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411228572 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 44 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158347 | **Maneouvre:** | Waitahea | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notreq | **Driver Age:** | 44 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notreq | **Driver Age:** | 76 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411233108 | **1st / 2nd Rd:** A1072/1 A1072/1 | **Jun Detail:** | R/bout | **Weather:** | Rain | **Num Cas:** | 1 |
| **Day of Week:** Tue | **Parish:** | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** 06/09/2022 16:51:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 1 |
| **Acc Severity:** Slight | **Speed Limit:** 40mph | **C/way Hazard:** | None | **C/way Type:** | R/bout | **Ped Xing:** | Nperfbrg |
| A602 Canterbury Way/grace Way Rbt Stevenage J/w A602 Martins Way | | | | | | **On Site:** | Yes |

V1 Lgv Trav East On Rbt Intending To Leave Onto Martins Way Has Skidded Due To Wet Conditions Causing V1 To Lose Control & Leave C/way O/s Colliding With Rbt Exit Central Reservation

**Easting:** 524459 **Northing:** 226175

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Slipweat | | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411233108 | **Cas Class:** Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** 1 | **Cas Age:** 33 | **PSV Passenger:** | No | **Road User Class:** | Goods Vehicles | **Ped Location:** | Notped |
| **Cas Ref:** 1 | **Cas Gender:** Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158477 | **Maneouvre:** | Ahead | **Skiding:** | Skidded | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 33 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Gdltwght | **Junction:** | Lr/about | **Object off Cway** | Otherobj | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | Offside | **J Purpose:** | Work | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411212836 | **1st / 2nd Rd:** | A1072/1 A1072/1 | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Wed | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 03/08/2022 12:05:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 40mph | **C/way Hazard:** | None | **C/way Type:** | Dual | **Ped Xing:** | Nperfbrg |
| A1072 Martins Way Stevenage J/w A1072 Canterbury Way/grace Way Rbt | | | | | | | | **On Site:** | No |

Both Vs Trav East On Martins Way. V1 Taxi Waiting To Enter Rbt & V2 Car (assumed) Has Collided With Rear V1. V2 Fts

**Easting:** 524371 **Northing:** 226168

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 2 | A | | Tooclose | Misspeed | | | |
| V 2 | B | Badbrake | | | Reckdriv | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411212836 | **Cas Class:** | Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 35 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158206 | **Maneouvre:** | Waitahea | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Taxi | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411200673 | **1st / 2nd Rd:** | C18/50 | 7U626/1 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Mon | **Parish:** | | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 20/06/2022 17:26:00 | **District:** | Stevenag | | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Serious | **Speed Limit:** | 60mph | | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| C18 Weston Road Stevenage J/w U626 St Albans Link | | | | | | | | | **On Site:** | Yes |

V2 P/c Trav South On Weston Road Has Collided With N/s V1 Car Trav North & Turning Right Into St Albans Link Across Path V2

**Easting:** 524398 **Northing:** 226491

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | | | | Tooclose | Poorturn | |
| V 1 | B | Flookdri | Sun | | | | |
| V 2 | B | | | Misspeed | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411200673 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Serious | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 25 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158030 | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Notreq | **Driver Age:** | 43 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Lmain | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notap | **Driver Age:** | 25 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Middle | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Serious | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411203135 | **1st / 2nd Rd:** | 7U105/1 7U385/2 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sun | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 12/06/2022 10:05:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U105 Ely Close Stevenage J/w U385 Martins Way | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V1 Trav South On Ely Close Waiting At Jct. V2 Trav West On Martins Way Has Turned Right Into Ely Close & Collided With V1. V2 Fts

**Easting:** 525787 **Northing:** 226343

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411203135 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 46 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158071 | **Maneouvre:** | Waitahea | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notreq | **Driver Age:** | 46 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Lmain | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411221799 | **1st / 2nd Rd:** | 7U57/15 7U57/50 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Thu | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 02/06/2022 07:12:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Serious | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U57 Canterbury Way Stevenage J/w U57 Canterbury Way | | | | | | | | **On Site:** | Yes |

V1 M/c 125cc Trav Sw On Canterbury Way Approaching Jct When V2 Has Entered Main C/way Turning Left Across Path V1 Causing V1 To Swerve, Leave C/way O/s Colliding With A Lamp Post. No Contact Between Vs

**Easting:** 524726 **Northing:** 226580

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | B | | | | | | Swerved |
| V 2 | A | Flookdri | Poorturn | | Reckdriv | | |
| V 2 | B | | | Poorindi | | Juncrest | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411221799 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Serious | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 20 | **PSV Passenger:** | No | **Road User Class:** | Motorcyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158382 | **Maneouvre:** | Ahead | **Skiding:** | Skidded | **Impact Point:** | None | **Driver Breath Test:** | Ntprov | **Driver Age:** | 20 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Kerb | **From:** | Ne | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Mc<=125 | **Junction:** | Middle | **Object off Cway** | Lamppost | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | Offside | **J Purpose:** | Work | **Driver Severity:** | Serious | | |
| **Acc Ref:** | | **Maneouvre:** | Turnleft | **Skiding:** | None | **Impact Point:** | None | **Driver Breath Test:** | Negati | **Driver Age:** | 59 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Se | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411185159 | **1st / 2nd Rd:** 7U131/2 A1072/1 | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** Fri | **Parish:** | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** 13/05/2022 17:19:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** | None | **C/way Type:** | Dual | **Ped Xing:** | Nperfbrg |
| U131 Grace Way Stevenage J/w A1072 Martins Way Rbt | | | | | | **On Site:** | Yes |

Both Vs Cars Trav North On Grace Way. V1 Waiting To Enter Rbt & V2 Has Collided With Rear V1. Driver V2 Using Mobile Phone

**Easting:** 524410 **Northing:** 226118

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 2 | A | Flookdri | Mobileph | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411185159 | **Cas Class:** Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** 1 | **Cas Age:** 41 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** 1 | **Cas Gender:** Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 157804 | **Maneouvre:** | Waitahea | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notreq | **Driver Age:** | 41 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Starting | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notreq | **Driver Age:** | 46 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411170123 | **1st / 2nd Rd:** 7U257/1 7U57/15 | **Jun Detail:** T | **Weather:** Other | **Num Cas:** 2 |
| **Day of Week:** Fri | **Parish:** | **Jun Control:** Giveway | **Light:** Day | **Num Peds:** 1 |
| **Date:** 04/03/2022 16:05:00 | **District:** Stevenag | **Spec Conditions:** None | **Road Surface:** Wet | **Num Vehicles:** 1 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** None | **C/way Type:** Single | **Ped Xing:** Npernox |
| U257 Pilgrims Way Stevenage Approx 15m North J/w U57 Canterbury Way | | | | **On Site:** Yes |

V1 Car Trav South On Pilgrims Way Has Collided With Child Ped Who Stepped Into C/way From V1 N/s Trav East

**Easting:** 525529 **Northing:** 226600

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| C 2 | A | | Flookped | Reckped | Misveped | | |
| V 1 | B | Slipweat | | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411170123 | **Cas Class:** Driver | **Car Passenger:** No | **Cas Severity:** Slight | **Ped Movement:** Notped |
| **Veh Ref:** 1 | **Cas Age:** 39 | **PSV Passenger:** No | **Road User Class:** Car Users | **Ped Location:** Notped |
| **Cas Ref:** 1 | **Cas Gender:** Male | **Seat Belt:** Wornnot | **School Pupil:** | **Ped Work on Rd:** Notped |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411170123 | **Cas Class:** Pedestri | **Car Passenger:** No | **Cas Severity:** Slight | **Ped Movement:** Xnrside |
| **Veh Ref:** 1 | **Cas Age:** 11 | **PSV Passenger:** No | **Road User Class:** Pedestrians | **Ped Location:** Elsewher |
| **Cas Ref:** 2 | **Cas Gender:** Female | **Seat Belt:** Notapp | **School Pupil:** | **Ped Work on Rd:** Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 157593 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 39 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2021-411106483 | **1st / 2nd Rd:** 7U57/15 7U364/1 | **Jun Detail:** | T | **Weather:** | Rain | **Num Cas:** | 1 |
| **Day of Week:** Fri | **Parish:** | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** 29/10/2021 13:15:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Nperfbrg |
| U57 Canterbury Way Stevenage J/w U364 York Road | | | | | | **On Site:** | Yes |

V2 Car Trav North On York Road Has Turned Right Onto Canterbury Way Acrosss Path V1 M/c 125cc Trav East Causing V2 To Skid & Rider To Fall

**Easting:** 524877 **Northing:** 226617

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Slipweat | | | | | |
| V 1 | B | | | Stopping | Swerved | | |
| V 2 | B | | Misspeed | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2021-411106483 | **Cas Class:** Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** 1 | **Cas Age:** 17 | **PSV Passenger:** | No | **Road User Class:** | Motorcyclists | **Ped Location:** | Notped |
| **Cas Ref:** 1 | **Cas Gender:** Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156740 | **Maneouvre:** | Ahead | **Skiding:** | Skidovtu | **Impact Point:** | None | **Driver Breath Test:** | Notreq | **Driver Age:** | 17 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Mc<=125 | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | None | **Driver Breath Test:** | Negati | **Driver Age:** | 33 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Exit | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411105022 | **1st / 2nd Rd:** | 5U1536/ 5U1635/ | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Mon | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 25/10/2021 18:30:00 | **District:** | NHerts | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 20mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U1536 Whitehorse Lane Great Ashby Approx 290m South J/w U1635 Knott Close | | | | | | | | **On Site:** | No-self |

Both Vs Cars. V1 Trav South On Whitehorse Lane When Driver Suffered Medical Episode & Collided With N/s V2 Parked To O/s

**Easting:** 525860 **Northing:** 227124

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411105022 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156735 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Parked | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Exit | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Parked | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | P | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Exit | **Object off Cway** | None | **To:** | P | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411102943 | **1st / 2nd Rd:** | 7U273/1 NONE | **Jun Detail:** | Notjunct | **Weather:** | Fine | **Num Cas:** | 2 |
| **Day of Week:** | Thu | **Parish:** | | **Jun Control:** | Notjunct | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 21/10/2021 09:00:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 20mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U273 Ripon Road Stevenage O/s The Leys School & Approx 25m West J/w U273 Ripon Road | | | | | | | | **On Site:** | No |

Both Vs Cars. V1 Trav East On Ripon Road Has Pulled Into N/s To Park & Collided With Rear V2 Already Parked. V1 Fts

**Easting:** 525190 **Northing:** 226857

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411102943 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 50 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2021-411102943 | **Cas Class:** | Passenge | **Car Passenger:** | Frontsea | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 29 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156763 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | 31 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Parked | **From:** | W | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrosch | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Parked | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notcon | **Driver Age:** | 50 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | P | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | P | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411107192 | **1st / 2nd Rd:** | 7U257/1 7U57/15 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 2 |
| **Day of Week:** | Tue | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 12/10/2021 08:30:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U257 Pilgrims Way Stevenage J/w U57 Canterbury Way | | | | | | | | **On Site:** | Yes |

V2 Car Trav Ne On Pilgrims Way Overtaking Stationary Bus Has Been Hit To N/s By V1 Minibus Turning Right Out Of Canterbury Way To V2 N/s

**Easting:** 525521 **Northing:** 226590

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411107192 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 29 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2021-411107192 | **Cas Class:** | Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 3 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Male | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156764 | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 67 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Nw | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Minibus | **Junction:** | Emain | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrosch | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Otakesta | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Negati | **Driver Age:** | 29 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Sw | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | Ne | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrosch | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411068400 | **1st / 2nd Rd:** | 5U1453/ 5U1479/ | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Mon | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 14/06/2021 06:50:00 | **District:** | NHerts | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U1453 Great Ashby Way Stevenage Oo/s No 74 & Approx 15m East J/w U1479 The Beacons | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V1 Trav East On Great Ashby Wayat Speed Has Collided With Rear V2 Parked To N/s. Driver V1 Blinded By Sun

**Easting:** 525677 **Northing:** 227336

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Toofast | | Flookdri | Sun | | Distrcin |
| V 1 | B | | Speeding | | | Reckdriv | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411068400 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 28 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156330 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 28 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Parked | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Exit | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Parked | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notcon | **Driver Age:** | 47 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | P | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Exit | **Object off Cway** | None | **To:** | P | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411091002 | **1st / 2nd Rd:** | 5U1453/ NONE | **Jun Detail:** | Notjunct | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sat | **Parish:** | | **Jun Control:** | Notjunct | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** | 12/06/2021 03:32:00 | **District:** | NHerts | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 3 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |

U1453 Great Ashby Way Great Ashbyo/s No 77 & Approx 30m West J/w U1479 The Beacons **On Site:** Yes

All Vs Cars. V1 Trav East On Great Ashby Way At Speed Has Collided With Rear V2 Parked To N/s Causing V1 To Spin Into Opposite Side Of C/way

**Easting:** 525631 **Northing:** 227324

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Reckdriv | | Flookdri | | | |
| V 1 | B | | Speeding | | Lostcont | Toofast | Fatigue |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411091002 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 21 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156542 | **Maneouvre:** | Ahead | **Skiding:** | Skidded | **Impact Point:** | Nearside | **Driver Breath Test:** | Negati | **Driver Age:** | 21 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Parked | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Parked | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notcon | **Driver Age:** | 46 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | P | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | P | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | | **Maneouvre:** | Parked | **Skiding:** | None | **Impact Point:** | None | **Driver Breath Test:** | Notcon | **Driver Age:** | 51 |
| **Veh Ref:** | 3 | **Location:** | Carw | **Object in Cway:** | None | **From:** | P | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | P | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411068172 | **1st / 2nd Rd:** | A1072/1 A1072/1 | **Jun Detail:** | R/bout | **Weather:** | Rain | **Num Cas:** | 3 |
| **Day of Week:** | Fri | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 28/05/2021 14:41:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 40mph | **C/way Hazard:** | None | **C/way Type:** | Dual | **Ped Xing:** | Nperfbrg |
| A1072 Martins Waystevenage J/w A1072 Grace Way Rbt | | | | | | | | **On Site:** | Yes |

Both Vs Cars Trav West On Martins Way. V1 Waiting To Enter Rbt & V2 Has Collided With Rear V1

**Easting:** 524463 **Northing:** 226151

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 2 | A | Misspeed | Flookdri | | | | |
| V 2 | B | | | Slipweat | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411068172 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 31 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2021-411068172 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 59 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2021-411068172 | **Cas Class:** | Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 3 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156277 | **Maneouvre:** | Waitahea | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notreq | **Driver Age:** | 31 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 59 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411035052 | **1st / 2nd Rd:** | A1072/1 7U94/10 | **Jun Detail:** | T | **Weather:** | Rain | **Num Cas:** | 1 |
| **Day of Week:** | Thu | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 25/03/2021 16:28:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 40mph | **C/way Hazard:** | None | **C/way Type:** | Dual | **Ped Xing:** | Npernox |
| A1072 Martins Way Stevenage J/w U94 Durham Road | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V1 Trav South On Durham Road Has Turned Left Onto Martins Way & Collided With V2 Trav East Across Jct Causing V2 To Leave C/way O/s & Overturn

**Easting:** 525151 **Northing:** 226230

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | B | Flookdri | Misspeed | Dissign | Poorturn | Reckdriv | Swerved |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411035052 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 49 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155848 | **Maneouvre:** | Turnleft | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 59 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | Skidovtu | **Impact Point:** | Front | **Driver Breath Test:** | Ntprov | **Driver Age:** | 49 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | Offside | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411027642 | **1st / 2nd Rd:** | 7U257/1 7U311/1 | **Jun Detail:** | T | **Weather:** | Rain | **Num Cas:** | 2 |
| **Day of Week:** | Wed | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** | 17/02/2021 18:30:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U257 Pilgrims Way Stevenage J/w U311 Southwark Close | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V1 Trav Sw On Pilgrims Way Has Swerved To Avoid V2 Turning Right Out Of Southwark Close To V1 N/s Across Path V1 But Has Collided With F/o/s V2

**Easting:** 525511 **Northing:** 226563

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Speeding | | | | | |
| V 2 | A | | Juncrest | Misspeed | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411027642 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 27 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2021-411027642 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 36 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155728 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 27 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Ne | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notreq | **Driver Age:** | 36 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Se | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | Ne | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411012007 | **1st / 2nd Rd:** | 7U57/15 7U57/22 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sun | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 03/01/2021 12:05:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Nperfbrg |
| U57 Canterbury Way Stevenage J/w U57 Canterbury Way | | | | | | | | **On Site:** | Yes |

Both Vs Cars Trav West On Canterbury Way. V1 Waiting To Turn Right Into Canterbury Way & V2 Has Collided With Rear V1

**Easting:** 525391 **Northing:** 226630

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 2 | A | Flookdri | Misspeed | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411012007 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 58 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155379 | **Maneouvre:** | Waitrigh | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Negati | **Driver Age:** | 33 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 58 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-410999007 | **1st / 2nd Rd:** | A1072/1 7U171/1 | **Jun Detail:** | Other | **Weather:** | Unknown | **Num Cas:** | 2 |
| **Day of Week:** | Fri | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Darkunkn | **Num Peds:** | 1 |
| **Date:** | 13/11/2020 16:52:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** | Fatal | **Speed Limit:** | 20mph | **C/way Hazard:** | None | **C/way Type:** | Dual | **Ped Xing:** | Npernox |

A1072 Martins Way Stevenage Cycleway Adjacent To U171 Jessop Road J/w Underpass Approx 90m West J/w U536 Bradman Way **On Site:** No

V1 P/c Trav East On Cycleway, Ped Trav South From Underpass Across Cycleway. V1 Has Collided With Ped Causing Ped To Fall

**Easting:** 525252 **Northing:** 226216

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-410999007 | **Cas Class:** | Pedestri | **Car Passenger:** | No | **Cas Severity:** | Fatal | **Ped Movement:** | Unknown |
| **Veh Ref:** | 1 | **Cas Age:** | 72 | **PSV Passenger:** | No | **Road User Class:** | Pedestrians | **Ped Location:** | Elsewher |
| **Cas Ref:** | 2 | **Cas Gender:** | Female | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notapp |
| **Acc Ref:** | 2020-410999007 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Serious | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 60 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 3 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155261 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notap | **Driver Age:** | 60 |
| **Veh Ref:** | 1 | **Location:** | Cycw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Middle | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Serious | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-411001084 | **1st / 2nd Rd:** | 7U257/1 NONE | **Jun Detail:** | Notjunct | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Fri | **Parish:** | | **Jun Control:** | Notjunct | **Light:** | Day | **Num Peds:** | 1 |
| **Date:** | 06/11/2020 08:30:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |

U257 Pilgrims Way Stevenage Approx 30m South J/w U108 Exeter Close — **On Site:** No

V1 Car Trav North On Pilgrims Way Has Collided With Ped Crossing C/way From V1 N/s From Between Stationary Vehs Trav East

**Easting:** 525543 **Northing:** 226668

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| C 1 | A | Maskpedx | Flookped | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-411001084 | **Cas Class:** | Pedestri | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Xnrmask |
| **Veh Ref:** | 1 | **Cas Age:** | 9 | **PSV Passenger:** | No | **Road User Class:** | Pedestrians | **Ped Location:** | Elsewher |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155262 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | 36 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2020-410997278 | **1st / 2nd Rd:** 7U809/1 7U808/1 | **Jun Detail:** T | **Weather:** Fine | **Num Cas:** 1 |
| **Day of Week:** Thu | **Parish:** | **Jun Control:** Giveway | **Light:** Day | **Num Peds:** 0 |
| **Date:** 15/10/2020 08:27:00 | **District:** Stevenag | **Spec Conditions:** None | **Road Surface:** Wet | **Num Vehicles:** 2 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** None | **C/way Type:** Single | **Ped Xing:** Npernox |
| U809 Windrush Close Stevenage Aprox 10m Ne J/w U808 Bray Drive | | | | **On Site:** Yes |

V2 P/c Trav Se On Footway Has Crossed Windrush Road & Collided With O/s V1 Car Trav Sw Causing Rider V2 Tyo Fall

**Easting:** 525224 **Northing:** 227345

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | B | Slipweat | | | | | |
| V 2 | A | | | Slipweat | Badbrake | Cycenter | |
| V 2 | B | | Badrdlay | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2020-410997278 | **Cas Class:** Driver | **Car Passenger:** No | **Cas Severity:** Slight | **Ped Movement:** Notped |
| **Veh Ref:** 2 | **Cas Age:** 17 | **PSV Passenger:** No | **Road User Class:** Cyclists | **Ped Location:** Notped |
| **Cas Ref:** 1 | **Cas Gender:** Female | **Seat Belt:** Notapp | **School Pupil:** | **Ped Work on Rd:** Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155314 | **Maneouvre:** | Stopping | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Notreq | **Driver Age:** | 18 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Ne | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | Skidded | **Impact Point:** | Front | **Driver Breath Test:** | Notap | **Driver Age:** | 17 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Nw | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Emain | **Object off Cway** | None | **To:** | Se | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Ridesch | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-411005098 | **1st / 2nd Rd:** | A1072/1 NONE | **Jun Detail:** | Notjunct | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sat | **Parish:** | | **Jun Control:** | Notjunct | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 10/10/2020 10:48:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 40mph | **C/way Hazard:** | None | **C/way Type:** | Dual | **Ped Xing:** | Nperfbrg |
| A1072 Martins Way Stevenage Approx 70m East J/w A1072 Grace Way Rbt | | | | | | | | **On Site:** | Yes |

Both Vs Cars Trav West On Martins Way. V2 Has Changed Lane To Right Across Path V1 & V1 Has Collided With Rear V2

**Easting:** 524522 **Northing:** 226174

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 2 | A | Poorindi | Flookdri | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-411005098 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 25 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155412 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 25 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Chglnrig | **Skiding:** | Skidded | **Impact Point:** | Back | **Driver Breath Test:** | Negati | **Driver Age:** | 27 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-410977824 | **1st / 2nd Rd:** | 7U639/1 7U628/1 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sat | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 22/08/2020 14:45:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U639 Great Ashby Way Stevenage J/w U628 St Andrews Drive | | | | | | | | **On Site:** | Yes |

Both Vs Trav Sw On Great Ashby Way. V1 Car Begins To Overtake V2 P/c At The Same Time V2 Begins To Turn Right Into St Andrews Drive & Vs Have Collided Causing Rider V2 To Fall

**Easting:** 524599 **Northing:** 226867

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | B | Reckdriv | Aggsdriv | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-410977824 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 53 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 154915 | **Maneouvre:** | Otakemov | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 58 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Ne | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notap | **Driver Age:** | 53 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Ne | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Lmain | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2020-410938688 | **1st / 2nd Rd:** A1072/1 7U385/1 | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 2 |
| **Day of Week:** Tue | **Parish:** | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** 25/02/2020 18:23:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 3 |
| **Acc Severity:** Slight | **Speed Limit:** 40mph | **C/way Hazard:** | None | **C/way Type:** | R/bout | **Ped Xing:** | Nperfbrg |
| A1072 Verity Way Rbt Stevenage J/w U385 Martins Way | | | | | | **On Site:** | Yes |

All Vs Cars Trav South On Verity Way Rbt, Heavy Traffic Due To Broken Down Veh. V1 Stopped, V2 Stopping & V3 Has Collided With Rear V2 Pushing V2 Into Rear V1

**Easting:** 525472 **Northing:** 226260

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 2 | B | | | | Flookdri | | |
| V 3 | A | Tooclose | | | | | |
| V 3 | B | | Newdrivr | Toofast | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-410938688 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 3 | **Cas Age:** | 18 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2020-410938688 | **Cas Class:** | Passenge | **Car Passenger:** | Frontsea | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 19 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Male | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 154190 | **Maneouvre:** | Waitahea | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notreq | **Driver Age:** | 35 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | | **Maneouvre:** | Stopping | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Negati | **Driver Age:** | 20 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | None | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 18 |
| **Veh Ref:** | 3 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2020-410938880 | **1st / 2nd Rd:** 7U356/1 7U356/1 | **Jun Detail:** T | **Weather:** Fine | **Num Cas:** 1 |
| **Day of Week:** Tue | **Parish:** | **Jun Control:** Giveway | **Light:** Darklit | **Num Peds:** 1 |
| **Date:** 21/01/2020 17:25:00 | **District:** Stevenag | **Spec Conditions:** None | **Road Surface:** Dry | **Num Vehicles:** 1 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** None | **C/way Type:** Single | **Ped Xing:** Nperfbrg |
| U356 Wisden Road Stevenage Opposite J/w U356 Wisden Road & Approx 65m Se J/w A1072 Martins Way | | | | **On Site:** No |

V1 M/c 125cc Trav Nw On Wisden Road Has Mounted Footway & Collided With Ped Also Trav Nw. V1 Fts

**Easting:** 524630 **Northing:** 226119

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Vehpavem | | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2020-410938880 | **Cas Class:** Pedestri | **Car Passenger:** No | **Cas Severity:** Slight | **Ped Movement:** Unknown |
| **Veh Ref:** 1 | **Cas Age:** 19 | **PSV Passenger:** No | **Road User Class:** Pedestrians | **Ped Location:** Footway |
| **Cas Ref:** 1 | **Cas Gender:** Female | **Seat Belt:** Notapp | **School Pupil:** | **Ped Work on Rd:** Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 154191 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Fway | **Object in Cway:** | None | **From:** | Se | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Mc<=125 | **Junction:** | Approach | **Object off Cway** | None | **To:** | Nw | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410911541 | **1st / 2nd Rd:** | 7U9/10 | 7U9/60 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Mon | **Parish:** | | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 02/12/2019 08:15:00 | **District:** | Stevenag | | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U9 Ascot Crescent Stevenage J/w U9 Ascot Crescent | | | | | | | | | **On Site:** | No |

V1 P/c Trav South On Ascot Cresent Has Been Hit To N/s By V2 Car Pulling Out Of Ascot Crescent To V2 N/s. V2 Fts

**Easting:** 525913 **Northing:** 226292

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410911541 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 14 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 153797 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Notap | **Driver Age:** | 14 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Middle | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2019-410901363 | **1st / 2nd Rd:** A1072/1 7U57/5 | **Jun Detail:** | R/bout | **Weather:** | Rain | **Num Cas:** | 1 |
| **Day of Week:** Wed | **Parish:** | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** 06/11/2019 02:14:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 1 |
| **Acc Severity:** Slight | **Speed Limit:** 40mph | **C/way Hazard:** | None | **C/way Type:** | R/bout | **Ped Xing:** | Nperfbrg |
| A1072 Martoins Way Rbt Stevenage J/w U57 Canterbury Way | | | | | | **On Site:** | Yes |

V1 Car Trav North Across Rbt Has Clipped Centre Kerb Of Rbt Before Coming To A Stop In Canterbury Way. Driver Would Appear To Have Taken Medication That Says Not To Drive

**Easting:** 524390 **Northing:** 226176

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | | | | Drugdriv | Illdrivr | |
| V 1 | B | Slipweat | Badrdlay | Speeding | | | Reckdriv |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2019-410901363 | **Cas Class:** Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** 1 | **Cas Age:** 20 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** 1 | **Cas Gender:** Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 153648 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 31 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Ctrr/bt | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2019-410864127 | **1st / 2nd Rd:** 7U57/15 7U94/10 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** Wed | **Parish:** | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** 24/07/2019 12:20:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** Serious | **Speed Limit:** 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U57 Canterbury Way Stevenage Approx 15m West J/w U94 Durham Road | | | | | | **On Site:** | Yes |

Both Vs Trav East On Canterbury Way. V1 Car Has Overtaken V2 P/cwhich Was Changing Lane To Right To Turn Into Durham Road & N/s V1 Collided With O/s V2 Causing Rider V2 To Fall. V1 Fts

**Easting:** 525145 **Northing:** 226628

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | | Passclos | | | | |
| V 2 | A | Poorturn | | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2019-410864127 | **Cas Class:** Driver | **Car Passenger:** | No | **Cas Severity:** | Serious | **Ped Movement:** | Notped |
| **Veh Ref:** 2 | **Cas Age:** 51 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** 1 | **Cas Gender:** Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 153187 | **Maneouvre:** | Otakemov | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Chglnrig | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Notap | **Driver Age:** | 51 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Bicycle | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Serious | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410864406 | **1st / 2nd Rd:** | 7U856/1 7U859/1 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sat | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 29/06/2019 10:09:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Serious | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U856 Glanville Crescent Stevenage J/w U859 Admiral Drive | | | | | | | | **On Site:** | Yes |

V1 Car Trav West On Granville Crescent When V2 P/c Pulled Out Of Admiral Drive To V1 O/s & Collided With O/s V1 Causing Rider V2 To Fall

**Easting:** 526270 **Northing:** 226436

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410864406 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Serious | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 9 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 153107 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Negati | **Driver Age:** | 23 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Turnleft | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notap | **Driver Age:** | 9 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Emain | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Serious | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410841886 | **1st / 2nd Rd:** | 7U57/10 7U57/15 | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Fri | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 10/05/2019 16:15:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | R/bout | **Ped Xing:** | Npercntr |
| U57 Great Ashby Way Rbt Stevenage J/w U57 Canterbury Way | | | | | | | | **On Site:** | Yes |

V1 M/c Under 500cc Negotiating Rbt Has Collided With O/s V2 Car Trav Sw On Canterbury Way & Entering Rbt Acorss Path V1 Causing Rider To Be Thrown Off Bike

**Easting:** 524535 **Northing:** 226457

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Flookdri | | | | | |
| V 1 | B | | Sun | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410841886 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 59 | **PSV Passenger:** | No | **Road User Class:** | Motorcyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 152710 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 59 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Nw | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Mc<=500 | **Junction:** | Middle | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Starting | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Negati | **Driver Age:** | 63 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Ne | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Er/about | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410833654 | **1st / 2nd Rd:** | 7U536/1 NONE | **Jun Detail:** | Notjunct | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Tue | **Parish:** | | **Jun Control:** | Notjunct | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 23/04/2019 15:10:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U536 Bradman Way Stevenage Approx 25m North J/w U536 Bradman Way | | | | | | | | **On Site:** | No |

Both Vs Trav North On Bradman Way. V1 Car Has Overtaken V2 P/c & Clipped Rear Of V2 Causing Rider To Fall. V1 Fts

**Easting:** 525339 **Northing:** 226168

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410833654 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 15 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 152581 | **Maneouvre:** | Otakemov | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nonstop | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notap | **Driver Age:** | 15 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410849493 | **1st / 2nd Rd:** | 7U190/1 7U257/1 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sun | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 1 |
| **Date:** | 21/04/2019 20:00:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U190 Lincoln Road Stevneage J/w U257 Pilgrims Way | | | | | | | | **On Site:** | No |

Exact Details Not Clear. Would Appear That V1 Car Trav West On Lincoln Road Has Collided With Child Ped Who Ran Into Path Of V1

**Easting:** 525557 **Northing:** 226915

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410849493 | **Cas Class:** | Pedestri | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Unknown |
| **Veh Ref:** | 1 | **Cas Age:** | | **PSV Passenger:** | No | **Road User Class:** | Pedestrians | **Ped Location:** | Unknown |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Unknown |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 153226 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | 49 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410826562 | **1st / 2nd Rd:** | 7U57/90 7U57/15 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Tue | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 26/03/2019 08:20:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U57 Canterbury Way Stevenage Approx 10m North J/w U57 Canterbury Way | | | | | | | | **On Site:** | No |

V1 Car Trav South On Canterbury Way Slowing For Jct Has Collided With O/s V2 P/c Riding Across C/way From V1 N/s Trav West

**Easting:** 525074 **Northing:** 226633

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410826562 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 14 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 152600 | **Maneouvre:** | Stopping | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | 50 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Notap | **Driver Age:** | 14 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410816542 | **1st / 2nd Rd:** | 7U57/15 7U273/1 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 3 |
| **Day of Week:** | Sun | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** | 03/02/2019 18:12:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 3 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Nperfbrg |
| U57 Canterbury Way Stevenage J/w U273 Ripon Road | | | | | | | | **On Site:** | Yes |

All Vs Cars. V1 Police Car On Mobile Patrol Trav East On Canterbury Way Has Seen V2 Trav South On Ripon Way At Speed And Performed U Turn In Jct To See V1 Enter Canterbury Way & Take Jct Wide Colliding With Front V3 Trav West On Canterbury Way

**Easting:** 524843 **Northing:** 226612

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410816542 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 38 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2019-410816542 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 3 | **Cas Age:** | 34 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2019-410816542 | **Cas Class:** | Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 3 | **Cas Age:** | | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 3 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151995 | **Maneouvre:** | Uturn | **Skiding:** | None | **Impact Point:** | None | **Driver Breath Test:** | Negati | **Driver Age:** | 28 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | | **Maneouvre:** | Turnleft | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notreq | **Driver Age:** | 38 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notreq | **Driver Age:** | 34 |
| **Veh Ref:** | 3 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410808930 | **1st / 2nd Rd:** | 7U171/1 NONE | **Jun Detail:** | Entrance | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Mon | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 1 |
| **Date:** | 14/01/2019 12:25:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U171 Jessop Road Stevenage O/s No 206 & Approx 95m West J/w U171 Jessop Road | | | | | | | | **On Site:** | No |

V1 Car Has Reversed Out Of Driveway Of No 206 Jessop Road & Collided With Ped (refuse Collector) Staning In C/way. V1 Fts

**Easting:** 524960 **Northing:** 226153

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410808930 | **Cas Class:** | Pedestri | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Cwaystil |
| **Veh Ref:** | 1 | **Cas Age:** | 56 | **PSV Passenger:** | No | **Road User Class:** | Pedestrians | **Ped Location:** | Ctrcway |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151931 | **Maneouvre:** | Reverse | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notcon | **Driver Age:** | 62 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410811329 | **1st / 2nd Rd:** | 7U413/1 7U401/1 | **Jun Detail:** | T | **Weather:** | Rain | **Num Cas:** | 1 |
| **Day of Week:** | Fri | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** | 23/11/2018 17:30:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U413 Wedgwood Way Stevenage J/w U401 Cartwright Road | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V1 Trav West On Cartwright Road Has Failed To Stop At Jct & Collided With V2 Trav North & Waiting To Turn Right Into Cartwright Road

**Easting:** 525939 **Northing:** 226552

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Slipweat | Flookdri | Juncover | Reckdriv | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410811329 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 43 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151935 | **Maneouvre:** | Stopping | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 22 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Waitrigh | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Negati | **Driver Age:** | 43 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2018-410802174 | **1st / 2nd Rd:** 7U57/15 7U257/1 | **Jun Detail:** | T | **Weather:** | Unknown | **Num Cas:** | 1 |
| **Day of Week:** Wed | **Parish:** | **Jun Control:** | Giveway | **Light:** | Darkunkn | **Num Peds:** | 0 |
| **Date:** 14/11/2018 01:10:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U57 Canterbury Way Stevenage Approx 20m West J/w U257 Pilgrims Way | | | | | | **On Site:** | No |

Both Vs Trav East On Canterbury Way. V1 Car (assumed) Has Collided With Rear V2 Mobility Scooter Pushing V2 Into Kerb Where V2 Has Overturned Onto Driver. Driver V2 Alcohol Impaired. V1 Fts

**Easting:** 525503 **Northing:** 226596

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Flookdri | Misspeed | | | | |
| V 2 | B | | | Alcydriv | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2018-410802174 | **Cas Class:** Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** 2 | **Cas Age:** 71 | **PSV Passenger:** | No | **Road User Class:** | Other Vehicle Types | **Ped Location:** | Notped |
| **Cas Ref:** 1 | **Cas Gender:** Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151911 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notap | **Driver Age:** | 71 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | Kerb | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Mobscoot | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410344594 | **1st / 2nd Rd:** | 5U1528/ 5U1453/ | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Tue | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 1 |
| **Date:** | 13/11/2018 08:15:00 | **District:** | NHerts | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npercntr |
| U1528 Mendip Way Stevenage J/w U1453 Great Ashby Way Rbt | | | | | | | | **On Site:** | No |

V1 Car Trav South On Mendip Way Waiting To Enter Rbt When Ped Began To Cross C/way Trav West From V1 N/s & Collided With N/s V1

**Easting:** 525756 **Northing:** 227369

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410344594 | **Cas Class:** | Pedestri | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Xnrside |
| **Veh Ref:** | 1 | **Cas Age:** | 12 | **PSV Passenger:** | No | **Road User Class:** | Pedestrians | **Ped Location:** | Elsewher |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151673 | **Maneouvre:** | Starting | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Notcon | **Driver Age:** | 42 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrosch | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2018-410344662 | **1st / 2nd Rd:** 7U94/10 NONE | **Jun Detail:** Entrance | **Weather:** Fine | **Num Cas:** 1 |
| **Day of Week:** Wed | **Parish:** | **Jun Control:** Giveway | **Light:** Day | **Num Peds:** 1 |
| **Date:** 07/11/2018 15:18:00 | **District:** Stevenag | **Spec Conditions:** None | **Road Surface:** Dry | **Num Vehicles:** 1 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** None | **C/way Type:** Single | **Ped Xing:** Schpfbrg |
| U94 Durham Road Stevenage O/s Giles School & Approx 120m North J/w A1072 Martins Way | | | | **On Site:** Yes |

V1 Car Trav North On Durham Road Has Collided With Child Ped Who Has Run Across C/way From V1 N/s Trav East

**Easting:** 525127 **Northing:** 226351

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| C 1 | A | Flookped | Misveped | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2018-410344662 | **Cas Class:** Pedestri | **Car Passenger:** No | **Cas Severity:** Slight | **Ped Movement:** Xnrside |
| **Veh Ref:** 1 | **Cas Age:** 11 | **PSV Passenger:** No | **Road User Class:** Pedestrians | **Ped Location:** Elsewher |
| **Cas Ref:** 1 | **Cas Gender:** Female | **Seat Belt:** Notapp | **School Pupil:** | **Ped Work on Rd:** Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151562 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 38 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Exit | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrosch | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410326870 | **1st / 2nd Rd:** | 7U57/15 NONE | **Jun Detail:** | Notjunct | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Wed | **Parish:** | | **Jun Control:** | Notjunct | **Light:** | Day | **Num Peds:** | 1 |
| **Date:** | 15/08/2018 19:33:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** | Serious | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U57 Canterbury Way Stevenage Approx 30m East J/w U57 Canterbury Way | | | | | | | | **On Site:** | Yes |

V1 Car Trav West On Canterbury Way Has Collided With Ped Who Has Stepped Into C/way Following Argument With His Girlfriend. V1 Fts

**Easting:** 525333 **Northing:** 226634

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| C 1 | A | Dangeped | | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410326870 | **Cas Class:** | Pedestri | **Car Passenger:** | No | **Cas Severity:** | Serious | **Ped Movement:** | Unknown |
| **Veh Ref:** | 1 | **Cas Age:** | 38 | **PSV Passenger:** | No | **Road User Class:** | Pedestrians | **Ped Location:** | Unknown |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151368 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410314368 | **1st / 2nd Rd:** | 7U413/1 7U401/1 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Wed | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 27/06/2018 18:10:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U413 Wedgwood Way Stevenage J/w U401 Cartwright Road | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V2 Trav North On Wegewood Way Has Turned Right Into Cartwright Road At The Same Time V1 Trav West On Cartright Road Has Turned Right Into Wedgewood Road & V1 Has Collided With O/s V2

**Easting:** 525942 **Northing:** 226557

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Flookdri | | | | | |
| V 2 | A | | Flookdri | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410314368 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 32 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151031 | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 24 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Negati | **Driver Age:** | 32 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Lmain | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410300459 | **1st / 2nd Rd:** | 7U94/10 NONE | **Jun Detail:** | Entrance | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Wed | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 06/06/2018 10:55:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |

U94 Durham Way Stevenage At Entrance To St Giles School & Approx 70m North J/w A1072 Martins Way **On Site:** No

V2 Car Following V1 Car Trav North On Durham Road. V1 Pulled Into Entrance Of St Giles School & Straight Out Again Into Path V2 Causing V2 To Brake. V1 Fts

**Easting:** 525126 **Northing:** 226301

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Flookdri | Poorturn | | | | |
| V 1 | B | | | Reckdriv | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410300459 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 65 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 150892 | **Maneouvre:** | Uturn | **Skiding:** | None | **Impact Point:** | None | **Driver Breath Test:** | Notcon | **Driver Age:** | 29 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nonstop | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | None | **Driver Breath Test:** | Notcon | **Driver Age:** | 65 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

# Great Ashby Stevenge

**Legend**

**Collisions by Severity**
**1 Apr 2018 to 31 Mar 2023**

- Fatal
- Serious
- Slight
- Selection Boundary

Hertfordshire

N
W E
S

2020-410997278
2021-411068400
2021-411091002
2018-410344594
2021-411105022
2021-411102943
2020-410977824
2019-410849493
2019-410864127
2020-411001084
2019-410826562
2022-411170123
2021-411107192
2022-411221799
2021-411106483
2018-410802174
2018-410314368
2023-411271363
2018-410326870
2022-411200673
2019-410816542
2021-411012007
2018-410811329
2019-410841886
2021-411027642
2022-411203135
2018-410344662
2019-410864406
2019-410901363
2022-411228572
2018-410300459
2021-411035052
2022-411233108
2022-411212836
2020-411005098
2020-410938688
2019-410911541
2019-410833654
2022-411240313
2019-410808930
2020-410999007
2022-411185159
2020-410938880
2021-411068172

| Ref: 26311 | | | |
|---|---|---|---|
| | Prepared | Checked | Approved |
| Initials | AN | AN | |
| Date | 27/07/2023 | 27/07/2023 | |

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# *Full Confidential Accident Report*

**Date Produced:** *26-Jul-23*

**Set Name (if saved) :** 26311 **Set Total :** 44

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2023-411271363 | **1st / 2nd Rd:** | 7U57/15 7U364/1 | **Jun Detail:** | T | **Weather:** | Rain | **Num Cas:** | 3 |
| **Day of Week:** | Wed | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** | 11/01/2023 18:37:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Nperfbrg |
| U57 Canterbury Way Stevenage J/w U364 York Road | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V2 Trav West On Canterbury Way Has Collided With V1 Trav East & Turning Right Into York Road Across Path V2

**Easting:** 524879 **Northing:** 226614

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | | Flookdri | | | | |
| V 1 | B | Reckdriv | | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2023-411271363 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 31 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornind | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2023-411271363 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 56 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Male | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2023-411271363 | **Cas Class:** | Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 5 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 3 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 159019 | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 31 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Veh Type:** | Car | **Junction:** | Lmain | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 56 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411240313 | **1st / 2nd Rd:** A1072/1 7U131/2 | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 2 |
| **Day of Week:** Sun | **Parish:** | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** 30/10/2022 22:10:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** Slight | **Speed Limit:** 40mph | **C/way Hazard:** | None | **C/way Type:** | R/bout | **Ped Xing:** | Nperfbrg |
| A1072 Martins Way Stevenage Rbt J/w U131 Grace Way | | | | | | **On Site:** | No-self |

V1 Car Trav West (assumed) Has Lost Control On Rbt & Collided With Central Concrete Reservation Of Rbt

**Easting:** 524409 **Northing:** 226133

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411240313 | **Cas Class:** | Passenge | **Car Passenger:** | Frontsea | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 18 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2022-411240313 | **Cas Class:** | Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 19 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158619 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | 21 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Ctrr/bt | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411228572 | **1st / 2nd Rd:** | 7U57/5 A1072/1 | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Mon | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 12/09/2022 08:52:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Nperfbrg |
| U57 Canterbury Way Stevenage J/w A1072 Martins Way Rbt | | | | | | | | **On Site:** | Yes |

Both Vs Cars Trav South On Canterbury Way. V2 Waiting To Enter Rbt & V2 Has Collided With Rear V1

**Easting:** 524426 **Northing:** 226205

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | B | | | Stopping | | | |
| V 2 | A | Tooclose | Flookdri | | | | |
| V 2 | B | | | | Misspeed | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411228572 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 44 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158347 | **Maneouvre:** | Waitahea | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notreq | **Driver Age:** | 44 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notreq | **Driver Age:** | 76 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411233108 | **1st / 2nd Rd:** A1072/1 A1072/1 | **Jun Detail:** | R/bout | **Weather:** | Rain | **Num Cas:** | 1 |
| **Day of Week:** Tue | **Parish:** | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** 06/09/2022 16:51:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 1 |
| **Acc Severity:** Slight | **Speed Limit:** 40mph | **C/way Hazard:** | None | **C/way Type:** | R/bout | **Ped Xing:** | Nperfbrg |
| A602 Canterbury Way/grace Way Rbt Stevenage J/w A602 Martins Way | | | | | | **On Site:** | Yes |

V1 Lgv Trav East On Rbt Intending To Leave Onto Martins Way Has Skidded Due To Wet Conditions Causing V1 To Lose Control & Leave C/way O/s Colliding With Rbt Exit Central Reservation

**Easting:** 524459 **Northing:** 226175

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Slipweat | | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411233108 | **Cas Class:** Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** 1 | **Cas Age:** 33 | **PSV Passenger:** | No | **Road User Class:** | Goods Vehicles | **Ped Location:** | Notped |
| **Cas Ref:** 1 | **Cas Gender:** Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158477 | **Maneouvre:** | Ahead | **Skiding:** | Skidded | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 33 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Gdltwght | **Junction:** | Lr/about | **Object off Cway** | Otherobj | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | Offside | **J Purpose:** | Work | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411212836 | **1st / 2nd Rd:** | A1072/1 A1072/1 | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Wed | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 03/08/2022 12:05:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 40mph | **C/way Hazard:** | None | **C/way Type:** | Dual | **Ped Xing:** | Nperfbrg |
| A1072 Martins Way Stevenage J/w A1072 Canterbury Way/grace Way Rbt | | | | | | | | **On Site:** | No |

Both Vs Trav East On Martins Way. V1 Taxi Waiting To Enter Rbt & V2 Car (assumed) Has Collided With Rear V1. V2 Fts

**Easting:** 524371 **Northing:** 226168

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 2 | A | | Tooclose | Misspeed | | | |
| V 2 | B | Badbrake | | | Reckdriv | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411212836 | **Cas Class:** | Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 35 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158206 | **Maneouvre:** | Waitahea | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Taxi | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411200673 | **1st / 2nd Rd:** | C18/50 | 7U626/1 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Mon | **Parish:** | | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 20/06/2022 17:26:00 | **District:** | Stevenag | | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Serious | **Speed Limit:** | 60mph | | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| C18 Weston Road Stevenage J/w U626 St Albans Link | | | | | | | | | **On Site:** | Yes |

V2 P/c Trav South On Weston Road Has Collided With N/s V1 Car Trav North & Turning Right Into St Albans Link Across Path V2

**Easting:** 524398 **Northing:** 226491

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | | | | Tooclose | Poorturn | |
| V 1 | B | Flookdri | Sun | | | | |
| V 2 | B | | | Misspeed | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411200673 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Serious | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 25 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158030 | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Notreq | **Driver Age:** | 43 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Lmain | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notap | **Driver Age:** | 25 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Middle | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Serious | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411203135 | **1st / 2nd Rd:** | 7U105/1 7U385/2 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sun | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 12/06/2022 10:05:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U105 Ely Close Stevenage J/w U385 Martins Way | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V1 Trav South On Ely Close Waiting At Jct. V2 Trav West On Martins Way Has Turned Right Into Ely Close & Collided With V1. V2 Fts

**Easting:** 525787 **Northing:** 226343

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411203135 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 46 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158071 | **Maneouvre:** | Waitahea | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notreq | **Driver Age:** | 46 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Lmain | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411221799 | **1st / 2nd Rd:** | 7U57/15 7U57/50 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Thu | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 02/06/2022 07:12:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Serious | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U57 Canterbury Way Stevenage J/w U57 Canterbury Way | | | | | | | | **On Site:** | Yes |

V1 M/c 125cc Trav Sw On Canterbury Way Approaching Jct When V2 Has Entered Main C/way Turning Left Across Path V1 Causing V1 To Swerve, Leave C/way O/s Colliding With A Lamp Post. No Contact Between Vs

**Easting:** 524726 **Northing:** 226580

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | B | | | | | | Swerved |
| V 2 | A | Flookdri | Poorturn | | Reckdriv | | |
| V 2 | B | | | Poorindi | | Juncrest | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2022-411221799 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Serious | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 20 | **PSV Passenger:** | No | **Road User Class:** | Motorcyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 158382 | **Maneouvre:** | Ahead | **Skiding:** | Skidded | **Impact Point:** | None | **Driver Breath Test:** | Ntprov | **Driver Age:** | 20 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Kerb | **From:** | Ne | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Mc<=125 | **Junction:** | Middle | **Object off Cway** | Lamppost | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | Offside | **J Purpose:** | Work | **Driver Severity:** | Serious | | |
| **Acc Ref:** | | **Maneouvre:** | Turnleft | **Skiding:** | None | **Impact Point:** | None | **Driver Breath Test:** | Negati | **Driver Age:** | 59 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Se | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411185159 | **1st / 2nd Rd:** 7U131/2 A1072/1 | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** Fri | **Parish:** | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** 13/05/2022 17:19:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** | None | **C/way Type:** | Dual | **Ped Xing:** | Nperfbrg |
| U131 Grace Way Stevenage J/w A1072 Martins Way Rbt | | | | | | **On Site:** | Yes |

Both Vs Cars Trav North On Grace Way. V1 Waiting To Enter Rbt & V2 Has Collided With Rear V1. Driver V2 Using Mobile Phone

**Easting:** 524410 **Northing:** 226118

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 2 | A | Flookdri | Mobileph | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411185159 | **Cas Class:** Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** 1 | **Cas Age:** 41 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** 1 | **Cas Gender:** Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 157804 | **Maneouvre:** | Waitahea | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notreq | **Driver Age:** | 41 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Starting | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notreq | **Driver Age:** | 46 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411170123 | **1st / 2nd Rd:** 7U257/1 7U57/15 | **Jun Detail:** T | **Weather:** Other | **Num Cas:** 2 |
| **Day of Week:** Fri | **Parish:** | **Jun Control:** Giveway | **Light:** Day | **Num Peds:** 1 |
| **Date:** 04/03/2022 16:05:00 | **District:** Stevenag | **Spec Conditions:** None | **Road Surface:** Wet | **Num Vehicles:** 1 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** None | **C/way Type:** Single | **Ped Xing:** Npernox |
| U257 Pilgrims Way Stevenage Approx 15m North J/w U57 Canterbury Way | | | | **On Site:** Yes |

V1 Car Trav South On Pilgrims Way Has Collided With Child Ped Who Stepped Into C/way From V1 N/s Trav East

**Easting:** 525529 **Northing:** 226600

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| C 2 | A | | Flookped | Reckped | Misveped | | |
| V 1 | B | Slipweat | | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411170123 | **Cas Class:** Driver | **Car Passenger:** No | **Cas Severity:** Slight | **Ped Movement:** Notped |
| **Veh Ref:** 1 | **Cas Age:** 39 | **PSV Passenger:** No | **Road User Class:** Car Users | **Ped Location:** Notped |
| **Cas Ref:** 1 | **Cas Gender:** Male | **Seat Belt:** Wornnot | **School Pupil:** | **Ped Work on Rd:** Notped |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2022-411170123 | **Cas Class:** Pedestri | **Car Passenger:** No | **Cas Severity:** Slight | **Ped Movement:** Xnrside |
| **Veh Ref:** 1 | **Cas Age:** 11 | **PSV Passenger:** No | **Road User Class:** Pedestrians | **Ped Location:** Elsewher |
| **Cas Ref:** 2 | **Cas Gender:** Female | **Seat Belt:** Notapp | **School Pupil:** | **Ped Work on Rd:** Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 157593 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 39 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2021-411106483 | **1st / 2nd Rd:** 7U57/15 7U364/1 | **Jun Detail:** | T | **Weather:** | Rain | **Num Cas:** | 1 |
| **Day of Week:** Fri | **Parish:** | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** 29/10/2021 13:15:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Nperfbrg |
| U57 Canterbury Way Stevenage J/w U364 York Road | | | | | | **On Site:** | Yes |

V2 Car Trav North On York Road Has Turned Right Onto Canterbury Way Acrosss Path V1 M/c 125cc Trav East Causing V2 To Skid & Rider To Fall

**Easting:** 524877 **Northing:** 226617

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Slipweat | | | | | |
| V 1 | B | | | Stopping | Swerved | | |
| V 2 | B | | Misspeed | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2021-411106483 | **Cas Class:** Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** 1 | **Cas Age:** 17 | **PSV Passenger:** | No | **Road User Class:** | Motorcyclists | **Ped Location:** | Notped |
| **Cas Ref:** 1 | **Cas Gender:** Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156740 | **Maneouvre:** | Ahead | **Skiding:** | Skidovtu | **Impact Point:** | None | **Driver Breath Test:** | Notreq | **Driver Age:** | 17 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Mc<=125 | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | None | **Driver Breath Test:** | Negati | **Driver Age:** | 33 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Exit | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411105022 | **1st / 2nd Rd:** | 5U1536/ 5U1635/ | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Mon | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 25/10/2021 18:30:00 | **District:** | NHerts | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 20mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U1536 Whitehorse Lane Great Ashby Approx 290m South J/w U1635 Knott Close | | | | | | | | **On Site:** | No-self |

Both Vs Cars. V1 Trav South On Whitehorse Lane When Driver Suffered Medical Episode & Collided With N/s V2 Parked To O/s

**Easting:** 525860 **Northing:** 227124

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411105022 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156735 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Parked | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Exit | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Parked | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | P | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Exit | **Object off Cway** | None | **To:** | P | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411102943 | **1st / 2nd Rd:** | 7U273/1 NONE | **Jun Detail:** | Notjunct | **Weather:** | Fine | **Num Cas:** | 2 |
| **Day of Week:** | Thu | **Parish:** | | **Jun Control:** | Notjunct | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 21/10/2021 09:00:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 20mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U273 Ripon Road Stevenage O/s The Leys School & Approx 25m West J/w U273 Ripon Road | | | | | | | | **On Site:** | No |

Both Vs Cars. V1 Trav East On Ripon Road Has Pulled Into N/s To Park & Collided With Rear V2 Already Parked. V1 Fts

**Easting:** 525190 **Northing:** 226857

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411102943 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 50 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2021-411102943 | **Cas Class:** | Passenge | **Car Passenger:** | Frontsea | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 29 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156763 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | 31 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Parked | **From:** | W | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrosch | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Parked | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notcon | **Driver Age:** | 50 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | P | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | P | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411107192 | **1st / 2nd Rd:** | 7U257/1 7U57/15 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 2 |
| **Day of Week:** | Tue | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 12/10/2021 08:30:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U257 Pilgrims Way Stevenage J/w U57 Canterbury Way | | | | | | | | **On Site:** | Yes |

V2 Car Trav Ne On Pilgrims Way Overtaking Stationary Bus Has Been Hit To N/s By V1 Minibus Turning Right Out Of Canterbury Way To V2 N/s

**Easting:** 525521 **Northing:** 226590

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411107192 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 29 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2021-411107192 | **Cas Class:** | Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 3 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Male | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156764 | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 67 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Nw | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Minibus | **Junction:** | Emain | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrosch | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Otakesta | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Negati | **Driver Age:** | 29 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Sw | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | Ne | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrosch | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411068400 | **1st / 2nd Rd:** | 5U1453/ 5U1479/ | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Mon | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 14/06/2021 06:50:00 | **District:** | NHerts | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U1453 Great Ashby Way Stevenage Oo/s No 74 & Approx 15m East J/w U1479 The Beacons | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V1 Trav East On Great Ashby Wayat Speed Has Collided With Rear V2 Parked To N/s. Driver V1 Blinded By Sun

**Easting:** 525677 **Northing:** 227336

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Toofast | | Flookdri | Sun | | Distrcin |
| V 1 | B | | Speeding | | | Reckdriv | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411068400 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 28 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156330 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 28 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Parked | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Exit | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Parked | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notcon | **Driver Age:** | 47 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | P | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Exit | **Object off Cway** | None | **To:** | P | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411091002 | **1st / 2nd Rd:** | 5U1453/ NONE | **Jun Detail:** | Notjunct | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sat | **Parish:** | | **Jun Control:** | Notjunct | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** | 12/06/2021 03:32:00 | **District:** | NHerts | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 3 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |

U1453 Great Ashby Way Great Ashbyo/s No 77 & Approx 30m West J/w U1479 The Beacons **On Site:** Yes

All Vs Cars. V1 Trav East On Great Ashby Way At Speed Has Collided With Rear V2 Parked To N/s Causing V1 To Spin Into Opposite Side Of C/way

**Easting:** 525631 **Northing:** 227324

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Reckdriv | | Flookdri | | | |
| V 1 | B | | Speeding | | Lostcont | Toofast | Fatigue |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411091002 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 21 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156542 | **Maneouvre:** | Ahead | **Skiding:** | Skidded | **Impact Point:** | Nearside | **Driver Breath Test:** | Negati | **Driver Age:** | 21 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Parked | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Parked | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notcon | **Driver Age:** | 46 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | P | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | P | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | | **Maneouvre:** | Parked | **Skiding:** | None | **Impact Point:** | None | **Driver Breath Test:** | Notcon | **Driver Age:** | 51 |
| **Veh Ref:** | 3 | **Location:** | Carw | **Object in Cway:** | None | **From:** | P | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | P | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411068172 | **1st / 2nd Rd:** | A1072/1 A1072/1 | **Jun Detail:** | R/bout | **Weather:** | Rain | **Num Cas:** | 3 |
| **Day of Week:** | Fri | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 28/05/2021 14:41:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 40mph | **C/way Hazard:** | None | **C/way Type:** | Dual | **Ped Xing:** | Nperfbrg |
| A1072 Martins Waystevenage J/w A1072 Grace Way Rbt | | | | | | | | **On Site:** | Yes |

Both Vs Cars Trav West On Martins Way. V1 Waiting To Enter Rbt & V2 Has Collided With Rear V1

**Easting:** 524463 **Northing:** 226151

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 2 | A | Misspeed | Flookdri | | | | |
| V 2 | B | | | Slipweat | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411068172 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 31 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2021-411068172 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 59 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2021-411068172 | **Cas Class:** | Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 3 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 156277 | **Maneouvre:** | Waitahea | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notreq | **Driver Age:** | 31 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 59 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411035052 | **1st / 2nd Rd:** | A1072/1 7U94/10 | **Jun Detail:** | T | **Weather:** | Rain | **Num Cas:** | 1 |
| **Day of Week:** | Thu | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 25/03/2021 16:28:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 40mph | **C/way Hazard:** | None | **C/way Type:** | Dual | **Ped Xing:** | Npernox |
| A1072 Martins Way Stevenage J/w U94 Durham Road | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V1 Trav South On Durham Road Has Turned Left Onto Martins Way & Collided With V2 Trav East Across Jct Causing V2 To Leave C/way O/s & Overturn

**Easting:** 525151 **Northing:** 226230

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | B | Flookdri | Misspeed | Dissign | Poorturn | Reckdriv | Swerved |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411035052 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 49 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155848 | **Maneouvre:** | Turnleft | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 59 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | Skidovtu | **Impact Point:** | Front | **Driver Breath Test:** | Ntprov | **Driver Age:** | 49 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | Offside | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411027642 | **1st / 2nd Rd:** | 7U257/1 7U311/1 | **Jun Detail:** | T | **Weather:** | Rain | **Num Cas:** | 2 |
| **Day of Week:** | Wed | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** | 17/02/2021 18:30:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U257 Pilgrims Way Stevenage J/w U311 Southwark Close | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V1 Trav Sw On Pilgrims Way Has Swerved To Avoid V2 Turning Right Out Of Southwark Close To V1 N/s Across Path V1 But Has Collided With F/o/s V2

**Easting:** 525511 **Northing:** 226563

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Speeding | | | | | |
| V 2 | A | | Juncrest | Misspeed | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411027642 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 27 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2021-411027642 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 36 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155728 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 27 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Ne | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notreq | **Driver Age:** | 36 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Se | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | Ne | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411012007 | **1st / 2nd Rd:** | 7U57/15 7U57/22 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sun | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 03/01/2021 12:05:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Nperfbrg |
| U57 Canterbury Way Stevenage J/w U57 Canterbury Way | | | | | | | | **On Site:** | Yes |

Both Vs Cars Trav West On Canterbury Way. V1 Waiting To Turn Right Into Canterbury Way & V2 Has Collided With Rear V1

**Easting:** 525391 **Northing:** 226630

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 2 | A | Flookdri | Misspeed | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2021-411012007 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 58 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155379 | **Maneouvre:** | Waitrigh | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Negati | **Driver Age:** | 33 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 58 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-410999007 | **1st / 2nd Rd:** | A1072/1 7U171/1 | **Jun Detail:** | Other | **Weather:** | Unknown | **Num Cas:** | 2 |
| **Day of Week:** | Fri | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Darkunkn | **Num Peds:** | 1 |
| **Date:** | 13/11/2020 16:52:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** | Fatal | **Speed Limit:** | 20mph | **C/way Hazard:** | None | **C/way Type:** | Dual | **Ped Xing:** | Npernox |

A1072 Martins Way Stevenage Cycleway Adjacent To U171 Jessop Road J/w Underpass Approx 90m West J/w U536 Bradman Way **On Site:** No

V1 P/c Trav East On Cycleway, Ped Trav South From Underpass Across Cycleway. V1 Has Collided With Ped Causing Ped To Fall

**Easting:** 525252 **Northing:** 226216

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-410999007 | **Cas Class:** | Pedestri | **Car Passenger:** | No | **Cas Severity:** | Fatal | **Ped Movement:** | Unknown |
| **Veh Ref:** | 1 | **Cas Age:** | 72 | **PSV Passenger:** | No | **Road User Class:** | Pedestrians | **Ped Location:** | Elsewher |
| **Cas Ref:** | 2 | **Cas Gender:** | Female | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notapp |
| **Acc Ref:** | 2020-410999007 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Serious | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 60 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 3 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155261 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notap | **Driver Age:** | 60 |
| **Veh Ref:** | 1 | **Location:** | Cycw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Middle | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Serious | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-411001084 | **1st / 2nd Rd:** | 7U257/1 NONE | **Jun Detail:** | Notjunct | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Fri | **Parish:** | | **Jun Control:** | Notjunct | **Light:** | Day | **Num Peds:** | 1 |
| **Date:** | 06/11/2020 08:30:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |

U257 Pilgrims Way Stevenage Approx 30m South J/w U108 Exeter Close — **On Site:** No

V1 Car Trav North On Pilgrims Way Has Collided With Ped Crossing C/way From V1 N/s From Between Stationary Vehs Trav East

**Easting:** 525543 **Northing:** 226668

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| C 1 | A | Maskpedx | Flookped | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-411001084 | **Cas Class:** | Pedestri | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Xnrmask |
| **Veh Ref:** | 1 | **Cas Age:** | 9 | **PSV Passenger:** | No | **Road User Class:** | Pedestrians | **Ped Location:** | Elsewher |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155262 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | 36 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2020-410997278 | **1st / 2nd Rd:** 7U809/1 7U808/1 | **Jun Detail:** T | **Weather:** Fine | **Num Cas:** 1 |
| **Day of Week:** Thu | **Parish:** | **Jun Control:** Giveway | **Light:** Day | **Num Peds:** 0 |
| **Date:** 15/10/2020 08:27:00 | **District:** Stevenag | **Spec Conditions:** None | **Road Surface:** Wet | **Num Vehicles:** 2 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** None | **C/way Type:** Single | **Ped Xing:** Npernox |
| U809 Windrush Close Stevenage Aprox 10m Ne J/w U808 Bray Drive | | | | **On Site:** Yes |

V2 P/c Trav Se On Footway Has Crossed Windrush Road & Collided With O/s V1 Car Trav Sw Causing Rider V2 Tyo Fall

**Easting:** 525224 **Northing:** 227345

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | B | Slipweat | | | | | |
| V 2 | A | | | Slipweat | Badbrake | Cycenter | |
| V 2 | B | | Badrdlay | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2020-410997278 | **Cas Class:** Driver | **Car Passenger:** No | **Cas Severity:** Slight | **Ped Movement:** Notped |
| **Veh Ref:** 2 | **Cas Age:** 17 | **PSV Passenger:** No | **Road User Class:** Cyclists | **Ped Location:** Notped |
| **Cas Ref:** 1 | **Cas Gender:** Female | **Seat Belt:** Notapp | **School Pupil:** | **Ped Work on Rd:** Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155314 | **Maneouvre:** | Stopping | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Notreq | **Driver Age:** | 18 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Ne | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | Skidded | **Impact Point:** | Front | **Driver Breath Test:** | Notap | **Driver Age:** | 17 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Nw | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Emain | **Object off Cway** | None | **To:** | Se | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Ridesch | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-411005098 | **1st / 2nd Rd:** | A1072/1 NONE | **Jun Detail:** | Notjunct | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sat | **Parish:** | | **Jun Control:** | Notjunct | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 10/10/2020 10:48:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 40mph | **C/way Hazard:** | None | **C/way Type:** | Dual | **Ped Xing:** | Nperfbrg |
| A1072 Martins Way Stevenage Approx 70m East J/w A1072 Grace Way Rbt | | | | | | | | **On Site:** | Yes |

Both Vs Cars Trav West On Martins Way. V2 Has Changed Lane To Right Across Path V1 & V1 Has Collided With Rear V2

**Easting:** 524522 **Northing:** 226174

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 2 | A | Poorindi | Flookdri | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-411005098 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 25 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 155412 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 25 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Chglnrig | **Skiding:** | Skidded | **Impact Point:** | Back | **Driver Breath Test:** | Negati | **Driver Age:** | 27 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-410977824 | **1st / 2nd Rd:** | 7U639/1 7U628/1 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sat | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 22/08/2020 14:45:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U639 Great Ashby Way Stevenage J/w U628 St Andrews Drive | | | | | | | | **On Site:** | Yes |

Both Vs Trav Sw On Great Ashby Way. V1 Car Begins To Overtake V2 P/c At The Same Time V2 Begins To Turn Right Into St Andrews Drive & Vs Have Collided Causing Rider V2 To Fall

**Easting:** 524599 **Northing:** 226867

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | B | Reckdriv | Aggsdriv | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-410977824 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 53 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 154915 | **Maneouvre:** | Otakemov | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 58 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Ne | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notap | **Driver Age:** | 53 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Ne | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Lmain | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2020-410938688 | **1st / 2nd Rd:** A1072/1 7U385/1 | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 2 |
| **Day of Week:** Tue | **Parish:** | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** 25/02/2020 18:23:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 3 |
| **Acc Severity:** Slight | **Speed Limit:** 40mph | **C/way Hazard:** | None | **C/way Type:** | R/bout | **Ped Xing:** | Nperfbrg |
| A1072 Verity Way Rbt Stevenage J/w U385 Martins Way | | | | | | **On Site:** | Yes |

All Vs Cars Trav South On Verity Way Rbt, Heavy Traffic Due To Broken Down Veh. V1 Stopped, V2 Stopping & V3 Has Collided With Rear V2 Pushing V2 Into Rear V1

**Easting:** 525472 **Northing:** 226260

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 2 | B | | | | Flookdri | | |
| V 3 | A | Tooclose | | | | | |
| V 3 | B | | Newdrivr | Toofast | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2020-410938688 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 3 | **Cas Age:** | 18 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2020-410938688 | **Cas Class:** | Passenge | **Car Passenger:** | Frontsea | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 19 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Male | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 154190 | **Maneouvre:** | Waitahea | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notreq | **Driver Age:** | 35 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | | **Maneouvre:** | Stopping | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Negati | **Driver Age:** | 20 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | None | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 18 |
| **Veh Ref:** | 3 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2020-410938880 | **1st / 2nd Rd:** 7U356/1 7U356/1 | **Jun Detail:** T | **Weather:** Fine | **Num Cas:** 1 |
| **Day of Week:** Tue | **Parish:** | **Jun Control:** Giveway | **Light:** Darklit | **Num Peds:** 1 |
| **Date:** 21/01/2020 17:25:00 | **District:** Stevenag | **Spec Conditions:** None | **Road Surface:** Dry | **Num Vehicles:** 1 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** None | **C/way Type:** Single | **Ped Xing:** Nperfbrg |
| U356 Wisden Road Stevenage Opposite J/w U356 Wisden Road & Approx 65m Se J/w A1072 Martins Way | | | | **On Site:** No |

V1 M/c 125cc Trav Nw On Wisden Road Has Mounted Footway & Collided With Ped Also Trav Nw. V1 Fts

**Easting:** 524630 **Northing:** 226119

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Vehpavem | | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2020-410938880 | **Cas Class:** Pedestri | **Car Passenger:** No | **Cas Severity:** Slight | **Ped Movement:** Unknown |
| **Veh Ref:** 1 | **Cas Age:** 19 | **PSV Passenger:** No | **Road User Class:** Pedestrians | **Ped Location:** Footway |
| **Cas Ref:** 1 | **Cas Gender:** Female | **Seat Belt:** Notapp | **School Pupil:** | **Ped Work on Rd:** Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 154191 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Fway | **Object in Cway:** | None | **From:** | Se | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Mc<=125 | **Junction:** | Approach | **Object off Cway** | None | **To:** | Nw | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410911541 | **1st / 2nd Rd:** | 7U9/10 | 7U9/60 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Mon | **Parish:** | | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 02/12/2019 08:15:00 | **District:** | Stevenag | | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U9 Ascot Crescent Stevenage J/w U9 Ascot Crescent | | | | | | | | | **On Site:** | No |

V1 P/c Trav South On Ascot Cresent Has Been Hit To N/s By V2 Car Pulling Out Of Ascot Crescent To V2 N/s. V2 Fts

**Easting:** 525913 **Northing:** 226292

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410911541 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 14 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 153797 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Notap | **Driver Age:** | 14 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Middle | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2019-410901363 | **1st / 2nd Rd:** A1072/1 7U57/5 | **Jun Detail:** | R/bout | **Weather:** | Rain | **Num Cas:** | 1 |
| **Day of Week:** Wed | **Parish:** | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** 06/11/2019 02:14:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 1 |
| **Acc Severity:** Slight | **Speed Limit:** 40mph | **C/way Hazard:** | None | **C/way Type:** | R/bout | **Ped Xing:** | Nperfbrg |
| A1072 Martoins Way Rbt Stevenage J/w U57 Canterbury Way | | | | | | **On Site:** | Yes |

V1 Car Trav North Across Rbt Has Clipped Centre Kerb Of Rbt Before Coming To A Stop In Canterbury Way. Driver Would Appear To Have Taken Medication That Says Not To Drive

**Easting:** 524390 **Northing:** 226176

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | | | | Drugdriv | Illdrivr | |
| V 1 | B | Slipweat | Badrdlay | Speeding | | | Reckdriv |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2019-410901363 | **Cas Class:** Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** 1 | **Cas Age:** 20 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** 1 | **Cas Gender:** Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 153648 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 31 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | Ctrr/bt | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2019-410864127 | **1st / 2nd Rd:** 7U57/15 7U94/10 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** Wed | **Parish:** | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** 24/07/2019 12:20:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** Serious | **Speed Limit:** 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U57 Canterbury Way Stevenage Approx 15m West J/w U94 Durham Road | | | | | | **On Site:** | Yes |

Both Vs Trav East On Canterbury Way. V1 Car Has Overtaken V2 P/cwhich Was Changing Lane To Right To Turn Into Durham Road & N/s V1 Collided With O/s V2 Causing Rider V2 To Fall. V1 Fts

**Easting:** 525145 **Northing:** 226628

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | | Passclos | | | | |
| V 2 | A | Poorturn | | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2019-410864127 | **Cas Class:** Driver | **Car Passenger:** | No | **Cas Severity:** | Serious | **Ped Movement:** | Notped |
| **Veh Ref:** 2 | **Cas Age:** 51 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** 1 | **Cas Gender:** Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 153187 | **Maneouvre:** | Otakemov | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Chglnrig | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Notap | **Driver Age:** | 51 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Bicycle | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Serious | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410864406 | **1st / 2nd Rd:** | 7U856/1 7U859/1 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sat | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 29/06/2019 10:09:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Serious | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U856 Glanville Crescent Stevenage J/w U859 Admiral Drive | | | | | | | | **On Site:** | Yes |

V1 Car Trav West On Granville Crescent When V2 P/c Pulled Out Of Admiral Drive To V1 O/s & Collided With O/s V1 Causing Rider V2 To Fall

**Easting:** 526270 **Northing:** 226436

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410864406 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Serious | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 9 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 153107 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Negati | **Driver Age:** | 23 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Turnleft | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notap | **Driver Age:** | 9 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Emain | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Serious | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410841886 | **1st / 2nd Rd:** | 7U57/10 7U57/15 | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Fri | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 10/05/2019 16:15:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | R/bout | **Ped Xing:** | Npercntr |
| U57 Great Ashby Way Rbt Stevenage J/w U57 Canterbury Way | | | | | | | | **On Site:** | Yes |

V1 M/c Under 500cc Negotiating Rbt Has Collided With O/s V2 Car Trav Sw On Canterbury Way & Entering Rbt Acorss Path V1 Causing Rider To Be Thrown Off Bike

**Easting:** 524535 **Northing:** 226457

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Flookdri | | | | | |
| V 1 | B | | Sun | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410841886 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 1 | **Cas Age:** | 59 | **PSV Passenger:** | No | **Road User Class:** | Motorcyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 152710 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 59 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Nw | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Mc<=500 | **Junction:** | Middle | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |
| **Acc Ref:** | | **Maneouvre:** | Starting | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Negati | **Driver Age:** | 63 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | Ne | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Er/about | **Object off Cway** | None | **To:** | Sw | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410833654 | **1st / 2nd Rd:** | 7U536/1 NONE | **Jun Detail:** | Notjunct | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Tue | **Parish:** | | **Jun Control:** | Notjunct | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 23/04/2019 15:10:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U536 Bradman Way Stevenage Approx 25m North J/w U536 Bradman Way | | | | | | | | **On Site:** | No |

Both Vs Trav North On Bradman Way. V1 Car Has Overtaken V2 P/c & Clipped Rear Of V2 Causing Rider To Fall. V1 Fts

**Easting:** 525339 **Northing:** 226168

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410833654 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 15 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 152581 | **Maneouvre:** | Otakemov | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nonstop | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notap | **Driver Age:** | 15 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410849493 | **1st / 2nd Rd:** | 7U190/1 7U257/1 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Sun | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 1 |
| **Date:** | 21/04/2019 20:00:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U190 Lincoln Road Stevneage J/w U257 Pilgrims Way | | | | | | | | **On Site:** | No |

Exact Details Not Clear. Would Appear That V1 Car Trav West On Lincoln Road Has Collided With Child Ped Who Ran Into Path Of V1

**Easting:** 525557 **Northing:** 226915

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410849493 | **Cas Class:** | Pedestri | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Unknown |
| **Veh Ref:** | 1 | **Cas Age:** | | **PSV Passenger:** | No | **Road User Class:** | Pedestrians | **Ped Location:** | Unknown |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Unknown |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 153226 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | 49 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410826562 | **1st / 2nd Rd:** | 7U57/90 7U57/15 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Tue | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 26/03/2019 08:20:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U57 Canterbury Way Stevenage Approx 10m North J/w U57 Canterbury Way | | | | | | | | **On Site:** | No |

V1 Car Trav South On Canterbury Way Slowing For Jct Has Collided With O/s V2 P/c Riding Across C/way From V1 N/s Trav West

**Easting:** 525074 **Northing:** 226633

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410826562 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 14 | **PSV Passenger:** | No | **Road User Class:** | Cyclists | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 152600 | **Maneouvre:** | Stopping | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | 50 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Notap | **Driver Age:** | 14 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Bicycle | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410816542 | **1st / 2nd Rd:** | 7U57/15 7U273/1 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 3 |
| **Day of Week:** | Sun | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** | 03/02/2019 18:12:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 3 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Nperfbrg |
| U57 Canterbury Way Stevenage J/w U273 Ripon Road | | | | | | | | **On Site:** | Yes |

All Vs Cars. V1 Police Car On Mobile Patrol Trav East On Canterbury Way Has Seen V2 Trav South On Ripon Way At Speed And Performed U Turn In Jct To See V1 Enter Canterbury Way & Take Jct Wide Colliding With Front V3 Trav West On Canterbury Way

**Easting:** 524843 **Northing:** 226612

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410816542 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 38 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2019-410816542 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 3 | **Cas Age:** | 34 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 2 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |
| **Acc Ref:** | 2019-410816542 | **Cas Class:** | Passenge | **Car Passenger:** | Rearseat | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 3 | **Cas Age:** | | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 3 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151995 | **Maneouvre:** | Uturn | **Skiding:** | None | **Impact Point:** | None | **Driver Breath Test:** | Negati | **Driver Age:** | 28 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | | **Maneouvre:** | Turnleft | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notreq | **Driver Age:** | 38 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | S | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notreq | **Driver Age:** | 34 |
| **Veh Ref:** | 3 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410808930 | **1st / 2nd Rd:** | 7U171/1 NONE | **Jun Detail:** | Entrance | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Mon | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 1 |
| **Date:** | 14/01/2019 12:25:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U171 Jessop Road Stevenage O/s No 206 & Approx 95m West J/w U171 Jessop Road | | | | | | | | **On Site:** | No |

V1 Car Has Reversed Out Of Driveway Of No 206 Jessop Road & Collided With Ped (refuse Collector) Staning In C/way. V1 Fts

**Easting:** 524960 **Northing:** 226153

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2019-410808930 | **Cas Class:** | Pedestri | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Cwaystil |
| **Veh Ref:** | 1 | **Cas Age:** | 56 | **PSV Passenger:** | No | **Road User Class:** | Pedestrians | **Ped Location:** | Ctrcway |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151931 | **Maneouvre:** | Reverse | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notcon | **Driver Age:** | 62 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410811329 | **1st / 2nd Rd:** | 7U413/1 7U401/1 | **Jun Detail:** | T | **Weather:** | Rain | **Num Cas:** | 1 |
| **Day of Week:** | Fri | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Darklit | **Num Peds:** | 0 |
| **Date:** | 23/11/2018 17:30:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Wet | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U413 Wedgwood Way Stevenage J/w U401 Cartwright Road | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V1 Trav West On Cartwright Road Has Failed To Stop At Jct & Collided With V2 Trav North & Waiting To Turn Right Into Cartwright Road

**Easting:** 525939 **Northing:** 226552

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Slipweat | Flookdri | Juncover | Reckdriv | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410811329 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 43 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Unknown | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151935 | **Maneouvre:** | Stopping | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 22 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Work | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Waitrigh | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Negati | **Driver Age:** | 43 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrowrk | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2018-410802174 | **1st / 2nd Rd:** 7U57/15 7U257/1 | **Jun Detail:** | T | **Weather:** | Unknown | **Num Cas:** | 1 |
| **Day of Week:** Wed | **Parish:** | **Jun Control:** | Giveway | **Light:** | Darkunkn | **Num Peds:** | 0 |
| **Date:** 14/11/2018 01:10:00 | **District:** Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U57 Canterbury Way Stevenage Approx 20m West J/w U257 Pilgrims Way | | | | | | **On Site:** | No |

Both Vs Trav East On Canterbury Way. V1 Car (assumed) Has Collided With Rear V2 Mobility Scooter Pushing V2 Into Kerb Where V2 Has Overturned Onto Driver. Driver V2 Alcohol Impaired. V1 Fts

**Easting:** 525503 **Northing:** 226596

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Flookdri | Misspeed | | | | |
| V 2 | B | | | Alcydriv | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2018-410802174 | **Cas Class:** Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** 2 | **Cas Age:** 71 | **PSV Passenger:** | No | **Road User Class:** | Other Vehicle Types | **Ped Location:** | Notped |
| **Cas Ref:** 1 | **Cas Gender:** Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151911 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | W | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Back | **Driver Breath Test:** | Notap | **Driver Age:** | 71 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | Kerb | **From:** | W | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Mobscoot | **Junction:** | Approach | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410344594 | **1st / 2nd Rd:** | 5U1528/ 5U1453/ | **Jun Detail:** | R/bout | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Tue | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 1 |
| **Date:** | 13/11/2018 08:15:00 | **District:** | NHerts | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npercntr |
| U1528 Mendip Way Stevenage J/w U1453 Great Ashby Way Rbt | | | | | | | | **On Site:** | No |

V1 Car Trav South On Mendip Way Waiting To Enter Rbt When Ped Began To Cross C/way Trav West From V1 N/s & Collided With N/s V1

**Easting:** 525756 **Northing:** 227369

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410344594 | **Cas Class:** | Pedestri | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Xnrside |
| **Veh Ref:** | 1 | **Cas Age:** | 12 | **PSV Passenger:** | No | **Road User Class:** | Pedestrians | **Ped Location:** | Elsewher |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151673 | **Maneouvre:** | Starting | **Skiding:** | None | **Impact Point:** | Nearside | **Driver Breath Test:** | Notcon | **Driver Age:** | 42 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | N | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Approach | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrosch | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2018-410344662 | **1st / 2nd Rd:** 7U94/10 NONE | **Jun Detail:** Entrance | **Weather:** Fine | **Num Cas:** 1 |
| **Day of Week:** Wed | **Parish:** | **Jun Control:** Giveway | **Light:** Day | **Num Peds:** 1 |
| **Date:** 07/11/2018 15:18:00 | **District:** Stevenag | **Spec Conditions:** None | **Road Surface:** Dry | **Num Vehicles:** 1 |
| **Acc Severity:** Slight | **Speed Limit:** 30mph | **C/way Hazard:** None | **C/way Type:** Single | **Ped Xing:** Schpfbrg |
| U94 Durham Road Stevenage O/s Giles School & Approx 120m North J/w A1072 Martins Way | | | | **On Site:** Yes |

V1 Car Trav North On Durham Road Has Collided With Child Ped Who Has Run Across C/way From V1 N/s Trav East

**Easting:** 525127 **Northing:** 226351

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| C 1 | A | Flookped | Misveped | | | | |

## *Casualty Details*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Acc Ref:** 2018-410344662 | **Cas Class:** Pedestri | **Car Passenger:** No | **Cas Severity:** Slight | **Ped Movement:** Xnrside |
| **Veh Ref:** 1 | **Cas Age:** 11 | **PSV Passenger:** No | **Road User Class:** Pedestrians | **Ped Location:** Elsewher |
| **Cas Ref:** 1 | **Cas Gender:** Female | **Seat Belt:** Notapp | **School Pupil:** | **Ped Work on Rd:** Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151562 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 38 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Exit | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Tofrosch | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410326870 | **1st / 2nd Rd:** | 7U57/15 NONE | **Jun Detail:** | Notjunct | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Wed | **Parish:** | | **Jun Control:** | Notjunct | **Light:** | Day | **Num Peds:** | 1 |
| **Date:** | 15/08/2018 19:33:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 1 |
| **Acc Severity:** | Serious | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U57 Canterbury Way Stevenage Approx 30m East J/w U57 Canterbury Way | | | | | | | | **On Site:** | Yes |

V1 Car Trav West On Canterbury Way Has Collided With Ped Who Has Stepped Into C/way Following Argument With His Girlfriend. V1 Fts

**Easting:** 525333 **Northing:** 226634

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| C 1 | A | Dangeped | | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410326870 | **Cas Class:** | Pedestri | **Car Passenger:** | No | **Cas Severity:** | Serious | **Ped Movement:** | Unknown |
| **Veh Ref:** | 1 | **Cas Age:** | 38 | **PSV Passenger:** | No | **Road User Class:** | Pedestrians | **Ped Location:** | Unknown |
| **Cas Ref:** | 1 | **Cas Gender:** | Male | **Seat Belt:** | Notapp | **School Pupil:** | | **Ped Work on Rd:** | Notapp |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151368 | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Notcon | **Driver Age:** | |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Hit&run | | |
| **Veh Type:** | Car | **Junction:** | Notjunct | **Object off Cway** | None | **To:** | W | **Driver Gender:** | Unknown | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410314368 | **1st / 2nd Rd:** | 7U413/1 7U401/1 | **Jun Detail:** | T | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Wed | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 27/06/2018 18:10:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |
| U413 Wedgwood Way Stevenage J/w U401 Cartwright Road | | | | | | | | **On Site:** | Yes |

Both Vs Cars. V2 Trav North On Wegewood Way Has Turned Right Into Cartwright Road At The Same Time V1 Trav West On Cartright Road Has Turned Right Into Wedgewood Road & V1 Has Collided With O/s V2

**Easting:** 525942 **Northing:** 226557

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Flookdri | | | | | |
| V 2 | A | | Flookdri | | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410314368 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 32 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 151031 | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Front | **Driver Breath Test:** | Negati | **Driver Age:** | 24 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | E | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Male | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Turnrigh | **Skiding:** | None | **Impact Point:** | Offside | **Driver Breath Test:** | Negati | **Driver Age:** | 32 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Lmain | **Object off Cway** | None | **To:** | E | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | Slight | | |

## *Accident Details:*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410300459 | **1st / 2nd Rd:** | 7U94/10 NONE | **Jun Detail:** | Entrance | **Weather:** | Fine | **Num Cas:** | 1 |
| **Day of Week:** | Wed | **Parish:** | | **Jun Control:** | Giveway | **Light:** | Day | **Num Peds:** | 0 |
| **Date:** | 06/06/2018 10:55:00 | **District:** | Stevenag | **Spec Conditions:** | None | **Road Surface:** | Dry | **Num Vehicles:** | 2 |
| **Acc Severity:** | Slight | **Speed Limit:** | 30mph | **C/way Hazard:** | None | **C/way Type:** | Single | **Ped Xing:** | Npernox |

U94 Durham Way Stevenage At Entrance To St Giles School & Approx 70m North J/w A1072 Martins Way **On Site:** No

V2 Car Following V1 Car Trav North On Durham Road. V1 Pulled Into Entrance Of St Giles School & Straight Out Again Into Path V2 Causing V2 To Brake. V1 Fts

**Easting:** 525126 **Northing:** 226301

### *Contributory Factors*

| Participant | Confidence | Factor 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|---|
| V 1 | A | Flookdri | Poorturn | | | | |
| V 1 | B | | | Reckdriv | | | |

## *Casualty Details*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 2018-410300459 | **Cas Class:** | Driver | **Car Passenger:** | No | **Cas Severity:** | Slight | **Ped Movement:** | Notped |
| **Veh Ref:** | 2 | **Cas Age:** | 65 | **PSV Passenger:** | No | **Road User Class:** | Car Users | **Ped Location:** | Notped |
| **Cas Ref:** | 1 | **Cas Gender:** | Female | **Seat Belt:** | Wornnot | **School Pupil:** | | **Ped Work on Rd:** | Notped |

## *Vehicle Details*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Acc Ref:** | 150892 | **Maneouvre:** | Uturn | **Skiding:** | None | **Impact Point:** | None | **Driver Breath Test:** | Notcon | **Driver Age:** | 29 |
| **Veh Ref:** | 1 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nonstop | | |
| **Veh Type:** | Car | **Junction:** | Emain | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Unknown | **Driver Severity:** | None | | |
| **Acc Ref:** | | **Maneouvre:** | Ahead | **Skiding:** | None | **Impact Point:** | None | **Driver Breath Test:** | Notcon | **Driver Age:** | 65 |
| **Veh Ref:** | 2 | **Location:** | Carw | **Object in Cway:** | None | **From:** | S | **Hit and Run:** | Nothtrun | | |
| **Veh Type:** | Car | **Junction:** | Middle | **Object off Cway** | None | **To:** | N | **Driver Gender:** | Female | | |
| **Foreign Veh:** | | **Towing;** | None | **velcwy** | No | **J Purpose:** | Other | **Driver Severity:** | Slight | | |

# Appendix I

## Manual Classified Count (MCC) Survey Results & Local Plan Run 7 Traffic Flows

Woods Hardwick

Architecture | Engineering | Planning | Surveying

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Mendip Way / B - Great Ashby Way (South East) / C - Whitehorse Lane / D - Great Ashby Way (West)**

| CLASSIFICATION | PCU |
|---|---|
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |
| P/CYCLE | 0.2 |
| M/CYCLE | 0.4 |

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** A - Mendip Way / B - Great Ashby Way (South East) / C - Whitehorse Lane / D - Great Ashby Way (West)

**Approach:** A - Mendip Way

**A to B**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 07:15 - 07:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 07:30 - 07:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 07:45 - 08:00 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| **Hourly Total** | **21** | **5** | **0** | **0** | **0** | **0** | **0** | **26** | **26** |
| 08:00 - 08:15 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 |
| 08:15 - 08:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 08:30 - 08:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 08:45 - 09:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| **Hourly Total** | **50** | **1** | **0** | **0** | **0** | **0** | **0** | **51** | **51** |
| 09:00 - 09:15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 09:15 - 09:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 09:30 - 09:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 09:45 - 10:00 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| **Hourly Total** | **11** | **4** | **0** | **0** | **0** | **0** | **0** | **15** | **15** |
| 10:00 - 10:15 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3.2 | 4 |
| 10:15 - 10:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 10:30 - 10:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **7** | **0** | **0** | **0** | **0** | **1** | **0** | **7** | **8** |
| 11:00 - 11:15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:15 - 11:30 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 6.5 | 6 |
| 11:30 - 11:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 11:45 - 12:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| **Hourly Total** | **16** | **4** | **1** | **0** | **0** | **0** | **0** | **22** | **21** |
| 12:00 - 12:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 12:15 - 12:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:30 - 12:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:45 - 13:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| **Hourly Total** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | **9** |
| 13:00 - 13:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 13:15 - 13:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 13:30 - 13:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 13:45 - 14:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| **Hourly Total** | **14** | **3** | **0** | **0** | **0** | **0** | **0** | **17** | **17** |
| 14:00 - 14:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 14:15 - 14:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 14:30 - 14:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:45 - 15:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| **Hourly Total** | **18** | **1** | **0** | **0** | **0** | **0** | **0** | **19** | **19** |
| 15:00 - 15:15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 15:15 - 15:30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 15:30 - 15:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 15:45 - 16:00 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 8.3 | 7 |
| **Hourly Total** | **25** | **3** | **0** | **1** | **0** | **0** | **0** | **30** | **29** |
| 16:00 - 16:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 16:15 - 16:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 16:30 - 16:45 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 16:45 - 17:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| **Hourly Total** | **19** | **5** | **0** | **0** | **0** | **0** | **0** | **24** | **24** |
| 17:00 - 17:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 17:15 - 17:30 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 7.5 | 7 |
| 17:30 - 17:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 17:45 - 18:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| **Hourly Total** | **23** | **0** | **1** | **0** | **0** | **0** | **0** | **25** | **24** |
| 18:00 - 18:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 18:15 - 18:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 18:30 - 18:45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 18:45 - 19:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| **Hourly Total** | **20** | **1** | **0** | **0** | **0** | **0** | **0** | **21** | **21** |
| **Session Total** | **233** | **27** | **2** | **1** | **0** | **1** | **0** | **266** | **264** |

**A to C**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:15 - 07:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 07:30 - 07:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 07:45 - 08:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| **Hourly Total** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **12** | **12** |
| 08:00 - 08:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 08:15 - 08:30 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 5.2 | 6 |
| 08:30 - 08:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 08:45 - 09:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| **Hourly Total** | **23** | **1** | **0** | **0** | **0** | **1** | **0** | **24** | **25** |
| 09:00 - 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 09:15 - 09:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **7** |
| 10:00 - 10:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **4** |
| 11:00 - 11:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:15 - 11:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 11:30 - 11:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:45 - 12:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| **Hourly Total** | **8** | **1** | **0** | **0** | **0** | **0** | **0** | **9** | **9** |
| 12:00 - 12:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 12:15 - 12:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 12:30 - 12:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:45 - 13:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| **Hourly Total** | **9** | **3** | **0** | **0** | **0** | **0** | **0** | **12** | **12** |
| 13:00 - 13:15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:15 - 13:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:30 - 13:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:45 - 14:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **5** | **2** | **0** | **0** | **0** | **0** | **0** | **7** | **7** |
| 14:00 - 14:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 14:15 - 14:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 14:30 - 14:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:45 - 15:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **8** |
| 15:00 - 15:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 15:15 - 15:30 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 4.2 | 5 |
| 15:30 - 15:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 15:45 - 16:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **13** | **1** | **0** | **0** | **0** | **1** | **0** | **14** | **15** |
| 16:00 - 16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 16:15 - 16:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 16:30 - 16:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 16:45 - 17:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| **Hourly Total** | **15** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | **15** |
| 17:00 - 17:15 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 4.2 | 5 |
| 17:15 - 17:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 17:30 - 17:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 17:45 - 18:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| **Hourly Total** | **13** | **0** | **0** | **0** | **0** | **1** | **0** | **13** | **14** |
| 18:00 - 18:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 18:15 - 18:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 18:30 - 18:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 18:45 - 19:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| **Hourly Total** | **20** | **0** | **0** | **0** | **0** | **0** | **0** | **20** | **20** |
| **Session Total** | **137** | **8** | **0** | **0** | **0** | **3** | **0** | **146** | **148** |

**A to D**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 10 | 1 | 1 | 0 | 0 | 0 | 2 | 13.3 | 14 |
| 07:15 - 07:30 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 07:30 - 07:45 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 07:45 - 08:00 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| **Hourly Total** | **51** | **5** | **1** | **0** | **0** | **0** | **2** | **58** | **59** |
| 08:00 - 08:15 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 |
| 08:15 - 08:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 08:30 - 08:45 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 08:45 - 09:00 | 9 | 2 | 0 | 0 | 0 | 0 | 1 | 11.4 | 12 |
| **Hourly Total** | **54** | **3** | **0** | **0** | **0** | **0** | **1** | **57** | **58** |
| 09:00 - 09:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 09:15 - 09:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 09:30 - 09:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 09:45 - 10:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| **Hourly Total** | **20** | **1** | **0** | **0** | **0** | **0** | **0** | **21** | **21** |
| 10:00 - 10:15 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2.4 | 3 |
| 10:15 - 10:30 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 6.4 | 7 |
| 10:30 - 10:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 10:45 - 11:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| **Hourly Total** | **16** | **2** | **0** | **0** | **0** | **0** | **2** | **19** | **20** |
| 11:00 - 11:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:15 - 11:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 11:30 - 11:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 11:45 - 12:00 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| **Hourly Total** | **17** | **4** | **0** | **0** | **0** | **0** | **0** | **21** | **21** |
| 12:00 - 12:15 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 6.5 | 6 |
| 12:15 - 12:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:30 - 12:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 12:45 - 13:00 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 7.4 | 8 |
| **Hourly Total** | **16** | **2** | **1** | **0** | **0** | **0** | **1** | **20** | **20** |
| 13:00 - 13:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 13:15 - 13:30 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 13:30 - 13:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 13:45 - 14:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| **Hourly Total** | **15** | **3** | **0** | **0** | **0** | **0** | **0** | **18** | **18** |
| 14:00 - 14:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 14:15 - 14:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 14:30 - 14:45 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 14:45 - 15:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| **Hourly Total** | **28** | **3** | **0** | **0** | **0** | **0** | **0** | **31** | **31** |
| 15:00 - 15:15 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 11.4 | 12 |
| 15:15 - 15:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 15:30 - 15:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 15:45 - 16:00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| **Hourly Total** | **25** | **3** | **0** | **0** | **0** | **0** | **1** | **28** | **29** |
| 16:00 - 16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 16:15 - 16:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 16:30 - 16:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 16:45 - 17:00 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| **Hourly Total** | **20** | **2** | **0** | **0** | **0** | **0** | **0** | **22** | **22** |
| 17:00 - 17:15 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 17:15 - 17:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 17:30 - 17:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 17:45 - 18:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| **Hourly Total** | **34** | **3** | **0** | **0** | **0** | **0** | **0** | **37** | **37** |
| 18:00 - 18:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 18:15 - 18:30 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 18:30 - 18:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 18:45 - 19:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| **Hourly Total** | **23** | **4** | **0** | **0** | **0** | **0** | **0** | **27** | **27** |
| **Session Total** | **319** | **35** | **2** | **0** | **0** | **0** | **7** | **360** | **363** |

**A to A**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **Session Total** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **5** |

**From A**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 14 | 4 | 1 | 0 | 0 | 0 | 2 | 20.3 | 21 |
| 07:15 - 07:30 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| 07:30 - 07:45 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 |
| 07:45 - 08:00 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| **Hourly Total** | **85** | **10** | **1** | **0** | **0** | **0** | **2** | **97** | **98** |
| 08:00 - 08:15 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 |
| 08:15 - 08:30 | 25 | 0 | 0 | 0 | 0 | 1 | 0 | 25.2 | 26 |
| 08:30 - 08:45 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 |
| 08:45 - 09:00 | 23 | 4 | 0 | 0 | 0 | 0 | 1 | 27.4 | 28 |
| **Hourly Total** | **128** | **5** | **0** | **0** | **0** | **1** | **1** | **134** | **135** |
| 09:00 - 09:15 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 09:15 - 09:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 09:30 - 09:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 09:45 - 10:00 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| **Hourly Total** | **38** | **5** | **0** | **0** | **0** | **0** | **0** | **43** | **43** |
| 10:00 - 10:15 | 8 | 0 | 0 | 0 | 0 | 1 | 1 | 8.6 | 10 |
| 10:15 - 10:30 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 8.4 | 9 |
| 10:30 - 10:45 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 10:45 - 11:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| **Hourly Total** | **27** | **2** | **0** | **0** | **0** | **1** | **2** | **30** | **32** |
| 11:00 - 11:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 11:15 - 11:30 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 17.5 | 17 |
| 11:30 - 11:45 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 11:45 - 12:00 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| **Hourly Total** | **41** | **9** | **1** | **0** | **0** | **0** | **0** | **52** | **51** |
| 12:00 - 12:15 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 13.5 | 13 |
| 12:15 - 12:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 12:30 - 12:45 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 12:45 - 13:00 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 14.4 | 15 |
| **Hourly Total** | **34** | **5** | **1** | **0** | **0** | **0** | **1** | **41** | **41** |
| 13:00 - 13:15 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 13:15 - 13:30 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 13:30 - 13:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 13:45 - 14:00 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| **Hourly Total** | **35** | **8** | **0** | **0** | **0** | **0** | **0** | **43** | **43** |
| 14:00 - 14:15 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 14:15 - 14:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 14:30 - 14:45 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 14:45 - 15:00 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| **Hourly Total** | **54** | **4** | **0** | **0** | **0** | **0** | **0** | **58** | **58** |
| 15:00 - 15:15 | 22 | 3 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 |
| 15:15 - 15:30 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 17.2 | 18 |
| 15:30 - 15:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 15:45 - 16:00 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 19.3 | 18 |
| **Hourly Total** | **64** | **7** | **0** | **1** | **0** | **1** | **1** | **74** | **74** |
| 16:00 - 16:15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 16:15 - 16:30 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 16:30 - 16:45 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 16:45 - 17:00 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| **Hourly Total** | **54** | **7** | **0** | **0** | **0** | **0** | **0** | **61** | **61** |
| 17:00 - 17:15 | 18 | 2 | 0 | 0 | 0 | 1 | 0 | 20.2 | 21 |
| 17:15 - 17:30 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 16.5 | 16 |
| 17:30 - 17:45 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| 17:45 - 18:00 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| **Hourly Total** | **70** | **3** | **1** | **0** | **0** | **1** | **0** | **75** | **75** |
| 18:00 - 18:15 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 18:15 - 18:30 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| 18:30 - 18:45 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 18:45 - 19:00 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| **Hourly Total** | **64** | **5** | **0** | **0** | **0** | **0** | **0** | **69** | **69** |
| **Session Total** | **694** | **70** | **4** | **1** | **0** | **4** | **7** | **776** | **780** |

**To A**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5.5 | 5 |
| 07:15 - 07:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 07:30 - 07:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 07:45 - 08:00 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| **Hourly Total** | **21** | **4** | **1** | **0** | **0** | **0** | **0** | **27** | **26** |
| 08:00 - 08:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 08:15 - 08:30 | 13 | 2 | 0 | 0 | 0 | 1 | 0 | 15.2 | 16 |
| 08:30 - 08:45 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 08:45 - 09:00 | 13 | 1 | 1 | 0 | 0 | 1 | 0 | 15.7 | 16 |
| **Hourly Total** | **46** | **7** | **1** | **0** | **0** | **2** | **0** | **55** | **56** |
| 09:00 - 09:15 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 09:15 - 09:30 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 09:30 - 09:45 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 09:45 - 10:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| **Hourly Total** | **41** | **6** | **0** | **0** | **0** | **0** | **0** | **47** | **47** |
| 10:00 - 10:15 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 12.4 | 13 |
| 10:15 - 10:30 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 10:30 - 10:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 10:45 - 11:00 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| **Hourly Total** | **34** | **5** | **0** | **0** | **0** | **0** | **1** | **39** | **40** |
| 11:00 - 11:15 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 11:15 - 11:30 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 11:30 - 11:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 11:45 - 12:00 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 9.5 | 9 |
| **Hourly Total** | **31** | **8** | **1** | **0** | **0** | **0** | **0** | **41** | **40** |
| 12:00 - 12:15 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 12:15 - 12:30 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 12:30 - 12:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 12:45 - 13:00 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 13.4 | 14 |
| **Hourly Total** | **39** | **5** | **0** | **0** | **0** | **0** | **1** | **44** | **45** |
| 13:00 - 13:15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 13:15 - 13:30 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 13:30 - 13:45 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 13:45 - 14:00 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| **Hourly Total** | **51** | **12** | **0** | **0** | **0** | **0** | **0** | **63** | **63** |
| 14:00 - 14:15 | 17 | 3 | 0 | 0 | 0 | 2 | 0 | 20.4 | 22 |
| 14:15 - 14:30 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 14:30 - 14:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 14:45 - 15:00 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| **Hourly Total** | **58** | **10** | **0** | **0** | **0** | **2** | **0** | **68** | **70** |
| 15:00 - 15:15 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 5.8 | 7 |
| 15:15 - 15:30 | 23 | 2 | 1 | 0 | 0 | 0 | 1 | 26.9 | 27 |
| 15:30 - 15:45 | 32 | 6 | 0 | 0 | 0 | 0 | 1 | 38.4 | 39 |
| 15:45 - 16:00 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| **Hourly Total** | **78** | **8** | **1** | **0** | **0** | **0** | **4** | **89** | **91** |
| 16:00 - 16:15 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 |
| 16:15 - 16:30 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| 16:30 - 16:45 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| 16:45 - 17:00 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| **Hourly Total** | **79** | **9** | **0** | **0** | **0** | **0** | **0** | **88** | **88** |
| 17:00 - 17:15 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 17:15 - 17:30 | 22 | 3 | 1 | 0 | 0 | 1 | 0 | 26.7 | 27 |
| 17:30 - 17:45 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| 17:45 - 18:00 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| **Hourly Total** | **99** | **12** | **1** | **0** | **0** | **1** | **0** | **113** | **113** |
| 18:00 - 18:15 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 |
| 18:15 - 18:30 | 22 | 1 | 0 | 0 | 0 | 0 | 1 | 23.4 | 24 |
| 18:30 - 18:45 | 22 | 1 | 0 | 0 | 0 | 0 | 1 | 23.4 | 24 |
| 18:45 - 19:00 | 22 | 1 | 0 | 0 | 0 | 1 | 1 | 23.6 | 25 |
| **Hourly Total** | **94** | **8** | **0** | **0** | **0** | **1** | **3** | **103** | **106** |
| **Session Total** | **671** | **94** | **5** | **0** | **0** | **6** | **9** | **777** | **785** |

**Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023**

Produced by Streetwise Services Ltd.

**Junction:** A - Mendip Way / B - Great Ashby Way (South East) / C - Whitehorse Lane / D - Great Ashby Way (West)

**Approach:** B - Great Ashby Way (South East)

**B to C**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 07:15 - 07:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 07:30 - 07:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 07:45 - 08:00 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 12.5 | 12 |
| Hourly Total | 27 | 3 | 1 | 0 | 0 | 0 | 0 | 32 | 31 |
| 08:00 - 08:15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 08:15 - 08:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 08:30 - 08:45 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 08:45 - 09:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| Hourly Total | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 49 |
| 09:00 - 09:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 09:15 - 09:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 09:30 - 09:45 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 09:45 - 10:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 25 | 25 |
| 10:00 - 10:15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5.5 | 5 |
| 10:15 - 10:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 10:30 - 10:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 10:45 - 11:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 23 | 22 |
| 11:00 - 11:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:15 - 11:30 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5.5 | 5 |
| 11:30 - 11:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 11:45 - 12:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| Hourly Total | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 20 | 19 |
| 12:00 - 12:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 12:15 - 12:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 12:30 - 12:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 12:45 - 13:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| Hourly Total | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 |
| 13:00 - 13:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 13:15 - 13:30 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4.5 | 4 |
| 13:30 - 13:45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 13:45 - 14:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 21 | 20 |
| 14:00 - 14:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 14:15 - 14:30 | 5 | 2 | 0 | 0 | 0 | 1 | 0 | 7.2 | 8 |
| 14:30 - 14:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 14:45 - 15:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| Hourly Total | 20 | 2 | 0 | 0 | 0 | 1 | 0 | 22 | 23 |
| 15:00 - 15:15 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 6.4 | 7 |
| 15:15 - 15:30 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 9.2 | 10 |
| 15:30 - 15:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 15:45 - 16:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| Hourly Total | 27 | 0 | 0 | 0 | 0 | 1 | 1 | 28 | 29 |
| 16:00 - 16:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 16:15 - 16:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 16:30 - 16:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 16:45 - 17:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| Hourly Total | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31 | 31 |
| 17:00 - 17:15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 17:15 - 17:30 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 17:30 - 17:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 17:45 - 18:00 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| Hourly Total | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 46 | 46 |
| 18:00 - 18:15 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 18:15 - 18:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 18:30 - 18:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 18:45 - 19:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| Hourly Total | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 33 |
| Session Total | 325 | 17 | 4 | 0 | 0 | 2 | 1 | 349 | 349 |

**B to D**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 28 | 6 | 1 | 0 | 1 | 0 | 0 | 37.5 | 36 |
| 07:15 - 07:30 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| 07:30 - 07:45 | 51 | 6 | 0 | 1 | 1 | 2 | 0 | 61.7 | 61 |
| 07:45 - 08:00 | 51 | 3 | 0 | 0 | 0 | 0 | 0 | 54.0 | 54 |
| Hourly Total | 159 | 18 | 1 | 1 | 2 | 2 | 0 | 185 | 183 |
| 08:00 - 08:15 | 61 | 2 | 1 | 0 | 1 | 0 | 0 | 66.5 | 65 |
| 08:15 - 08:30 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 |
| 08:30 - 08:45 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 |
| 08:45 - 09:00 | 27 | 2 | 0 | 0 | 1 | 0 | 1 | 31.4 | 31 |
| Hourly Total | 174 | 11 | 1 | 0 | 2 | 0 | 1 | 191 | 189 |
| 09:00 - 09:15 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| 09:15 - 09:30 | 30 | 4 | 1 | 0 | 0 | 0 | 0 | 35.5 | 35 |
| 09:30 - 09:45 | 22 | 1 | 0 | 1 | 1 | 0 | 0 | 27.3 | 25 |
| 09:45 - 10:00 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| Hourly Total | 103 | 12 | 1 | 1 | 1 | 0 | 0 | 121 | 118 |
| 10:00 - 10:15 | 24 | 1 | 0 | 0 | 1 | 0 | 0 | 27.0 | 26 |
| 10:15 - 10:30 | 13 | 3 | 2 | 0 | 0 | 0 | 1 | 19.4 | 19 |
| 10:30 - 10:45 | 12 | 2 | 0 | 0 | 1 | 0 | 0 | 16.0 | 15 |
| 10:45 - 11:00 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| Hourly Total | 61 | 8 | 2 | 0 | 2 | 0 | 1 | 76 | 74 |
| 11:00 - 11:15 | 17 | 0 | 1 | 0 | 1 | 0 | 0 | 20.5 | 19 |
| 11:15 - 11:30 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 |
| 11:30 - 11:45 | 12 | 3 | 1 | 0 | 1 | 0 | 0 | 18.5 | 17 |
| 11:45 - 12:00 | 16 | 4 | 0 | 0 | 0 | 1 | 0 | 20.2 | 21 |
| Hourly Total | 65 | 12 | 3 | 0 | 2 | 1 | 0 | 86 | 83 |
| 12:00 - 12:15 | 23 | 3 | 0 | 0 | 1 | 0 | 1 | 28.4 | 28 |
| 12:15 - 12:30 | 13 | 3 | 0 | 0 | 0 | 0 | 2 | 16.8 | 18 |
| 12:30 - 12:45 | 27 | 2 | 0 | 0 | 1 | 0 | 1 | 31.4 | 31 |
| 12:45 - 13:00 | 13 | 4 | 0 | 0 | 0 | 0 | 1 | 17.4 | 18 |
| Hourly Total | 76 | 12 | 0 | 0 | 2 | 0 | 5 | 94 | 95 |
| 13:00 - 13:15 | 15 | 1 | 1 | 0 | 1 | 0 | 0 | 19.5 | 18 |
| 13:15 - 13:30 | 21 | 5 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 |
| 13:30 - 13:45 | 22 | 2 | 0 | 0 | 1 | 1 | 0 | 26.2 | 26 |
| 13:45 - 14:00 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 |
| Hourly Total | 74 | 10 | 3 | 0 | 2 | 1 | 0 | 93 | 90 |
| 14:00 - 14:15 | 19 | 0 | 1 | 0 | 1 | 0 | 0 | 22.5 | 21 |
| 14:15 - 14:30 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 14:30 - 14:45 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 22.0 | 21 |
| 14:45 - 15:00 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| Hourly Total | 76 | 4 | 1 | 0 | 2 | 0 | 0 | 86 | 83 |
| 15:00 - 15:15 | 26 | 3 | 1 | 0 | 1 | 0 | 0 | 32.5 | 31 |
| 15:15 - 15:30 | 29 | 0 | 1 | 0 | 0 | 0 | 1 | 30.9 | 31 |
| 15:30 - 15:45 | 34 | 1 | 0 | 0 | 1 | 0 | 0 | 37.0 | 36 |
| 15:45 - 16:00 | 27 | 3 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 |
| Hourly Total | 116 | 7 | 3 | 0 | 2 | 0 | 1 | 132 | 129 |
| 16:00 - 16:15 | 15 | 5 | 1 | 0 | 1 | 1 | 0 | 23.7 | 23 |
| 16:15 - 16:30 | 23 | 4 | 0 | 0 | 1 | 0 | 0 | 29.0 | 28 |
| 16:30 - 16:45 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 |
| 16:45 - 17:00 | 25 | 4 | 0 | 0 | 0 | 0 | 1 | 29.4 | 30 |
| Hourly Total | 85 | 17 | 2 | 0 | 2 | 1 | 1 | 110 | 108 |
| 17:00 - 17:15 | 32 | 4 | 0 | 0 | 1 | 0 | 0 | 38.0 | 37 |
| 17:15 - 17:30 | 26 | 3 | 0 | 0 | 0 | 2 | 1 | 29.8 | 32 |
| 17:30 - 17:45 | 28 | 3 | 0 | 0 | 1 | 0 | 1 | 33.4 | 33 |
| 17:45 - 18:00 | 28 | 3 | 0 | 0 | 0 | 0 | 2 | 31.8 | 33 |
| Hourly Total | 114 | 13 | 0 | 0 | 2 | 2 | 4 | 133 | 135 |
| 18:00 - 18:15 | 37 | 3 | 0 | 0 | 1 | 1 | 0 | 42.2 | 42 |
| 18:15 - 18:30 | 28 | 2 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 |
| 18:30 - 18:45 | 40 | 2 | 0 | 0 | 1 | 0 | 0 | 44.0 | 43 |
| 18:45 - 19:00 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| Hourly Total | 135 | 9 | 0 | 0 | 2 | 1 | 1 | 149 | 148 |
| Session Total | 1238 | 133 | 17 | 2 | 23 | 8 | 14 | 1454 | 1435 |

**B to A**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2.5 | 2 |
| 07:15 - 07:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| Hourly Total | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 12 | 11 |
| 08:00 - 08:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 08:15 - 08:30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 08:30 - 08:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 08:45 - 09:00 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5.5 | 5 |
| Hourly Total | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 25 | 24 |
| 09:00 - 09:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 09:15 - 09:30 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 09:30 - 09:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 18 | 18 |
| 10:00 - 10:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 10:15 - 10:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 10:30 - 10:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 10:45 - 11:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| 11:00 - 11:15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 11:15 - 11:30 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:30 - 11:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 11:45 - 12:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 16 | 16 |
| 12:00 - 12:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 12:15 - 12:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:30 - 12:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 12:45 - 13:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| Hourly Total | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| 13:00 - 13:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:15 - 13:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 13:30 - 13:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:45 - 14:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| Hourly Total | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| 14:00 - 14:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 14:15 - 14:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 14:30 - 14:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 14:45 - 15:00 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| Hourly Total | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 22 | 22 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4.5 | 4 |
| 15:30 - 15:45 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| 15:45 - 16:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| Hourly Total | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 30 | 29 |
| 16:00 - 16:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 16:15 - 16:30 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 16:30 - 16:45 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 16:45 - 17:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| Hourly Total | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 30 | 30 |
| 17:00 - 17:15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 17:15 - 17:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 17:30 - 17:45 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 17:45 - 18:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| Hourly Total | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 36 | 36 |
| 18:00 - 18:15 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 18:15 - 18:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 18:30 - 18:45 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 8.4 | 9 |
| 18:45 - 19:00 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 7.4 | 8 |
| Hourly Total | 23 | 4 | 0 | 0 | 0 | 0 | 2 | 28 | 29 |
| Session Total | 206 | 43 | 3 | 0 | 0 | 0 | 2 | 254 | 254 |

**B to B**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.5 | 1 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 3 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:30 - 15:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.4 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Session Total | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 11 | 11 |

**From B**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 31 | 7 | 2 | 0 | 1 | 0 | 0 | 43.0 | 41 |
| 07:15 - 07:30 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 |
| 07:30 - 07:45 | 62 | 7 | 0 | 1 | 1 | 2 | 0 | 73.7 | 73 |
| 07:45 - 08:00 | 66 | 6 | 1 | 0 | 0 | 0 | 0 | 73.5 | 73 |
| Hourly Total | 194 | 23 | 3 | 1 | 2 | 2 | 0 | 228 | 225 |
| 08:00 - 08:15 | 80 | 2 | 1 | 0 | 1 | 0 | 0 | 85.5 | 84 |
| 08:15 - 08:30 | 54 | 5 | 0 | 0 | 0 | 0 | 0 | 59.0 | 59 |
| 08:30 - 08:45 | 63 | 4 | 0 | 0 | 0 | 0 | 0 | 67.0 | 67 |
| 08:45 - 09:00 | 47 | 2 | 1 | 0 | 1 | 0 | 1 | 52.9 | 52 |
| Hourly Total | 244 | 13 | 2 | 0 | 2 | 0 | 1 | 264 | 262 |
| 09:00 - 09:15 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 |
| 09:15 - 09:30 | 45 | 5 | 1 | 0 | 0 | 0 | 0 | 51.5 | 51 |
| 09:30 - 09:45 | 27 | 6 | 1 | 1 | 1 | 0 | 0 | 38.8 | 36 |
| 09:45 - 10:00 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 |
| Hourly Total | 140 | 20 | 2 | 1 | 1 | 0 | 0 | 167 | 164 |
| 10:00 - 10:15 | 31 | 1 | 1 | 0 | 1 | 0 | 0 | 35.5 | 34 |
| 10:15 - 10:30 | 21 | 5 | 2 | 0 | 0 | 0 | 1 | 29.4 | 29 |
| 10:30 - 10:45 | 22 | 2 | 0 | 0 | 1 | 0 | 0 | 26.0 | 25 |
| 10:45 - 11:00 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| Hourly Total | 92 | 11 | 3 | 0 | 2 | 0 | 1 | 112 | 109 |
| 11:00 - 11:15 | 23 | 3 | 1 | 0 | 1 | 0 | 0 | 29.5 | 28 |
| 11:15 - 11:30 | 27 | 7 | 2 | 0 | 0 | 0 | 0 | 37.0 | 36 |
| 11:30 - 11:45 | 18 | 3 | 1 | 0 | 1 | 0 | 0 | 24.5 | 23 |
| 11:45 - 12:00 | 23 | 7 | 0 | 0 | 0 | 1 | 0 | 30.2 | 31 |
| Hourly Total | 91 | 20 | 4 | 0 | 2 | 1 | 0 | 121 | 118 |
| 12:00 - 12:15 | 35 | 3 | 0 | 0 | 1 | 0 | 1 | 40.4 | 40 |
| 12:15 - 12:30 | 22 | 3 | 0 | 0 | 0 | 0 | 2 | 25.8 | 27 |
| 12:30 - 12:45 | 34 | 2 | 0 | 0 | 1 | 0 | 1 | 38.4 | 38 |
| 12:45 - 13:00 | 21 | 4 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 |
| Hourly Total | 112 | 12 | 0 | 0 | 2 | 0 | 5 | 130 | 131 |
| 13:00 - 13:15 | 21 | 1 | 1 | 0 | 1 | 0 | 0 | 25.5 | 24 |
| 13:15 - 13:30 | 28 | 5 | 2 | 0 | 0 | 0 | 0 | 36.0 | 35 |
| 13:30 - 13:45 | 31 | 3 | 0 | 0 | 1 | 1 | 0 | 36.2 | 36 |
| 13:45 - 14:00 | 25 | 3 | 1 | 0 | 0 | 0 | 0 | 29.5 | 29 |
| Hourly Total | 105 | 12 | 4 | 0 | 2 | 1 | 0 | 127 | 124 |
| 14:00 - 14:15 | 30 | 0 | 1 | 0 | 1 | 0 | 0 | 33.5 | 32 |
| 14:15 - 14:30 | 29 | 3 | 0 | 0 | 0 | 1 | 0 | 32.2 | 33 |
| 14:30 - 14:45 | 22 | 3 | 0 | 0 | 1 | 0 | 0 | 27.0 | 26 |
| 14:45 - 15:00 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 |
| Hourly Total | 113 | 11 | 1 | 0 | 2 | 1 | 0 | 130 | 128 |
| 15:00 - 15:15 | 32 | 3 | 1 | 0 | 1 | 0 | 1 | 38.9 | 38 |
| 15:15 - 15:30 | 42 | 0 | 2 | 0 | 0 | 1 | 1 | 45.6 | 46 |
| 15:30 - 15:45 | 59 | 3 | 0 | 0 | 1 | 0 | 0 | 64.0 | 63 |
| 15:45 - 16:00 | 39 | 3 | 1 | 0 | 0 | 0 | 0 | 43.5 | 43 |
| Hourly Total | 172 | 9 | 4 | 0 | 2 | 1 | 2 | 192 | 190 |
| 16:00 - 16:15 | 30 | 7 | 1 | 0 | 1 | 1 | 0 | 40.7 | 40 |
| 16:15 - 16:30 | 34 | 8 | 0 | 0 | 1 | 0 | 0 | 44.0 | 43 |
| 16:30 - 16:45 | 33 | 7 | 1 | 0 | 0 | 0 | 0 | 41.5 | 41 |
| 16:45 - 17:00 | 39 | 5 | 0 | 0 | 0 | 0 | 2 | 44.8 | 46 |
| Hourly Total | 136 | 27 | 2 | 0 | 2 | 1 | 2 | 171 | 170 |
| 17:00 - 17:15 | 47 | 6 | 0 | 0 | 1 | 0 | 0 | 55.0 | 54 |
| 17:15 - 17:30 | 44 | 5 | 0 | 0 | 0 | 2 | 1 | 49.8 | 52 |
| 17:30 - 17:45 | 49 | 6 | 0 | 0 | 1 | 0 | 1 | 57.4 | 57 |
| 17:45 - 18:00 | 48 | 5 | 0 | 0 | 0 | 0 | 2 | 53.8 | 55 |
| Hourly Total | 188 | 22 | 0 | 0 | 2 | 2 | 4 | 216 | 218 |
| 18:00 - 18:15 | 59 | 6 | 0 | 0 | 1 | 1 | 0 | 67.2 | 67 |
| 18:15 - 18:30 | 39 | 2 | 0 | 0 | 0 | 0 | 1 | 41.4 | 42 |
| 18:30 - 18:45 | 50 | 3 | 0 | 0 | 1 | 0 | 1 | 55.4 | 55 |
| 18:45 - 19:00 | 43 | 2 | 0 | 0 | 0 | 0 | 1 | 45.4 | 46 |
| Hourly Total | 191 | 13 | 0 | 0 | 2 | 1 | 3 | 209 | 210 |
| Session Total | 1778 | 193 | 25 | 2 | 23 | 10 | 18 | 2068 | 2049 |

**To B**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| 07:15 - 07:30 | 17 | 4 | 0 | 0 | 0 | 0 | 1 | 21.4 | 22 |
| 07:30 - 07:45 | 20 | 7 | 0 | 0 | 1 | 1 | 0 | 29.2 | 29 |
| 07:45 - 08:00 | 39 | 5 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 |
| Hourly Total | 90 | 20 | 0 | 0 | 1 | 1 | 1 | 113 | 113 |
| 08:00 - 08:15 | 63 | 6 | 0 | 0 | 0 | 0 | 0 | 69.0 | 69 |
| 08:15 - 08:30 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 |
| 08:30 - 08:45 | 40 | 6 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 |
| 08:45 - 09:00 | 31 | 4 | 0 | 1 | 0 | 0 | 0 | 37.3 | 36 |
| Hourly Total | 171 | 20 | 0 | 1 | 0 | 0 | 0 | 193 | 192 |
| 09:00 - 09:15 | 35 | 5 | 2 | 0 | 0 | 0 | 0 | 43.0 | 42 |
| 09:15 - 09:30 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| 09:30 - 09:45 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 |
| 09:45 - 10:00 | 25 | 8 | 0 | 0 | 0 | 0 | 1 | 33.4 | 34 |
| Hourly Total | 97 | 18 | 3 | 0 | 0 | 0 | 1 | 120 | 119 |
| 10:00 - 10:15 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 17.2 | 18 |
| 10:15 - 10:30 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 |
| 10:30 - 10:45 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| 10:45 - 11:00 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 |
| Hourly Total | 74 | 11 | 2 | 0 | 0 | 1 | 0 | 88 | 88 |
| 11:00 - 11:15 | 21 | 2 | 0 | 0 | 0 | 1 | 0 | 23.2 | 24 |
| 11:15 - 11:30 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 |
| 11:30 - 11:45 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| 11:45 - 12:00 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| Hourly Total | 81 | 11 | 1 | 0 | 0 | 1 | 0 | 94 | 94 |
| 12:00 - 12:15 | 20 | 6 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 |
| 12:15 - 12:30 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 |
| 12:30 - 12:45 | 26 | 5 | 0 | 0 | 0 | 1 | 0 | 31.2 | 32 |
| 12:45 - 13:00 | 21 | 2 | 0 | 0 | 0 | 0 | 1 | 23.4 | 24 |
| Hourly Total | 93 | 13 | 1 | 0 | 0 | 1 | 1 | 108 | 109 |
| 13:00 - 13:15 | 31 | 4 | 0 | 0 | 0 | 0 | 1 | 35.4 | 36 |
| 13:15 - 13:30 | 33 | 8 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 |
| 13:30 - 13:45 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 |
| 13:45 - 14:00 | 27 | 4 | 0 | 1 | 0 | 0 | 0 | 33.3 | 32 |
| Hourly Total | 110 | 21 | 1 | 1 | 0 | 0 | 1 | 135 | 134 |
| 14:00 - 14:15 | 34 | 4 | 1 | 0 | 0 | 0 | 0 | 39.5 | 39 |
| 14:15 - 14:30 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| 14:30 - 14:45 | 23 | 0 | 1 | 0 | 0 | 0 | 1 | 24.9 | 25 |
| 14:45 - 15:00 | 34 | 3 | 3 | 1 | 0 | 0 | 0 | 43.8 | 41 |
| Hourly Total | 111 | 8 | 5 | 1 | 0 | 0 | 1 | 129 | 126 |
| 15:00 - 15:15 | 30 | 5 | 1 | 0 | 0 | 0 | 1 | 36.9 | 37 |
| 15:15 - 15:30 | 37 | 6 | 1 | 0 | 0 | 0 | 0 | 44.5 | 44 |
| 15:30 - 15:45 | 57 | 5 | 0 | 0 | 0 | 0 | 0 | 62.0 | 62 |
| 15:45 - 16:00 | 42 | 4 | 1 | 1 | 0 | 1 | 0 | 50.0 | 49 |
| Hourly Total | 166 | 20 | 3 | 1 | 0 | 1 | 1 | 193 | 192 |
| 16:00 - 16:15 | 37 | 7 | 1 | 0 | 0 | 0 | 1 | 45.9 | 46 |
| 16:15 - 16:30 | 42 | 4 | 0 | 0 | 0 | 0 | 1 | 46.4 | 47 |
| 16:30 - 16:45 | 50 | 9 | 0 | 0 | 0 | 0 | 1 | 59.4 | 60 |
| 16:45 - 17:00 | 45 | 8 | 0 | 0 | 0 | 0 | 1 | 53.4 | 54 |
| Hourly Total | 174 | 28 | 1 | 0 | 0 | 0 | 4 | 205 | 207 |
| 17:00 - 17:15 | 48 | 3 | 0 | 0 | 0 | 0 | 2 | 51.8 | 53 |
| 17:15 - 17:30 | 58 | 4 | 1 | 0 | 0 | 1 | 0 | 63.7 | 64 |
| 17:30 - 17:45 | 69 | 4 | 0 | 0 | 0 | 0 | 1 | 73.4 | 74 |
| 17:45 - 18:00 | 62 | 2 | 0 | 0 | 0 | 0 | 0 | 64.0 | 64 |
| Hourly Total | 237 | 13 | 1 | 0 | 0 | 1 | 3 | 253 | 255 |
| 18:00 - 18:15 | 51 | 4 | 0 | 0 | 0 | 1 | 0 | 55.2 | 56 |
| 18:15 - 18:30 | 45 | 3 | 0 | 0 | 0 | 0 | 1 | 48.4 | 49 |
| 18:30 - 18:45 | 44 | 5 | 0 | 0 | 0 | 0 | 1 | 49.4 | 50 |
| 18:45 - 19:00 | 35 | 6 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 |
| Hourly Total | 175 | 18 | 0 | 0 | 0 | 1 | 2 | 194 | 196 |
| Session Total | 1579 | 201 | 18 | 4 | 1 | 7 | 15 | 1826 | 1825 |

**Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023**

Produced by Streetwise Services Ltd.

**Junction:** A - Mendip Way / B - Great Ashby Way (South East) / C - Whitehorse Lane / D - Great Ashby Way (West)

**Approach:** C - Whitehorse Lane

| | C to D | | | | | | | | | C to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:30 - 07:45 | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 29.5 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:45 - 08:00 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 61 | 4 | 1 | 0 | 0 | 0 | 0 | 67 | 66 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 08:00 - 08:15 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 21.5 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1.2 | 2 |
| 08:30 - 08:45 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 08:45 - 09:00 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3.2 | 4 |
| Hourly Total | 94 | 4 | 2 | 0 | 0 | 0 | 0 | 101 | 100 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 8 |
| 09:00 - 09:15 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 09:15 - 09:30 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 09:30 - 09:45 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 09:45 - 10:00 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 16.5 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 83 | 2 | 1 | 0 | 0 | 0 | 0 | 87 | 86 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| 10:00 - 10:15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 10:15 - 10:30 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 9.5 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 10:30 - 10:45 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 10:45 - 11:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 40 | 2 | 1 | 0 | 0 | 0 | 0 | 44 | 43 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 11:00 - 11:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 10.2 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 11:30 - 11:45 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:45 - 12:00 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.5 | 1 |
| Hourly Total | 51 | 5 | 0 | 0 | 0 | 1 | 0 | 56 | 57 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 6 |
| 12:00 - 12:15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 12:15 - 12:30 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 12:30 - 12:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 12:45 - 13:00 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 57 | 5 | 0 | 0 | 0 | 0 | 0 | 62 | 62 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 13 |
| 13:00 - 13:15 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 13:15 - 13:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:30 - 13:45 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 9.5 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 13:45 - 14:00 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 42 | 3 | 1 | 0 | 0 | 0 | 0 | 47 | 46 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 13 |
| 14:00 - 14:15 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 14:15 - 14:30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:30 - 14:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:45 - 15:00 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 57 | 1 | 0 | 0 | 0 | 0 | 0 | 58 | 58 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 16 |
| 15:00 - 15:15 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3.4 | 4 |
| 15:15 - 15:30 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:30 - 15:45 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 15:45 - 16:00 | 25 | 0 | 0 | 0 | 0 | 1 | 0 | 25.2 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 82 | 4 | 0 | 0 | 0 | 1 | 0 | 86 | 87 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 17 |
| 16:00 - 16:15 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 16:15 - 16:30 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 16:30 - 16:45 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 23.5 | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 16:45 - 17:00 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 82 | 5 | 1 | 0 | 0 | 0 | 0 | 89 | 88 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 |
| 17:00 - 17:15 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 17:15 - 17:30 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 4.2 | 5 |
| 17:30 - 17:45 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 17:45 - 18:00 | 28 | 2 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| Hourly Total | 97 | 9 | 0 | 0 | 0 | 0 | 1 | 106 | 107 | 20 | 1 | 0 | 0 | 0 | 1 | 0 | 21 | 22 |
| 18:00 - 18:15 | 28 | 1 | 0 | 0 | 0 | 0 | 1 | 29.4 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 18:15 - 18:30 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 16.4 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 18:30 - 18:45 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 18:45 - 19:00 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 7.2 | 8 |
| Hourly Total | 82 | 8 | 0 | 0 | 0 | 0 | 2 | 91 | 92 | 19 | 1 | 0 | 0 | 0 | 1 | 0 | 20 | 21 |
| Session Total | 828 | 52 | 7 | 0 | 0 | 2 | 3 | 892 | 892 | 138 | 10 | 1 | 0 | 0 | 4 | 1 | 151 | 154 |

| | C to B | | | | | | | | | C to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 08:15 - 08:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 09:00 - 09:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 31 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:00 - 17:15 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Session Total | 177 | 21 | 0 | 0 | 0 | 0 | 0 | 198 | 198 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |

| | From C | | | | | | | | | To C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 07:15 - 07:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 07:30 - 07:45 | 32 | 2 | 1 | 0 | 0 | 0 | 0 | 35.5 | 35 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| 07:45 - 08:00 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 40 | 2 | 1 | 0 | 0 | 0 | 0 | 43.5 | 43 |
| Hourly Total | 71 | 5 | 1 | 0 | 0 | 0 | 0 | 78 | 77 | 95 | 6 | 1 | 0 | 0 | 0 | 0 | 103 | 102 |
| 08:00 - 08:15 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 28.5 | 28 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 |
| 08:15 - 08:30 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 17.2 | 18 | 26 | 0 | 0 | 0 | 0 | 1 | 0 | 26.2 | 27 |
| 08:30 - 08:45 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 | 51 | 2 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 |
| 08:45 - 09:00 | 53 | 2 | 0 | 0 | 0 | 1 | 0 | 55.2 | 56 | 63 | 1 | 0 | 0 | 0 | 0 | 1 | 64.4 | 65 |
| Hourly Total | 116 | 7 | 2 | 0 | 0 | 2 | 0 | 126 | 127 | 173 | 4 | 0 | 0 | 0 | 1 | 1 | 178 | 179 |
| 09:00 - 09:15 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 | 26 | 2 | 0 | 0 | 0 | 0 | 1 | 28.4 | 29 |
| 09:15 - 09:30 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 |
| 09:30 - 09:45 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 09:45 - 10:00 | 21 | 4 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 17.5 | 17 |
| Hourly Total | 110 | 6 | 1 | 0 | 0 | 0 | 0 | 118 | 117 | 76 | 7 | 1 | 0 | 0 | 0 | 1 | 85 | 85 |
| 10:00 - 10:15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 20.5 | 20 |
| 10:15 - 10:30 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| 10:30 - 10:45 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| 10:45 - 11:00 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| Hourly Total | 55 | 5 | 1 | 0 | 0 | 0 | 0 | 62 | 61 | 67 | 4 | 1 | 0 | 0 | 0 | 0 | 73 | 72 |
| 11:00 - 11:15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 11:15 - 11:30 | 15 | 1 | 0 | 0 | 0 | 1 | 0 | 16.2 | 17 | 25 | 3 | 1 | 0 | 0 | 0 | 0 | 29.5 | 29 |
| 11:30 - 11:45 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 11:45 - 12:00 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 21.5 | 21 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 |
| Hourly Total | 64 | 5 | 1 | 0 | 0 | 1 | 0 | 71 | 71 | 73 | 9 | 1 | 0 | 0 | 0 | 0 | 84 | 83 |
| 12:00 - 12:15 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| 12:15 - 12:30 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 12:30 - 12:45 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 19 | 2 | 2 | 0 | 0 | 0 | 0 | 24.0 | 23 |
| 12:45 - 13:00 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 |
| Hourly Total | 82 | 9 | 0 | 0 | 0 | 0 | 0 | 91 | 91 | 87 | 7 | 2 | 0 | 0 | 0 | 0 | 97 | 96 |
| 13:00 - 13:15 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| 13:15 - 13:30 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 19.0 | 18 |
| 13:30 - 13:45 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 15.5 | 15 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 |
| 13:45 - 14:00 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 |
| Hourly Total | 62 | 7 | 1 | 0 | 0 | 0 | 0 | 71 | 70 | 78 | 10 | 2 | 0 | 0 | 0 | 0 | 91 | 90 |
| 14:00 - 14:15 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 14:15 - 14:30 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 19 | 3 | 0 | 0 | 0 | 1 | 0 | 22.2 | 23 |
| 14:30 - 14:45 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| 14:45 - 15:00 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| Hourly Total | 79 | 2 | 0 | 0 | 0 | 0 | 0 | 81 | 81 | 84 | 7 | 0 | 0 | 0 | 1 | 0 | 91 | 92 |
| 15:00 - 15:15 | 15 | 3 | 0 | 0 | 0 | 0 | 1 | 18.4 | 19 | 31 | 1 | 0 | 0 | 0 | 0 | 1 | 32.4 | 33 |
| 15:15 - 15:30 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 46 | 1 | 0 | 0 | 0 | 3 | 0 | 47.6 | 50 |
| 15:30 - 15:45 | 64 | 1 | 0 | 0 | 0 | 0 | 0 | 65.0 | 65 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 |
| 15:45 - 16:00 | 30 | 0 | 0 | 0 | 0 | 1 | 0 | 30.2 | 31 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| Hourly Total | 120 | 6 | 0 | 0 | 0 | 1 | 1 | 127 | 128 | 131 | 4 | 0 | 0 | 0 | 3 | 1 | 136 | 139 |
| 16:00 - 16:15 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 28 | 2 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 |
| 16:15 - 16:30 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 |
| 16:30 - 16:45 | 41 | 3 | 1 | 0 | 0 | 0 | 0 | 45.5 | 45 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 |
| 16:45 - 17:00 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 39 | 4 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 |
| Hourly Total | 127 | 7 | 1 | 0 | 0 | 0 | 0 | 136 | 135 | 130 | 13 | 1 | 0 | 0 | 0 | 0 | 145 | 144 |
| 17:00 - 17:15 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 34 | 4 | 0 | 0 | 0 | 1 | 0 | 38.2 | 39 |
| 17:15 - 17:30 | 41 | 2 | 0 | 0 | 0 | 1 | 0 | 43.2 | 44 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 |
| 17:30 - 17:45 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 |
| 17:45 - 18:00 | 37 | 3 | 0 | 0 | 0 | 0 | 1 | 40.4 | 41 | 57 | 5 | 0 | 0 | 0 | 0 | 0 | 62.0 | 62 |
| Hourly Total | 131 | 14 | 0 | 0 | 0 | 1 | 1 | 146 | 147 | 186 | 12 | 0 | 0 | 0 | 1 | 0 | 198 | 199 |
| 18:00 - 18:15 | 38 | 1 | 0 | 0 | 0 | 0 | 1 | 39.4 | 40 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 |
| 18:15 - 18:30 | 27 | 0 | 0 | 0 | 0 | 0 | 1 | 27.4 | 28 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| 18:30 - 18:45 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 |
| 18:45 - 19:00 | 30 | 8 | 0 | 0 | 0 | 1 | 0 | 38.2 | 39 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 |
| Hourly Total | 128 | 11 | 0 | 0 | 0 | 1 | 2 | 140 | 142 | 157 | 11 | 0 | 0 | 0 | 0 | 0 | 168 | 168 |
| Session Total | 1145 | 84 | 8 | 0 | 0 | 6 | 4 | 1244 | 1247 | 1337 | 94 | 9 | 0 | 0 | 6 | 3 | 1447 | 1449 |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Mendip Way / B - Great Ashby Way (South East) / C - Whitehorse Lane / D - Great Ashby Way (West)

**Approach:** D - Great Ashby Way (West)

| | D to A | | | | | | | | D to B | | | | | | | | D to C | | | | | | | | D to D | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 07:15 - 07:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 14 | 3 | 0 | 0 | 0 | 0 | 1 | 17.0 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 6 | 22 | 6 | 0 | 0 | 0 | 1 | 0 | 29.0 | 29 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:45 - 08:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 5 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 29.0 | 30 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **5** | **1** | **0** | **0** | **0** | **0** | **0** | **5.0** | **6** | **73** | **14** | **0** | **0** | **0** | **1** | **1** | **88.0** | **89** | **52** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **55.0** | **55** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **6.0** | **6** |
| 08:00 - 08:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 6 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 08:15 - 08:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 08:30 - 08:45 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 19 | 3 | 0 | 0 | 0 | 0 | 1 | 23.0 | 22 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47.0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **18** | **6** | **0** | **0** | **0** | **0** | **0** | **24.0** | **25** | **103** | **17** | **0** | **0** | **0** | **1** | **1** | **121.0** | **120** | **101** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **104.0** | **104** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2.0** | **2** |
| 09:00 - 09:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 20 | 3 | 2 | 0 | 0 | 0 | 0 | 26.0 | 28 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 20.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 5 | 17 | 3 | 0 | 0 | 0 | 0 | 1 | 20.0 | 21 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **16** | **1** | **0** | **0** | **0** | **0** | **0** | **16.0** | **17** | **65** | **10** | **2** | **0** | **0** | **0** | **2** | **78.0** | **81** | **47** | **4** | **1** | **0** | **0** | **0** | **0** | **1** | **52.0** | **53** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** |
| 10:00 - 10:15 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 7.4 | 8 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 24.0 | 24 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 24.0 | 22 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 24.0 | 23 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **17** | **2** | **0** | **0** | **0** | **0** | **1** | **19** | **20** | **67** | **10** | **2** | **0** | **0** | **0** | **0** | **85** | **81** | **44** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **46** | **46** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 15.0 | 14 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.0 | 1 |
| 11:30 - 11:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 22.0 | 19 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **15** | **1** | **0** | **0** | **0** | **0** | **0** | **16.0** | **16** | **58** | **10** | **0** | **0** | **0** | **0** | **1** | **69.0** | **65** | **50** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **56.0** | **56** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **1.0** | **1** |
| 12:00 - 12:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 18.0 | 20 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 24.0 | 22 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 19 | 3 | 0 | 0 | 0 | 0 | 1 | 24.0 | 23 | 16 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7.4 | 8 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 19.0 | 19 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **14** | **0** | **0** | **0** | **0** | **0** | **1** | **15.4** | **16** | **69** | **11** | **1** | **0** | **0** | **0** | **2** | **85.0** | **84** | **59** | **4** | **2** | **0** | **0** | **0** | **0** | **0** | **65** | **65** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** |
| 13:00 - 13:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 21 | 4 | 0 | 0 | 0 | 0 | 1 | 24.0 | 25 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 21.0 | 21 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 24 | 2 | 0 | 1 | 0 | 0 | 0 | 29.0 | 27 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **27** | **1** | **0** | **0** | **0** | **0** | **0** | **28.0** | **28** | **87** | **17** | **1** | **1** | **0** | **0** | **1** | **106** | **105** | **55** | **7** | **1** | **0** | **0** | **0** | **0** | **0** | **63** | **63** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1.0** | **1** |
| 14:00 - 14:15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 6 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 28.0 | 30 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 19.0 | 18 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 19 | 3 | 1 | 0 | 0 | 0 | 1 | 24.0 | 23 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 29.0 | 31 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **25** | **4** | **0** | **0** | **0** | **0** | **0** | **29** | **29** | **84** | **10** | **3** | **0** | **0** | **0** | **1** | **100** | **102** | **60** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **67** | **67** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** |
| 15:00 - 15:15 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2.4 | 3 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 24.0 | 24 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 21.4 | 20 | 26 | 3 | 1 | 0 | 0 | 0 | 0 | 33.0 | 32 | 38 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 39.0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5.4 | 5 | 28 | 3 | 2 | 0 | 0 | 0 | 0 | 41.0 | 41 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 35 | 4 | 1 | 0 | 0 | 0 | 0 | 39.0 | 39 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **44** | **0** | **0** | **0** | **0** | **0** | **3** | **47** | **47** | **108** | **10** | **4** | **0** | **0** | **0** | **1** | **137** | **136** | **97** | **1** | **0** | **0** | **0** | **0** | **1** | **0** | **99** | **99** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1.0** | **1** |
| 16:00 - 16:15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 27 | 4 | 1 | 0 | 0 | 0 | 0 | 34.0 | 32 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 37 | 8 | 0 | 0 | 0 | 0 | 0 | 45.0 | 42 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **43** | **2** | **0** | **0** | **0** | **0** | **0** | **45** | **45** | **114** | **18** | **1** | **0** | **0** | **0** | **0** | **135** | **130** | **91** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **98** | **98** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1.0** | **1** |
| 17:00 - 17:15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 37.0 | 36 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 16.0 | 14 | 49 | 4 | 0 | 0 | 0 | 0 | 1 | 55.0 | 54 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 67 | 3 | 0 | 0 | 0 | 0 | 1 | 69.0 | 69 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 54 | 1 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **53** | **1** | **1** | **0** | **0** | **0** | **0** | **57** | **55** | **206** | **9** | **0** | **0** | **0** | **0** | **2** | **216** | **214** | **138** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **149** | **149** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** |
| 18:00 - 18:15 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 42 | 4 | 0 | 0 | 0 | 0 | 1 | 46.0 | 47 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 15.4 | 15 | 35 | 3 | 0 | 0 | 0 | 0 | 1 | 39.0 | 39 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 37.0 | 36 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 24.0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **47** | **1** | **0** | **0** | **0** | **0** | **1** | **49** | **49** | **129** | **14** | **0** | **0** | **0** | **0** | **2** | **145** | **145** | **105** | **3** | **0** | **0** | **0** | **0** | **1** | **0** | **109** | **109** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1.0** | **1** |
| **Session Total** | **322** | **21** | **1** | **0** | **0** | **2** | **6** | **367** | **370** | **1060** | **165** | **13** | **1** | **0** | **4** | **16** | **1261** | **1262** | **870** | **68** | **4** | **0** | **0** | **0** | **3** | **2** | **986** | **985** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

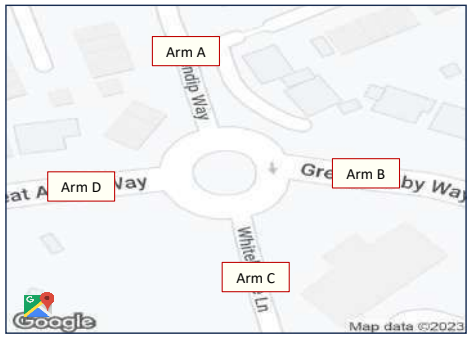
| | Point D | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 07:15 - 07:30 | 25 | 3 | 0 | 0 | 0 | 0 | 1 | 28.4 | 27 |
| 07:30 - 07:45 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 |
| 07:45 - 08:00 | 56 | 6 | 0 | 0 | 0 | 0 | 0 | 62.0 | 62 |
| **Hourly Total** | **140** | **12** | **0** | **0** | **0** | **0** | **1** | **152** | **151** |
| 08:00 - 08:15 | 68 | 5 | 0 | 0 | 0 | 0 | 0 | 73.0 | 73 |
| 08:15 - 08:30 | 68 | 5 | 0 | 0 | 0 | 0 | 0 | 73.0 | 73 |
| 08:30 - 08:45 | 66 | 6 | 0 | 0 | 0 | 0 | 0 | 72.0 | 72 |
| 08:45 - 09:00 | 62 | 3 | 0 | 0 | 0 | 0 | 1 | 70.7 | 70 |
| **Hourly Total** | **264** | **19** | **0** | **0** | **0** | **0** | **1** | **288.7** | **288** |
| 09:00 - 09:15 | 65 | 4 | 0 | 0 | 0 | 0 | 1 | 72.0 | 70 |
| 09:15 - 09:30 | 52 | 4 | 0 | 0 | 0 | 0 | 0 | 56.0 | 56 |
| 09:30 - 09:45 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 |
| 09:45 - 10:00 | 31 | 4 | 1 | 0 | 0 | 0 | 1 | 37.8 | 36 |
| **Hourly Total** | **187** | **14** | **1** | **0** | **0** | **0** | **2** | **206.8** | **203** |
| 10:00 - 10:15 | 30 | 1 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 |
| 10:15 - 10:30 | 30 | 3 | 1 | 0 | 0 | 0 | 0 | 34.0 | 34 |
| 10:30 - 10:45 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 |
| 10:45 - 11:00 | 30 | 5 | 1 | 0 | 0 | 0 | 0 | 36.0 | 36 |
| **Hourly Total** | **118** | **14** | **2** | **0** | **0** | **0** | **1** | **134** | **135** |
| 11:00 - 11:15 | 28 | 3 | 0 | 0 | 0 | 1 | 0 | 34.2 | 32 |
| 11:15 - 11:30 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 |
| 11:30 - 11:45 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| 11:45 - 12:00 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 |
| **Hourly Total** | **121** | **11** | **0** | **0** | **0** | **1** | **0** | **135.2** | **133** |
| 12:00 - 12:15 | 27 | 7 | 1 | 0 | 0 | 0 | 0 | 34.0 | 35 |
| 12:15 - 12:30 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 |
| 12:30 - 12:45 | 35 | 6 | 2 | 0 | 0 | 1 | 0 | 44.2 | 44 |
| 12:45 - 13:00 | 45 | 2 | 0 | 0 | 0 | 0 | 2 | 47.0 | 49 |
| **Hourly Total** | **140** | **18** | **3** | **0** | **0** | **1** | **2** | **161** | **164** |
| 13:00 - 13:15 | 37 | 5 | 0 | 0 | 0 | 0 | 1 | 43.4 | 43 |
| 13:15 - 13:30 | 44 | 10 | 1 | 0 | 0 | 0 | 0 | 55.0 | 55 |
| 13:30 - 13:45 | 34 | 11 | 1 | 0 | 0 | 0 | 0 | 46.0 | 46 |
| 13:45 - 14:00 | 34 | 8 | 0 | 1 | 0 | 0 | 0 | 41.3 | 43 |
| **Hourly Total** | **149** | **34** | **2** | **1** | **0** | **0** | **1** | **187** | **189** |
| 14:00 - 14:15 | 41 | 2 | 1 | 0 | 2 | 0 | 0 | 47.0 | 45 |
| 14:15 - 14:30 | 41 | 3 | 0 | 0 | 0 | 0 | 0 | 45.0 | 44 |
| 14:30 - 14:45 | 34 | 1 | 1 | 0 | 0 | 0 | 1 | 38.8 | 37 |
| 14:45 - 15:00 | 53 | 7 | 1 | 0 | 0 | 0 | 0 | 61.0 | 61 |
| **Hourly Total** | **169** | **13** | **3** | **0** | **2** | **0** | **1** | **191** | **187** |
| 15:00 - 15:15 | 47 | 4 | 1 | 0 | 0 | 0 | 2 | 47.0 | 47 |
| 15:15 - 15:30 | 79 | 7 | 1 | 0 | 0 | 1 | 1 | 86.1 | 86 |
| 15:30 - 15:45 | 68 | 7 | 0 | 0 | 0 | 0 | 1 | 86.4 | 87 |
| 15:45 - 16:00 | 64 | 8 | 0 | 0 | 0 | 0 | 1 | 71.7 | 73 |
| **Hourly Total** | **245** | **24** | **2** | **0** | **0** | **1** | **5** | **274** | **279** |
| 16:00 - 16:15 | 74 | 4 | 0 | 0 | 0 | 0 | 1 | 80.4 | 80 |
| 16:15 - 16:30 | 69 | 7 | 0 | 0 | 0 | 0 | 1 | 87.4 | 89 |
| 16:30 - 16:45 | 66 | 8 | 0 | 0 | 0 | 0 | 1 | 73.8 | 74 |
| 16:45 - 17:00 | 70 | 10 | 0 | 0 | 0 | 0 | 0 | 80.0 | 80 |
| **Hourly Total** | **279** | **29** | **0** | **0** | **0** | **0** | **3** | **321.6** | **323** |
| 17:00 - 17:15 | 68 | 5 | 0 | 0 | 0 | 0 | 1 | 73.8 | 73 |
| 17:15 - 17:30 | 86 | 9 | 1 | 0 | 0 | 1 | 0 | 104.7 | 103 |
| 17:30 - 17:45 | 107 | 6 | 0 | 0 | 0 | 0 | 1 | 113.4 | 113 |
| 17:45 - 18:00 | 108 | 5 | 0 | 0 | 0 | 0 | 1 | 114.0 | 114 |
| **Hourly Total** | **369** | **25** | **1** | **0** | **0** | **1** | **3** | **405.9** | **403** |
| 18:00 - 18:15 | 80 | 7 | 0 | 0 | 0 | 0 | 1 | 82.2 | 81 |
| 18:15 - 18:30 | 72 | 6 | 0 | 0 | 0 | 2 | 1 | 77.4 | 79 |
| 18:30 - 18:45 | 74 | 6 | 0 | 0 | 0 | 0 | 0 | 81.0 | 80 |
| 18:45 - 19:00 | 62 | 10 | 0 | 0 | 0 | 0 | 0 | 82.0 | 82 |
| **Hourly Total** | **288** | **29** | **0** | **0** | **0** | **2** | **2** | **322.6** | **322** |
| **Session Total** | **2363** | **203** | **21** | **1** | **2** | **6** | **22** | **2617** | **2602** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | **2363** | **203** | **21** | **1** | **2** | **6** | **22** | **2617** | **2602** |
| | **2363** | **241** | **28** | **2** | **24** | **52** | **30** | **2720** | **2686** |

## *Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** **A - Mendip Way / B - Great Ashby Way (South East) / C - Whitehorse Lane / D - Great Ashby Way (West)**




| | | |
|---|---|---|
| **Matrix Totals:** | **Counts** | |
| **Show single Session:** | **No** | |
| | ***07:00 to 19:00*** | |
| **Custom Start / End:** | **07:00** | **19:00** |
| **Show Peak Times:** | **No** | |

**Arm Destination**

| Arm Origin | A | B | C | D | Total | % Total |
|---|---|---|---|---|---|---|
| **A** | 5 | 264 | 148 | 363 | **780** | **100.00%** |
| **B** | 254 | 11 | 349 | 1435 | **2049** | **100.00%** |
| **C** | 154 | 198 | 3 | 892 | **1247** | **100.00%** |
| **D** | 372 | 1352 | 949 | 9 | **2682** | **100.00%** |
| **Total** | **785** | **1825** | **1449** | **2699** | | |
| **% Total** | **100.00%** | **100.00%** | **100.00%** | **100.00%** | | |

| Classifications | Include |
|---|---|
| CAR | **Yes** |
| LGV | **Yes** |
| OGV1 | **Yes** |
| OGV2 | **Yes** |
| BUS | **Yes** |
| P/CYCLE | **Yes** |
| M/CYCLE | **Yes** |

# Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 .

**Produced by Streetwise Services Ltd.**

**Junction:** A - Mendip Way / B - Great Ashby Way (South East) / C - Whitehor

| | A - Mendip Way | B - Great Ashby Way (South East) | |
|---|---|---|---|
| | Lane 1 | Lane 1 | Lane 2 |
| Survey Period | MAX | MAX | MAX |
| 07:00 - 07:05 | 1 | 0 | 0 |
| 07:05 - 07:10 | 0 | 0 | 0 |
| 07:10 - 07:15 | 2 | 0 | 0 |
| 07:15 - 07:20 | 0 | 0 | 0 |
| 07:20 - 07:25 | 0 | 0 | 0 |
| 07:25 - 07:30 | 1 | 0 | 0 |
| 07:30 - 07:35 | 1 | 1 | 0 |
| 07:35 - 07:40 | 1 | 0 | 0 |
| 07:40 - 07:45 | 0 | 2 | 0 |
| 07:45 - 07:50 | 0 | 3 | 0 |
| 07:50 - 07:55 | 0 | 0 | 0 |
| 07:55 - 08:00 | 1 | 3 | 0 |
| 08:00 - 08:05 | 2 | 2 | 0 |
| 08:05 - 08:10 | 4 | 2 | 0 |
| 08:10 - 08:15 | 1 | 1 | 0 |
| 08:15 - 08:20 | 2 | 2 | 0 |
| 08:20 - 08:25 | 1 | 0 | 0 |
| 08:25 - 08:30 | 1 | 1 | 0 |
| 08:30 - 08:35 | 2 | 2 | 0 |
| 08:35 - 08:40 | 2 | 2 | 0 |
| 08:40 - 08:45 | 1 | 3 | 0 |
| 08:45 - 08:50 | 1 | 2 | 0 |
| 08:50 - 08:55 | 2 | 2 | 0 |

| | | | |
|---|---|---|---|
| 08:55 - 09:00 | 0 | 1 | 0 |
| 09:00 - 09:05 | 2 | 2 | 0 |
| 09:05 - 09:10 | 1 | 0 | 0 |
| 09:10 - 09:15 | 0 | 0 | 0 |
| 09:15 - 09:20 | 1 | 0 | 0 |
| 09:20 - 09:25 | 1 | 0 | 0 |
| 09:25 - 09:30 | 0 | 0 | 0 |
| 09:30 - 09:35 | 0 | 1 | 0 |
| 09:35 - 09:40 | 1 | 0 | 0 |
| 09:40 - 09:45 | 1 | 1 | 0 |
| 09:45 - 09:50 | 0 | 0 | 0 |
| 09:50 - 09:55 | 0 | 0 | 0 |
| 09:55 - 10:00 | 1 | 0 | 0 |
| 10:00 - 10:05 | 0 | 0 | 0 |
| 10:05 - 10:10 | 0 | 0 | 0 |
| 10:10 - 10:15 | 0 | 1 | 0 |
| 10:15 - 10:20 | 1 | 0 | 0 |
| 10:20 - 10:25 | 0 | 0 | 0 |
| 10:25 - 10:30 | 0 | 0 | 0 |
| 10:30 - 10:35 | 1 | 0 | 0 |
| 10:35 - 10:40 | 0 | 1 | 0 |
| 10:40 - 10:45 | 0 | 1 | 0 |
| 10:45 - 10:50 | 0 | 0 | 0 |
| 10:50 - 10:55 | 0 | 0 | 0 |
| 10:55 - 11:00 | 0 | 0 | 0 |
| 11:00 - 11:05 | 1 | 0 | 0 |
| 11:05 - 11:10 | 0 | 0 | 0 |
| 11:10 - 11:15 | 0 | 0 | 0 |
| 11:15 - 11:20 | 1 | 2 | 0 |
| 11:20 - 11:25 | 1 | 0 | 0 |
| 11:25 - 11:30 | 1 | 1 | 0 |
| 11:30 - 11:35 | 1 | 3 | 0 |
| 11:35 - 11:40 | 0 | 0 | 0 |
| 11:40 - 11:45 | 0 | 0 | 0 |
| 11:45 - 11:50 | 1 | 0 | 0 |

| | | | |
|---|---|---|---|
| 11:50 - 11:55 | 0 | 0 | 0 |
| 11:55 - 12:00 | 1 | 2 | 0 |
| 12:00 - 12:05 | 1 | 1 | 0 |
| 12:05 - 12:10 | 3 | 1 | 0 |
| 12:10 - 12:15 | 0 | 1 | 0 |
| 12:15 - 12:20 | 1 | 0 | 0 |
| 12:20 - 12:25 | 0 | 0 | 0 |
| 12:25 - 12:30 | 0 | 0 | 0 |
| 12:30 - 12:35 | 0 | 0 | 0 |
| 12:35 - 12:40 | 1 | 3 | 0 |
| 12:40 - 12:45 | 0 | 0 | 0 |
| 12:45 - 12:50 | 2 | 0 | 0 |
| 12:50 - 12:55 | 1 | 0 | 0 |
| 12:55 - 13:00 | 1 | 0 | 0 |
| 13:00 - 13:05 | 0 | 0 | 0 |
| 13:05 - 13:10 | 0 | 0 | 0 |
| 13:10 - 13:15 | 0 | 0 | 0 |
| 13:15 - 13:20 | 0 | 0 | 0 |
| 13:20 - 13:25 | 0 | 0 | 0 |
| 13:25 - 13:30 | 1 | 0 | 0 |
| 13:30 - 13:35 | 0 | 0 | 0 |
| 13:35 - 13:40 | 0 | 0 | 0 |
| 13:40 - 13:45 | 0 | 1 | 0 |
| 13:45 - 13:50 | 0 | 0 | 0 |
| 13:50 - 13:55 | 1 | 0 | 0 |
| 13:55 - 14:00 | 1 | 0 | 0 |
| 14:00 - 14:05 | 0 | 0 | 0 |
| 14:05 - 14:10 | 1 | 0 | 0 |
| 14:10 - 14:15 | 1 | 0 | 0 |
| 14:15 - 14:20 | 0 | 0 | 0 |
| 14:20 - 14:25 | 1 | 0 | 0 |
| 14:25 - 14:30 | 0 | 1 | 0 |
| 14:30 - 14:35 | 0 | 0 | 0 |
| 14:35 - 14:40 | 1 | 0 | 0 |
| 14:40 - 14:45 | 0 | 1 | 0 |

| | | | |
|---|---|---|---|
| 14:45 - 14:50 | 0 | 0 | 0 |
| 14:50 - 14:55 | 0 | 0 | 0 |
| 14:55 - 15:00 | 1 | 2 | 0 |
| 15:00 - 15:05 | 1 | 0 | 0 |
| 15:05 - 15:10 | 1 | 0 | 0 |
| 15:10 - 15:15 | 2 | 1 | 0 |
| 15:15 - 15:20 | 2 | 0 | 0 |
| 15:20 - 15:25 | 0 | 2 | 0 |
| 15:25 - 15:30 | 1 | 3 | 0 |
| 15:30 - 15:35 | 0 | 0 | 0 |
| 15:35 - 15:40 | 1 | 2 | 0 |
| 15:40 - 15:45 | 1 | 1 | 0 |
| 15:45 - 15:50 | 0 | 0 | 0 |
| 15:50 - 15:55 | 1 | 0 | 0 |
| 15:55 - 16:00 | 0 | 0 | 0 |
| 16:00 - 16:05 | 0 | 0 | 0 |
| 16:05 - 16:10 | 0 | 2 | 0 |
| 16:10 - 16:15 | 0 | 0 | 0 |
| 16:15 - 16:20 | 2 | 0 | 0 |
| 16:20 - 16:25 | 0 | 0 | 0 |
| 16:25 - 16:30 | 1 | 0 | 0 |
| 16:30 - 16:35 | 1 | 0 | 0 |
| 16:35 - 16:40 | 1 | 0 | 0 |
| 16:40 - 16:45 | 1 | 1 | 0 |
| 16:45 - 16:50 | 0 | 0 | 0 |
| 16:50 - 16:55 | 1 | 1 | 0 |
| 16:55 - 17:00 | 1 | 1 | 0 |
| 17:00 - 17:05 | 1 | 1 | 0 |
| 17:05 - 17:10 | 1 | 2 | 0 |
| 17:10 - 17:15 | 1 | 0 | 0 |
| 17:15 - 17:20 | 0 | 0 | 0 |
| 17:20 - 17:25 | 2 | 0 | 0 |
| 17:25 - 17:30 | 0 | 2 | 0 |
| 17:30 - 17:35 | 2 | 2 | 0 |
| 17:35 - 17:40 | 1 | 1 | 0 |

| | | | |
|---|---|---|---|
| 17:40 - 17:45 | 1 | 3 | 0 |
| 17:45 - 17:50 | 1 | 1 | 0 |
| 17:50 - 17:55 | 1 | 2 | 0 |
| 17:55 - 18:00 | 1 | 5 | 1 |
| 18:00 - 18:05 | 0 | 1 | 0 |
| 18:05 - 18:10 | 0 | 0 | 0 |
| 18:10 - 18:15 | 0 | 2 | 0 |
| 18:15 - 18:20 | 1 | 0 | 0 |
| 18:20 - 18:25 | 2 | 0 | 0 |
| 18:25 - 18:30 | 1 | 0 | 0 |
| 18:30 - 18:35 | 1 | 3 | 0 |
| 18:35 - 18:40 | 0 | 1 | 0 |
| 18:40 - 18:45 | 1 | 0 | 0 |
| 18:45 - 18:50 | 1 | 1 | 0 |
| 18:50 - 18:55 | 2 | 3 | 0 |
| 18:55 - 19:00 | 0 | 1 | 0 |

## *lune 2023*

### 'se Lane / D - Great Ashby Way (West)

| C - Whitehorse Lane | D - Great Ashby Way (West) |
|---|---|
| Lane 1 | Lane 1 |
| MAX | MAX |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 2 | 0 |
| 0 | 0 |
| 1 | 0 |
| 1 | 0 |
| 2 | 0 |
| 0 | 0 |
| 1 | 0 |
| 2 | 4 |
| 1 | 0 |
| 1 | 1 |
| 3 | 1 |
| 2 | 0 |
| 0 | 0 |
| 1 | 0 |
| 1 | 0 |
| 1 | 0 |
| 2 | 0 |
| 0 | 0 |
| 1 | 0 |
| 2 | 0 |

| | |
|---|---|
| 7 | 0 |
| 3 | 0 |
| 2 | 0 |
| 1 | 0 |
| 1 | 0 |
| 1 | 0 |
| 0 | 0 |
| 0 | 1 |
| 0 | 0 |
| 0 | 0 |
| 2 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 1 |
| 1 | 0 |
| 2 | 0 |
| 0 | 0 |
| 1 | 0 |
| 0 | 0 |
| 0 | 0 |
| 1 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 1 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 1 | 0 |

| | |
|---|---|
| 1 | 0 |
| 0 | 0 |
| 0 | 1 |
| 0 | 0 |
| 0 | 2 |
| 1 | 0 |
| 1 | 0 |
| 0 | 0 |
| 0 | 1 |
| 1 | 0 |
| 0 | 1 |
| 0 | 0 |
| 0 | 2 |
| 0 | 0 |
| 1 | 0 |
| 0 | 0 |
| 1 | 0 |
| 1 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 1 | 1 |
| 0 | 0 |
| 2 | 0 |
| 1 | 0 |
| 0 | 3 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

| | |
|---|---|
| 1 | 0 |
| 0 | 0 |
| 2 | 0 |
| 0 | 0 |
| 0 | 0 |
| 1 | 0 |
| 1 | 0 |
| 0 | 0 |
| 0 | 0 |
| 5 | 2 |
| 1 | 2 |
| 1 | 5 |
| 0 | 0 |
| 1 | 2 |
| 1 | 0 |
| 1 | 0 |
| 0 | 0 |
| 0 | 0 |
| 1 | 0 |
| 1 | 1 |
| 0 | 1 |
| 0 | 0 |
| 1 | 1 |
| 1 | 2 |
| 1 | 0 |
| 1 | 0 |
| 0 | 2 |
| 1 | 0 |
| 0 | 4 |
| 1 | 0 |
| 1 | 2 |
| 0 | 0 |
| 0 | 0 |
| 2 | 1 |
| 1 | 0 |

| | |
|---|---|
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 1 | 4 |
| 1 | 2 |
| 1 | 0 |
| 1 | 0 |
| 0 | 3 |
| 0 | 0 |
| 0 | 0 |
| 1 | 0 |
| 2 | 0 |
| 0 | 1 |
| 0 | 1 |
| 1 | 0 |
| 0 | 0 |

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Cleveland Way / B - Great Ashby Way (South) / C - Great Ashby Way (West)**

| CLASSIFICATION | PCU |
|---|---|
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |
| P/CYCLE | 0.2 |
| M/CYCLE | 0.4 |

Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

**Junction:** A - Cleveland Way / B - Great Ashby Way (South) / C - Great Ashby Way (West)

**Approach:** A - Cleveland Way

| | A to B | | | | | | | | | A to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 |
| 07:15 - 07:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 07:30 - 07:45 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 9.4 | 10 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 19.3 | 18 |
| 07:45 - 08:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| **Hourly Total** | **19** | **1** | **0** | **0** | **0** | **0** | **1** | **20** | **21** | **57** | **7** | **1** | **1** | **0** | **0** | **0** | **68** | **66** |
| 08:00 - 08:15 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| 08:15 - 08:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 08:30 - 08:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 20.5 | 20 |
| 08:45 - 09:00 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 7.5 | 7 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| **Hourly Total** | **44** | **2** | **1** | **0** | **0** | **0** | **0** | **48** | **47** | **68** | **4** | **1** | **0** | **0** | **0** | **0** | **74** | **73** |
| 09:00 - 09:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 09:15 - 09:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 09:30 - 09:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 09:45 - 10:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| **Hourly Total** | **5** | **1** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **32** | **5** | **0** | **0** | **0** | **0** | **0** | **37** | **37** |
| 10:00 - 10:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 10:15 - 10:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 5.4 | 6 |
| 10:30 - 10:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 10:45 - 11:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| **Hourly Total** | **14** | **1** | **0** | **0** | **0** | **0** | **0** | **15** | **15** | **29** | **4** | **0** | **0** | **0** | **0** | **1** | **33** | **34** |
| 11:00 - 11:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 10.5 | 10 |
| 11:15 - 11:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 11:30 - 11:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:45 - 12:00 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| **Hourly Total** | **7** | **5** | **0** | **0** | **0** | **0** | **0** | **12** | **12** | **15** | **7** | **1** | **0** | **0** | **0** | **0** | **24** | **23** |
| 12:00 - 12:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 12:15 - 12:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:30 - 12:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 12:45 - 13:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 7.4 | 8 |
| **Hourly Total** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **12** | **12** | **24** | **1** | **0** | **0** | **0** | **0** | **1** | **25** | **26** |
| 13:00 - 13:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 13:15 - 13:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 13:30 - 13:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 6.4 | 7 |
| 13:45 - 14:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3.5 | 3 |
| **Hourly Total** | **4** | **4** | **0** | **0** | **0** | **0** | **0** | **8** | **8** | **16** | **5** | **1** | **0** | **0** | **0** | **1** | **23** | **23** |
| 14:00 - 14:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 14:30 - 14:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 14:45 - 15:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| **Hourly Total** | **8** | **1** | **0** | **0** | **0** | **0** | **0** | **9** | **9** | **22** | **2** | **0** | **0** | **0** | **0** | **0** | **24** | **24** |
| 15:00 - 15:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 15:15 - 15:30 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3.2 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 8.4 | 9 |
| 15:30 - 15:45 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 15:45 - 16:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 |
| **Hourly Total** | **13** | **3** | **0** | **0** | **0** | **1** | **0** | **16** | **17** | **40** | **4** | **1** | **0** | **0** | **0** | **1** | **46** | **46** |
| 16:00 - 16:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 12.5 | 12 |
| 16:15 - 16:30 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2.4 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 16:30 - 16:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 16:45 - 17:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| **Hourly Total** | **14** | **0** | **0** | **0** | **0** | **0** | **1** | **14** | **15** | **35** | **5** | **1** | **0** | **0** | **0** | **0** | **42** | **41** |
| 17:00 - 17:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 17:15 - 17:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 17:30 - 17:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 17:45 - 18:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 4.4 | 5 |
| **Hourly Total** | **18** | **2** | **0** | **0** | **0** | **0** | **0** | **20** | **20** | **35** | **2** | **0** | **0** | **0** | **0** | **1** | **37** | **38** |
| 18:00 - 18:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 18:15 - 18:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 9.4 | 10 |
| 18:30 - 18:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 18:45 - 19:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| **Hourly Total** | **15** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | **15** | **35** | **1** | **0** | **0** | **0** | **0** | **1** | **36** | **37** |
| **Session Total** | **173** | **20** | **1** | **0** | **0** | **1** | **2** | **196** | **197** | **408** | **47** | **6** | **1** | **0** | **0** | **6** | **469** | **468** |

| | A to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Session Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |

| | From A | | | | | | | | | To A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 15.5 | 15 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4.0 | 3 |
| 07:15 - 07:30 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:30 - 07:45 | 26 | 0 | 0 | 1 | 0 | 0 | 1 | 28.7 | 28 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 07:45 - 08:00 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| **Hourly Total** | **76** | **8** | **1** | **1** | **0** | **0** | **1** | **88** | **87** | **14** | **2** | **2** | **0** | **0** | **0** | **0** | **19** | **18** |
| 08:00 - 08:15 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 08:15 - 08:30 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 08:30 - 08:45 | 28 | 3 | 1 | 0 | 0 | 0 | 0 | 32.5 | 32 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 11.5 | 11 |
| 08:45 - 09:00 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 23.5 | 23 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| **Hourly Total** | **112** | **6** | **2** | **0** | **0** | **0** | **0** | **121** | **120** | **43** | **6** | **1** | **0** | **0** | **0** | **0** | **51** | **50** |
| 09:00 - 09:15 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 09:15 - 09:30 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 09:30 - 09:45 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2.5 | 2 |
| 09:45 - 10:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| **Hourly Total** | **37** | **6** | **0** | **0** | **0** | **0** | **0** | **43** | **43** | **28** | **4** | **1** | **0** | **0** | **0** | **0** | **34** | **33** |
| 10:00 - 10:15 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 2.2 | 3 |
| 10:15 - 10:30 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 10.4 | 11 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 10:30 - 10:45 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 10:45 - 11:00 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| **Hourly Total** | **44** | **5** | **0** | **0** | **0** | **0** | **1** | **49** | **50** | **33** | **6** | **0** | **0** | **0** | **1** | **0** | **39** | **40** |
| 11:00 - 11:15 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 12.5 | 12 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 11:15 - 11:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:30 - 11:45 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:45 - 12:00 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| **Hourly Total** | **22** | **12** | **1** | **0** | **0** | **0** | **0** | **36** | **35** | **24** | **6** | **0** | **0** | **0** | **0** | **0** | **30** | **30** |
| 12:00 - 12:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 12:15 - 12:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 12:30 - 12:45 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 12:45 - 13:00 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 9.4 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 7.4 | 8 |
| **Hourly Total** | **36** | **1** | **0** | **0** | **0** | **0** | **1** | **37** | **38** | **31** | **5** | **0** | **0** | **0** | **0** | **1** | **36** | **37** |
| 13:00 - 13:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 13:15 - 13:30 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 13:30 - 13:45 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 8.4 | 9 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 9.5 | 9 |
| 13:45 - 14:00 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 6.5 | 6 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 12.3 | 11 |
| **Hourly Total** | **20** | **9** | **1** | **0** | **0** | **0** | **1** | **31** | **31** | **39** | **8** | **1** | **1** | **0** | **0** | **0** | **51** | **49** |
| 14:00 - 14:15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 14:15 - 14:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 14:30 - 14:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 14:45 - 15:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| **Hourly Total** | **30** | **3** | **0** | **0** | **0** | **0** | **0** | **33** | **33** | **32** | **6** | **0** | **0** | **0** | **0** | **0** | **38** | **38** |
| 15:00 - 15:15 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 14.4 | 15 |
| 15:15 - 15:30 | 11 | 0 | 0 | 0 | 0 | 1 | 1 | 11.6 | 13 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 |
| 15:30 - 15:45 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 |
| 15:45 - 16:00 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 16.5 | 16 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 17.5 | 17 |
| **Hourly Total** | **53** | **7** | **1** | **0** | **0** | **1** | **1** | **62** | **63** | **69** | **8** | **2** | **0** | **0** | **0** | **1** | **80** | **80** |
| 16:00 - 16:15 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 16.5 | 16 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 |
| 16:15 - 16:30 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 11.4 | 12 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 13.4 | 14 |
| 16:30 - 16:45 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| 16:45 - 17:00 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| **Hourly Total** | **49** | **5** | **1** | **0** | **0** | **0** | **1** | **56** | **56** | **65** | **8** | **0** | **0** | **0** | **0** | **1** | **73** | **74** |
| 17:00 - 17:15 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 |
| 17:15 - 17:30 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 24 | 1 | 0 | 0 | 0 | 1 | 1 | 25.6 | 27 |
| 17:30 - 17:45 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 |
| 17:45 - 18:00 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 9.4 | 10 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 |
| **Hourly Total** | **53** | **4** | **0** | **0** | **0** | **0** | **1** | **57** | **58** | **94** | **2** | **0** | **0** | **0** | **1** | **1** | **97** | **98** |
| 18:00 - 18:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 |
| 18:15 - 18:30 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 14.4 | 15 | 21 | 3 | 0 | 0 | 0 | 0 | 1 | 24.4 | 25 |
| 18:30 - 18:45 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 24 | 1 | 0 | 0 | 0 | 0 | 2 | 25.8 | 27 |
| 18:45 - 19:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| **Hourly Total** | **50** | **1** | **0** | **0** | **0** | **0** | **1** | **51** | **52** | **83** | **6** | **0** | **0** | **0** | **0** | **3** | **90** | **92** |
| **Session Total** | **582** | **67** | **7** | **1** | **0** | **1** | **8** | **665** | **666** | **555** | **67** | **7** | **1** | **0** | **2** | **7** | **638** | **639** |

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Cleveland Way / B - Great Ashby Way (South) / C - Great Ashby Way (West)

**Approach:** B - Great Ashby Way (South)

| | B to C | | | | | | | | | B to A | | | | | | | | | B to B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 33 | 6 | 0 | 0 | 1 | 2 | 0 | 41.4 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 30 | 2 | 2 | 0 | 0 | 0 | 0 | 35.0 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **95** | **13** | **3** | **0** | **1** | **2** | **0** | **115** | **114** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 40 | 0 | 0 | 0 | 1 | 0 | 0 | 42.0 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4.5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 31 | 1 | 0 | 0 | 1 | 0 | 1 | 34.4 | 34 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **137** | **5** | **0** | **0** | **2** | **0** | **1** | **146** | **145** | **15** | **1** | **1** | **0** | **0** | **0** | **0** | **18** | **17** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 32 | 5 | 1 | 0 | 0 | 0 | 0 | 38.5 | 38 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 14 | 3 | 0 | 0 | 1 | 0 | 0 | 19.0 | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **87** | **12** | **1** | **0** | **1** | **0** | **0** | **103** | **101** | **10** | **1** | **1** | **0** | **0** | **0** | **0** | **13** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 19 | 1 | 1 | 0 | 1 | 0 | 0 | 23.5 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 11.0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.5 | 1 |
| 10:45 - 11:00 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **53** | **7** | **2** | **0** | **2** | **0** | **0** | **67** | **64** | **10** | **2** | **0** | **0** | **0** | **0** | **0** | **12** | **12** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **3** | **2** |
| 11:00 - 11:15 | 16 | 3 | 1 | 0 | 1 | 0 | 0 | 22.5 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 20 | 4 | 2 | 0 | 0 | 0 | 0 | 27.0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 12 | 2 | 0 | 0 | 1 | 0 | 0 | 16.0 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 20 | 2 | 0 | 0 | 0 | 1 | 0 | 22.2 | 23 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **68** | **11** | **3** | **0** | **2** | **1** | **0** | **88** | **85** | **4** | **3** | **0** | **0** | **0** | **0** | **0** | **7** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 12:00 - 12:15 | 25 | 3 | 0 | 0 | 1 | 0 | 1 | 30.4 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 17 | 2 | 0 | 0 | 0 | 0 | 1 | 19.4 | 20 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 16 | 3 | 0 | 0 | 1 | 0 | 1 | 21.4 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:45 - 13:00 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **71** | **10** | **0** | **0** | **2** | **0** | **3** | **86** | **86** | **11** | **2** | **0** | **0** | **0** | **0** | **0** | **13** | **13** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 13:00 - 13:15 | 13 | 3 | 0 | 0 | 1 | 0 | 0 | 18.0 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:15 - 13:30 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 28.0 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 23 | 2 | 0 | 0 | 1 | 0 | 0 | 27.0 | 26 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **81** | **7** | **2** | **0** | **2** | **0** | **0** | **95** | **92** | **8** | **3** | **0** | **0** | **0** | **0** | **0** | **11** | **11** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 14:00 - 14:15 | 21 | 0 | 1 | 0 | 1 | 0 | 0 | 24.5 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 23 | 4 | 0 | 0 | 0 | 0 | 1 | 27.4 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 12 | 2 | 0 | 0 | 1 | 0 | 0 | 16.0 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **77** | **11** | **1** | **0** | **2** | **0** | **1** | **94** | **92** | **9** | **2** | **0** | **0** | **0** | **0** | **0** | **11** | **11** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 18 | 0 | 1 | 0 | 1 | 0 | 1 | 21.9 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 39 | 0 | 2 | 0 | 0 | 0 | 0 | 42.0 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 39 | 2 | 0 | 0 | 1 | 0 | 0 | 43.0 | 42 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 15:45 - 16:00 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **123** | **3** | **3** | **0** | **2** | **0** | **1** | **135** | **132** | **21** | **3** | **0** | **0** | **0** | **0** | **0** | **24** | **24** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 16:00 - 16:15 | 19 | 6 | 0 | 0 | 1 | 1 | 0 | 27.2 | 27 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 27 | 7 | 1 | 0 | 1 | 0 | 0 | 37.5 | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 31 | 5 | 1 | 0 | 0 | 0 | 0 | 37.5 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:45 - 17:00 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **101** | **20** | **2** | **0** | **2** | **1** | **0** | **128** | **126** | **20** | **2** | **0** | **0** | **0** | **0** | **0** | **22** | **22** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 17:00 - 17:15 | 38 | 7 | 0 | 0 | 1 | 0 | 0 | 47.0 | 46 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 29 | 3 | 0 | 0 | 0 | 2 | 1 | 32.8 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 42 | 5 | 0 | 0 | 1 | 0 | 1 | 49.4 | 49 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 42 | 7 | 0 | 0 | 0 | 0 | 1 | 49.4 | 50 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **151** | **22** | **0** | **0** | **2** | **2** | **3** | **179** | **180** | **24** | **1** | **0** | **0** | **0** | **0** | **0** | **25** | **25** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 18:00 - 18:15 | 47 | 5 | 0 | 0 | 1 | 1 | 0 | 54.2 | 54 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:15 - 18:30 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 34 | 3 | 0 | 0 | 1 | 0 | 1 | 39.4 | 39 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 9.4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 36 | 2 | 0 | 0 | 0 | 0 | 1 | 38.4 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **144** | **11** | **0** | **0** | **2** | **1** | **2** | **160** | **160** | **28** | **1** | **0** | **0** | **0** | **0** | **1** | **29** | **30** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **Session Total** | **1188** | **132** | **17** | **0** | **22** | **7** | **11** | **1395** | **1377** | **166** | **21** | **2** | **0** | **0** | **0** | **1** | **190** | **190** | **6** | **2** | **1** | **0** | **0** | **0** | **0** | **10** | **9** |

| | From B | | | | | | | | | To B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| 07:15 - 07:30 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 19 | 6 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 |
| 07:30 - 07:45 | 35 | 6 | 0 | 0 | 1 | 2 | 0 | 43.4 | 44 | 29 | 6 | 0 | 0 | 1 | 1 | 1 | 37.6 | 38 |
| 07:45 - 08:00 | 34 | 2 | 2 | 0 | 0 | 0 | 0 | 39.0 | 38 | 39 | 5 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 |
| **Hourly Total** | **101** | **13** | **3** | **0** | **1** | **2** | **0** | **121** | **120** | **103** | **21** | **0** | **0** | **1** | **1** | **2** | **127** | **128** |
| 08:00 - 08:15 | 41 | 0 | 0 | 0 | 1 | 0 | 0 | 43.0 | 42 | 75 | 6 | 0 | 0 | 0 | 0 | 0 | 81.0 | 81 |
| 08:15 - 08:30 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 |
| 08:30 - 08:45 | 33 | 2 | 1 | 0 | 0 | 0 | 0 | 36.5 | 36 | 49 | 6 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 |
| 08:45 - 09:00 | 36 | 2 | 0 | 0 | 1 | 0 | 1 | 40.4 | 40 | 30 | 3 | 1 | 0 | 0 | 0 | 0 | 34.5 | 34 |
| **Hourly Total** | **152** | **6** | **1** | **0** | **2** | **0** | **1** | **164** | **162** | **191** | **17** | **1** | **0** | **0** | **0** | **0** | **210** | **209** |
| 09:00 - 09:15 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 |
| 09:15 - 09:30 | 35 | 6 | 1 | 0 | 0 | 0 | 0 | 42.5 | 42 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| 09:30 - 09:45 | 14 | 3 | 1 | 0 | 1 | 0 | 0 | 20.5 | 19 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 15.5 | 15 |
| 09:45 - 10:00 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 17 | 8 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 |
| **Hourly Total** | **97** | **13** | **2** | **0** | **1** | **0** | **0** | **115** | **113** | **72** | **15** | **2** | **0** | **0** | **0** | **1** | **90** | **90** |
| 10:00 - 10:15 | 19 | 1 | 1 | 0 | 1 | 0 | 0 | 23.5 | 22 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 10:15 - 10:30 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 21.5 | 21 |
| 10:30 - 10:45 | 10 | 0 | 1 | 0 | 1 | 0 | 0 | 13.5 | 12 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 18.5 | 18 |
| 10:45 - 11:00 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 16.5 | 16 |
| **Hourly Total** | **64** | **9** | **3** | **0** | **2** | **0** | **0** | **82** | **78** | **61** | **8** | **3** | **0** | **0** | **0** | **0** | **74** | **72** |
| 11:00 - 11:15 | 18 | 4 | 1 | 0 | 1 | 0 | 0 | 25.5 | 24 | 17 | 2 | 0 | 0 | 0 | 1 | 0 | 19.2 | 20 |
| 11:15 - 11:30 | 20 | 4 | 2 | 0 | 0 | 0 | 0 | 27.0 | 26 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 |
| 11:30 - 11:45 | 12 | 3 | 0 | 0 | 1 | 0 | 0 | 17.0 | 16 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 11:45 - 12:00 | 22 | 3 | 0 | 0 | 0 | 1 | 0 | 25.2 | 26 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| **Hourly Total** | **72** | **14** | **3** | **0** | **2** | **1** | **0** | **95** | **92** | **61** | **10** | **1** | **0** | **0** | **1** | **0** | **73** | **73** |
| 12:00 - 12:15 | 28 | 3 | 0 | 0 | 1 | 0 | 1 | 33.4 | 33 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 |
| 12:15 - 12:30 | 21 | 3 | 0 | 0 | 0 | 0 | 1 | 24.4 | 25 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| 12:30 - 12:45 | 17 | 4 | 0 | 0 | 1 | 0 | 1 | 23.4 | 23 | 20 | 4 | 0 | 0 | 0 | 1 | 0 | 24.2 | 25 |
| 12:45 - 13:00 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| **Hourly Total** | **82** | **13** | **0** | **0** | **2** | **0** | **3** | **100** | **100** | **71** | **9** | **1** | **0** | **0** | **1** | **0** | **82** | **82** |
| 13:00 - 13:15 | 14 | 4 | 0 | 0 | 1 | 0 | 0 | 20.0 | 19 | 19 | 2 | 0 | 0 | 0 | 0 | 1 | 21.4 | 22 |
| 13:15 - 13:30 | 28 | 0 | 2 | 0 | 0 | 0 | 0 | 31.0 | 30 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 |
| 13:30 - 13:45 | 26 | 3 | 0 | 0 | 1 | 0 | 0 | 31.0 | 30 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 13:45 - 14:00 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| **Hourly Total** | **90** | **10** | **2** | **0** | **2** | **0** | **0** | **107** | **104** | **65** | **18** | **0** | **0** | **0** | **0** | **1** | **83** | **84** |
| 14:00 - 14:15 | 25 | 0 | 1 | 0 | 1 | 0 | 0 | 28.5 | 27 | 24 | 2 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 |
| 14:15 - 14:30 | 25 | 4 | 0 | 0 | 0 | 0 | 1 | 29.4 | 30 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 14:30 - 14:45 | 13 | 3 | 0 | 0 | 1 | 0 | 0 | 18.0 | 17 | 19 | 0 | 1 | 0 | 0 | 0 | 1 | 20.9 | 21 |
| 14:45 - 15:00 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 23 | 2 | 3 | 1 | 0 | 0 | 0 | 31.8 | 29 |
| **Hourly Total** | **86** | **13** | **1** | **0** | **2** | **0** | **1** | **105** | **103** | **79** | **5** | **5** | **1** | **0** | **0** | **1** | **94** | **91** |
| 15:00 - 15:15 | 21 | 1 | 1 | 0 | 1 | 0 | 1 | 25.9 | 25 | 33 | 3 | 1 | 0 | 0 | 0 | 0 | 37.5 | 37 |
| 15:15 - 15:30 | 44 | 0 | 2 | 0 | 0 | 0 | 0 | 47.0 | 46 | 22 | 4 | 0 | 0 | 0 | 1 | 0 | 26.2 | 27 |
| 15:30 - 15:45 | 49 | 4 | 0 | 0 | 1 | 0 | 0 | 55.0 | 54 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 |
| 15:45 - 16:00 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 | 25 | 1 | 0 | 1 | 0 | 0 | 0 | 28.3 | 27 |
| **Hourly Total** | **146** | **6** | **3** | **0** | **2** | **0** | **1** | **161** | **158** | **120** | **12** | **1** | **1** | **0** | **1** | **0** | **136** | **135** |
| 16:00 - 16:15 | 28 | 6 | 0 | 0 | 1 | 1 | 0 | 36.2 | 36 | 27 | 4 | 1 | 0 | 0 | 1 | 1 | 33.1 | 34 |
| 16:15 - 16:30 | 33 | 7 | 1 | 0 | 1 | 0 | 0 | 43.5 | 42 | 27 | 3 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 |
| 16:30 - 16:45 | 34 | 5 | 1 | 0 | 0 | 0 | 0 | 40.5 | 40 | 30 | 7 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 |
| 16:45 - 17:00 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 |
| **Hourly Total** | **122** | **22** | **2** | **0** | **2** | **1** | **0** | **151** | **149** | **116** | **20** | **1** | **0** | **0** | **1** | **3** | **139** | **141** |
| 17:00 - 17:15 | 45 | 7 | 0 | 0 | 1 | 0 | 0 | 54.0 | 53 | 34 | 3 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 |
| 17:15 - 17:30 | 38 | 3 | 0 | 0 | 0 | 2 | 1 | 41.8 | 44 | 38 | 1 | 1 | 0 | 0 | 0 | 1 | 40.9 | 41 |
| 17:30 - 17:45 | 47 | 6 | 0 | 0 | 1 | 0 | 1 | 55.4 | 55 | 36 | 5 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 |
| 17:45 - 18:00 | 45 | 8 | 0 | 0 | 0 | 0 | 1 | 53.4 | 54 | 40 | 3 | 0 | 0 | 0 | 0 | 1 | 43.4 | 44 |
| **Hourly Total** | **175** | **24** | **0** | **0** | **2** | **2** | **3** | **205** | **206** | **148** | **12** | **1** | **0** | **0** | **0** | **3** | **163** | **164** |
| 18:00 - 18:15 | 54 | 6 | 0 | 0 | 1 | 1 | 0 | 62.2 | 62 | 31 | 1 | 0 | 0 | 0 | 1 | 0 | 32.2 | 33 |
| 18:15 - 18:30 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| 18:30 - 18:45 | 43 | 3 | 0 | 0 | 1 | 0 | 2 | 48.8 | 49 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| 18:45 - 19:00 | 42 | 2 | 0 | 0 | 0 | 0 | 1 | 44.4 | 45 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| **Hourly Total** | **173** | **12** | **0** | **0** | **2** | **1** | **3** | **190** | **191** | **118** | **7** | **0** | **0** | **0** | **1** | **0** | **125** | **126** |
| **Session Total** | **1360** | **155** | **20** | **0** | **22** | **7** | **12** | **1595** | **1576** | **1205** | **154** | **16** | **2** | **1** | **6** | **11** | **1395** | **1395** |

streetwise

# Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

**Junction:** A - Cleveland Way / B - Great Ashby Way (South) / C - Great Ashby Way (West)

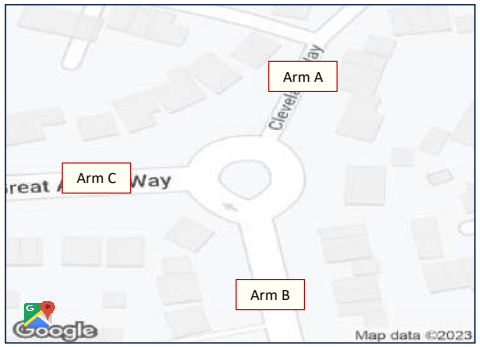
**Approach:** C - Great Ashby Way (West)

| | C to A | | | | | | | | | C to B | | | | | | | | | C to C | | | | | | | | | From C | | | | | | | | | To C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4.0 | 3 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 07:00 - 07:15 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 23.0 | 22 | 24 | 7 | 2 | 0 | 0 | 0 | 0 | 34.0 | 33 |
| 07:15 - 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 16 | 6 | 0 | 0 | 0 | 0 | 1 | 22.4 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 07:15 - 07:30 | 17 | 6 | 0 | 0 | 0 | 0 | 1 | 23.4 | 24 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 |
| 07:30 - 07:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 26 | 6 | 0 | 0 | 1 | 1 | 0 | 28.2 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 07:30 - 07:45 | 20 | 7 | 0 | 0 | 1 | 1 | 0 | 28.2 | 29 | 50 | 6 | 0 | 1 | 1 | 2 | 0 | 60.7 | 60 |
| 07:45 - 08:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 33 | 4 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 07:45 - 08:00 | 39 | 5 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 49 | 3 | 2 | 0 | 0 | 0 | 0 | 58.8 | 54 |
| **Hourly Total** | **2** | **2** | **2** | **0** | **0** | **0** | **0** | **7.0** | **6** | **90** | **20** | **0** | **0** | **1** | **1** | **1** | **107** | **107** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **Hourly Total** | **92** | **22** | **2** | **0** | **1** | **1** | **1** | **120** | **119** | **152** | **20** | **4** | **1** | **3** | **2** | **0** | **192** | **185** |
| 08:00 - 08:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 57 | 6 | 0 | 0 | 0 | 0 | 0 | 63.0 | 63 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.0 | 1 | 08:00 - 08:15 | 63 | 7 | 1 | 0 | 0 | 0 | 0 | 71.0 | 71 | 68 | 0 | 1 | 0 | 1 | 0 | 0 | 71.0 | 70 |
| 08:15 - 08:30 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 08:15 - 08:30 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 |
| 08:30 - 08:45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 08:30 - 08:45 | 46 | 6 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 | 49 | 4 | 1 | 0 | 0 | 0 | 0 | 54.5 | 54 |
| 08:45 - 09:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 08:45 - 09:00 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 46 | 2 | 0 | 0 | 1 | 0 | 0 | 50.4 | 50 |
| **Hourly Total** | **28** | **5** | **0** | **0** | **0** | **0** | **0** | **33** | **33** | **147** | **15** | **0** | **0** | **0** | **0** | **0** | **162** | **162** | **2** | **0** | **1** | **0** | **0** | **0** | **0** | **4** | **3** | **Hourly Total** | **177** | **20** | **1** | **0** | **0** | **0** | **0** | **199** | **198** | **207** | **9** | **2** | **0** | **2** | **0** | **0** | **223** | **221** |
| 09:00 - 09:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 28.0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 09:00 - 09:15 | 29 | 5 | 1 | 0 | 0 | 0 | 0 | 35.0 | 35 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| 09:15 - 09:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 09:15 - 09:30 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 43 | 5 | 1 | 0 | 0 | 0 | 0 | 49.5 | 49 |
| 09:30 - 09:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 09:30 - 09:45 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 15.5 | 15 | 21 | 5 | 0 | 0 | 1 | 0 | 0 | 27.0 | 27 |
| 09:45 - 10:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 16 | 8 | 0 | 0 | 0 | 0 | 1 | 24.4 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 09:45 - 10:00 | 20 | 9 | 0 | 0 | 0 | 0 | 1 | 29.4 | 30 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| **Hourly Total** | **18** | **3** | **0** | **0** | **0** | **0** | **0** | **21** | **21** | **67** | **14** | **2** | **0** | **0** | **0** | **1** | **84** | **84** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **85** | **17** | **2** | **0** | **0** | **0** | **1** | **105** | **105** | **119** | **17** | **1** | **0** | **1** | **0** | **0** | **140** | **139** |
| 10:00 - 10:15 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 2.2 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10:00 - 10:15 | 15 | 1 | 0 | 0 | 0 | 1 | 0 | 16.2 | 17 | 29 | 2 | 1 | 0 | 1 | 0 | 0 | 34.0 | 33 |
| 10:15 - 10:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 16.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10:15 - 10:30 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 22.0 | 22 | 18 | 5 | 1 | 0 | 0 | 0 | 1 | 34.9 | 35 |
| 10:30 - 10:45 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10:30 - 10:45 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 17 | 0 | 0 | 0 | 1 | 0 | 0 | 19.0 | 18 |
| 10:45 - 11:00 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 13.5 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10:45 - 11:00 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 23.5 | 23 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 |
| **Hourly Total** | **22** | **4** | **0** | **0** | **0** | **1** | **0** | **26** | **27** | **46** | **7** | **2** | **0** | **0** | **0** | **0** | **55** | **55** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **68** | **11** | **2** | **0** | **0** | **1** | **0** | **82** | **82** | **82** | **11** | **2** | **0** | **2** | **0** | **1** | **100** | **96** |
| 11:00 - 11:15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 17.2 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 11:00 - 11:15 | 25 | 2 | 0 | 0 | 1 | 0 | 0 | 27.2 | 28 | 24 | 4 | 2 | 0 | 1 | 0 | 0 | 33.0 | 31 |
| 11:15 - 11:30 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 12.5 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 11:15 - 11:30 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 18.5 | 18 | 24 | 5 | 2 | 0 | 0 | 0 | 0 | 32.0 | 31 |
| 11:30 - 11:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 11:30 - 11:45 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 14 | 5 | 0 | 0 | 0 | 1 | 0 | 21.0 | 20 |
| 11:45 - 12:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 11:45 - 12:00 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 23 | 4 | 0 | 0 | 0 | 1 | 0 | 27.2 | 28 |
| **Hourly Total** | **20** | **3** | **0** | **0** | **0** | **0** | **0** | **23** | **23** | **54** | **5** | **1** | **0** | **0** | **1** | **0** | **61** | **61** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **Hourly Total** | **76** | **8** | **1** | **0** | **0** | **1** | **0** | **90** | **90** | **85** | **18** | **4** | **0** | **2** | **1** | **0** | **113** | **110** |
| 12:00 - 12:15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 17.0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 12:00 - 12:15 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 23.5 | 23 | 31 | 3 | 0 | 0 | 1 | 0 | 1 | 36.4 | 36 |
| 12:15 - 12:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 12:15 - 12:30 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 19 | 2 | 0 | 0 | 0 | 0 | 1 | 21.4 | 22 |
| 12:30 - 12:45 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 16 | 3 | 0 | 0 | 0 | 1 | 0 | 19.2 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 12:30 - 12:45 | 23 | 5 | 0 | 0 | 0 | 1 | 0 | 29.2 | 29 | 28 | 3 | 0 | 0 | 1 | 0 | 1 | 33.4 | 33 |
| 12:45 - 13:00 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.4 | 5 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 12:45 - 13:00 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | 20.4 | 21 | 19 | 3 | 0 | 0 | 0 | 1 | 0 | 22.4 | 23 |
| **Hourly Total** | **20** | **3** | **0** | **0** | **0** | **1** | **0** | **23** | **24** | **59** | **8** | **1** | **0** | **0** | **1** | **0** | **69** | **69** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **Hourly Total** | **81** | **11** | **1** | **0** | **0** | **1** | **1** | **95** | **95** | **97** | **11** | **0** | **0** | **2** | **0** | **0** | **114** | **114** |
| 13:00 - 13:15 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 16 | 2 | 0 | 0 | 0 | 1 | 0 | 18.4 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13:00 - 13:15 | 25 | 4 | 0 | 0 | 0 | 1 | 0 | 29.4 | 30 | 17 | 4 | 0 | 0 | 1 | 0 | 0 | 23.0 | 22 |
| 13:15 - 13:30 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13:15 - 13:30 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 29 | 4 | 2 | 0 | 0 | 0 | 0 | 36.0 | 36 |
| 13:30 - 13:45 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 5.0 | 5 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13:30 - 13:45 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 | 29 | 2 | 0 | 0 | 1 | 0 | 1 | 33.4 | 33 |
| 13:45 - 14:00 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 9.3 | 9 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13:45 - 14:00 | 23 | 5 | 0 | 0 | 1 | 0 | 0 | 30.3 | 29 | 23 | 2 | 1 | 0 | 0 | 0 | 1 | 35.5 | 35 |
| **Hourly Total** | **31** | **5** | **1** | **1** | **0** | **0** | **0** | **40** | **39** | **60** | **14** | **0** | **0** | **0** | **1** | **0** | **74** | **75** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **91** | **19** | **1** | **1** | **0** | **0** | **1** | **114** | **113** | **97** | **12** | **3** | **0** | **2** | **0** | **1** | **118** | **115** |
| 14:00 - 14:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 21.5 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14:00 - 14:15 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 22.5 | 22 | 27 | 0 | 1 | 0 | 1 | 0 | 0 | 30.5 | 29 |
| 14:15 - 14:30 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14:15 - 14:30 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 29 | 5 | 0 | 0 | 0 | 0 | 1 | 34.4 | 35 |
| 14:30 - 14:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 19.9 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14:30 - 14:45 | 24 | 0 | 1 | 0 | 0 | 0 | 1 | 25.9 | 26 | 19 | 3 | 0 | 0 | 1 | 0 | 0 | 24.0 | 23 |
| 14:45 - 15:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 22 | 2 | 3 | 1 | 0 | 0 | 0 | 30.0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14:45 - 15:00 | 27 | 3 | 3 | 1 | 0 | 0 | 0 | 36.0 | 34 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 |
| **Hourly Total** | **23** | **4** | **0** | **0** | **0** | **0** | **0** | **27** | **27** | **71** | **4** | **5** | **1** | **0** | **0** | **1** | **85** | **83** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **94** | **8** | **5** | **1** | **0** | **0** | **1** | **112** | **109** | **98** | **13** | **1** | **0** | **2** | **0** | **1** | **119** | **116** |
| 15:00 - 15:15 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 10.4 | 11 | 28 | 2 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 15:00 - 15:15 | 38 | 2 | 1 | 0 | 0 | 0 | 1 | 41.9 | 42 | 29 | 2 | 1 | 0 | 1 | 0 | 1 | 34.9 | 34 |
| 15:15 - 15:30 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 14.0 | 14 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 15:15 - 15:30 | 30 | 7 | 1 | 0 | 0 | 0 | 0 | 38.5 | 38 | 48 | 0 | 2 | 0 | 0 | 0 | 1 | 51.4 | 51 |
| 15:30 - 15:45 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 15:30 - 15:45 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 46 | 3 | 0 | 0 | 1 | 0 | 0 | 53.0 | 52 |
| 15:45 - 16:00 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 12.0 | 12 | 23 | 1 | 0 | 1 | 0 | 0 | 0 | 26.3 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 15:45 - 16:00 | 37 | 1 | 1 | 1 | 0 | 0 | 0 | 41.0 | 40 | 42 | 2 | 1 | 0 | 0 | 0 | 0 | 45.5 | 45 |
| **Hourly Total** | **48** | **5** | **2** | **0** | **0** | **1** | **0** | **56** | **56** | **105** | **9** | **1** | **1** | **0** | **0** | **0** | **118** | **116** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **4** | **Hourly Total** | **127** | **14** | **2** | **1** | **0** | **0** | **1** | **179** | **176** | **167** | **7** | **4** | **0** | **2** | **0** | **2** | **195** | **182** |
| 16:00 - 16:15 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 23 | 4 | 1 | 0 | 0 | 1 | 1 | 29.1 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16:00 - 16:15 | 34 | 6 | 1 | 0 | 0 | 1 | 1 | 42.1 | 43 | 28 | 6 | 1 | 0 | 1 | 1 | 0 | 39.7 | 39 |
| 16:15 - 16:30 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 7.4 | 8 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16:15 - 16:30 | 32 | 3 | 0 | 0 | 0 | 0 | 1 | 36.4 | 36 | 35 | 6 | 1 | 0 | 1 | 1 | 0 | 46.9 | 46 |
| 16:30 - 16:45 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 26 | 7 | 0 | 0 | 0 | 0 | 1 | 33.4 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16:30 - 16:45 | 40 | 10 | 0 | 0 | 0 | 0 | 1 | 50.4 | 51 | 40 | 5 | 1 | 0 | 0 | 0 | 0 | 46.5 | 46 |
| 16:45 - 17:00 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16:45 - 17:00 | 45 | 7 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 33 | 4 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 |
| **Hourly Total** | **45** | **6** | **0** | **0** | **0** | **0** | **1** | **51** | **52** | **101** | **20** | **1** | **0** | **0** | **1** | **2** | **124** | **125** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **146** | **26** | **1** | **0** | **0** | **1** | **3** | **175** | **177** | **136** | **20** | **3** | **0** | **2** | **1** | **0** | **170** | **167** |
| 17:00 - 17:15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 28 | 2 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 17:00 - 17:15 | 43 | 2 | 0 | 0 | 0 | 0 | 1 | 45.4 | 46 | 45 | 7 | 0 | 0 | 1 | 0 | 0 | 54.0 | 53 |
| 17:15 - 17:30 | 15 | 1 | 0 | 0 | 0 | 1 | 1 | 16.6 | 18 | 33 | 1 | 0 | 0 | 0 | 1 | 0 | 35.9 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 17:15 - 17:30 | 46 | 2 | 1 | 0 | 0 | 0 | 0 | 52.5 | 54 | 41 | 3 | 0 | 0 | 0 | 2 | 1 | 47.0 | 47 |
| 17:30 - 17:45 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 17:30 - 17:45 | 54 | 5 | 0 | 0 | 0 | 0 | 0 | 59.0 | 59 | 54 | 7 | 0 | 0 | 0 | 1 | 0 | 63.4 | 63 |
| 17:45 - 18:00 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 36 | 1 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 17:45 - 18:00 | 55 | 1 | 0 | 0 | 0 | 0 | 1 | 56.4 | 57 | 48 | 7 | 0 | 0 | 0 | 0 | 2 | 53.9 | 55 |
| **Hourly Total** | **70** | **1** | **0** | **0** | **0** | **1** | **1** | **72** | **73** | **130** | **9** | **0** | **0** | **0** | **1** | **2** | **142** | **143** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **200** | **10** | **1** | **0** | **0** | **1** | **4** | **213** | **216** | **188** | **24** | **0** | **0** | **2** | **2** | **4** | **219** | **218** |
| 18:00 - 18:15 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 28 | 1 | 0 | 0 | 0 | 1 | 0 | 29.2 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 18:00 - 18:15 | 48 | 1 | 0 | 0 | 0 | 1 | 0 | 49.2 | 50 | 56 | 6 | 0 | 0 | 1 | 1 | 0 | 64.2 | 64 |
| 18:15 - 18:30 | 14 | 3 | 0 | 0 | 0 | 1 | 1 | 17.4 | 19 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 18:15 - 18:30 | 36 | 4 | 0 | 0 | 0 | 0 | 1 | 41.0 | 41 | 36 | 1 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 |
| 18:30 - 18:45 | 10 | 1 | 0 | 0 | 0 | 1 | 1 | 12.4 | 13 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 18:30 - 18:45 | 40 | 3 | 0 | 0 | 0 | 0 | 1 | 43.4 | 44 | 46 | 3 | 0 | 0 | 0 | 0 | 0 | 51.4 | 51 |
| 18:45 - 19:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 18:45 - 19:00 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 42 | 2 | 0 | 0 | 0 | 0 | 1 | 44.4 | 45 |
| **Hourly Total** | **50** | **5** | **0** | **0** | **0** | **2** | **2** | **57** | **59** | **102** | **7** | **0** | **0** | **0** | **1** | **0** | **109** | **110** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **Hourly Total** | **158** | **12** | **0** | **0** | **0** | **2** | **1** | **171** | **172** | **180** | **12** | **0** | **0** | **2** | **1** | **2** | **197** | **198** |
| **Session Total** | **388** | **46** | **5** | **1** | **0** | **7** | **4** | **447** | **449** | **1026** | **122** | **14** | **2** | **1** | **5** | **5** | **1186** | **1189** | **11** | **0** | **1** | **0** | **0** | **0** | **0** | **13** | **12** | **Session Total** | **1435** | **170** | **20** | **3** | **1** | **7** | **15** | **1649** | **1649** | **1607** | **179** | **24** | **1** | **22** | **7** | **17** | **1877** | **1857** |

# Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023

**Produced by Streetwise Services Ltd.**

**Junction:** A - Cleveland Way / B - Great Ashby Way (South) / C - Great Ashby Way (West)




| | |
|---|---|
| Matrix Totals: | Counts |
| Show single Session: | No |
| | 07:00 to 19:00 |
| Custom Start / End: | 07:00 – 19:00 |
| Show Peak Times: | No |

Arm Destination

| Arm Origin | A | B | C | Total | % Total |
|---|---|---|---|---|---|
| A | 1 | 197 | 468 | 666 | 100.00% |
| B | 190 | 9 | 1377 | 1576 | 100.00% |
| C | 448 | 1189 | 12 | 1649 | 100.00% |
| Total | 639 | 1395 | 1857 | | |
| % Total | 100.00% | 100.00% | 100.00% | | |

| Classifications | Include |
|---|---|
| CAR | Yes |
| LGV | Yes |
| OGV1 | Yes |
| OGV2 | Yes |
| BUS | Yes |
| P/CYCLE | Yes |
| M/CYCLE | Yes |

streetwise

*Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction: A - Cleveland Way / B - Great Ashby Way (South) / C - Great Ashby Way (West)**

| | A - Cleveland Way | B - Great Ashby Way (South) | C - Great Ashby Way (West) |
|---|---|---|---|
| | Lane 1 | Lane 1 | Lane 1 |
| Survey Period | MAX | MAX | MAX |
| 07:00 - 07:05 | 1 | 0 | 0 |
| 07:05 - 07:10 | 0 | 0 | 0 |
| 07:10 - 07:15 | 2 | 0 | 0 |
| 07:15 - 07:20 | 0 | 0 | 0 |
| 07:20 - 07:25 | 0 | 0 | 0 |
| 07:25 - 07:30 | 0 | 0 | 0 |
| 07:30 - 07:35 | 1 | 2 | 0 |
| 07:35 - 07:40 | 0 | 0 | 0 |
| 07:40 - 07:45 | 0 | 0 | 0 |
| 07:45 - 07:50 | 2 | 0 | 0 |
| 07:50 - 07:55 | 0 | 0 | 0 |
| 07:55 - 08:00 | 0 | 0 | 0 |
| 08:00 - 08:05 | 1 | 1 | 0 |
| 08:05 - 08:10 | 1 | 0 | 0 |
| 08:10 - 08:15 | 1 | 1 | 0 |
| 08:15 - 08:20 | 0 | 1 | 0 |
| 08:20 - 08:25 | 0 | 0 | 0 |
| 08:25 - 08:30 | 0 | 0 | 0 |
| 08:30 - 08:35 | 0 | 0 | 1 |
| 08:35 - 08:40 | 1 | 1 | 0 |
| 08:40 - 08:45 | 1 | 0 | 0 |
| 08:45 - 08:50 | 2 | 0 | 0 |
| 08:50 - 08:55 | 1 | 0 | 0 |
| 08:55 - 09:00 | 0 | 0 | 0 |
| 09:00 - 09:05 | 0 | 0 | 1 |
| 09:05 - 09:10 | 0 | 0 | 0 |
| 09:10 - 09:15 | 0 | 0 | 0 |
| 09:15 - 09:20 | 0 | 0 | 0 |
| 09:20 - 09:25 | 0 | 0 | 0 |
| 09:25 - 09:30 | 0 | 0 | 0 |
| 09:30 - 09:35 | 0 | 1 | 0 |
| 09:35 - 09:40 | 0 | 3 | 0 |
| 09:40 - 09:45 | 0 | 0 | 0 |
| 09:45 - 09:50 | 1 | 0 | 0 |
| 09:50 - 09:55 | 0 | 0 | 0 |
| 09:55 - 10:00 | 0 | 0 | 0 |
| 10:00 - 10:05 | 0 | 0 | 0 |
| 10:05 - 10:10 | 0 | 0 | 0 |
| 10:10 - 10:15 | 0 | 0 | 0 |
| 10:15 - 10:20 | 0 | 0 | 0 |
| 10:20 - 10:25 | 0 | 0 | 0 |
| 10:25 - 10:30 | 0 | 0 | 0 |
| 10:30 - 10:35 | 0 | 0 | 0 |
| 10:35 - 10:40 | 0 | 0 | 0 |
| 10:40 - 10:45 | 0 | 0 | 0 |
| 10:45 - 10:50 | 0 | 0 | 0 |
| 10:50 - 10:55 | 0 | 0 | 0 |
| 10:55 - 11:00 | 0 | 0 | 0 |
| 11:00 - 11:05 | 0 | 0 | 0 |
| 11:05 - 11:10 | 0 | 0 | 0 |
| 11:10 - 11:15 | 0 | 0 | 1 |
| 11:15 - 11:20 | 0 | 1 | 0 |
| 11:20 - 11:25 | 0 | 0 | 0 |
| 11:25 - 11:30 | 0 | 0 | 0 |
| 11:30 - 11:35 | 1 | 0 | 0 |
| 11:35 - 11:40 | 0 | 0 | 0 |
| 11:40 - 11:45 | 0 | 0 | 0 |
| 11:45 - 11:50 | 0 | 0 | 1 |
| 11:50 - 11:55 | 0 | 0 | 0 |
| 11:55 - 12:00 | 0 | 0 | 0 |
| 12:00 - 12:05 | 0 | 0 | 0 |
| 12:05 - 12:10 | 0 | 0 | 0 |
| 12:10 - 12:15 | 0 | 0 | 0 |
| 12:15 - 12:20 | 0 | 0 | 0 |
| 12:20 - 12:25 | 0 | 0 | 0 |
| 12:25 - 12:30 | 0 | 0 | 0 |
| 12:30 - 12:35 | 1 | 0 | 0 |
| 12:35 - 12:40 | 0 | 0 | 0 |
| 12:40 - 12:45 | 1 | 0 | 0 |
| 12:45 - 12:50 | 0 | 0 | 0 |
| 12:50 - 12:55 | 0 | 0 | 0 |
| 12:55 - 13:00 | 0 | 0 | 0 |
| 13:00 - 13:05 | 0 | 0 | 0 |
| 13:05 - 13:10 | 0 | 0 | 0 |
| 13:10 - 13:15 | 1 | 0 | 0 |
| 13:15 - 13:20 | 0 | 0 | 0 |
| 13:20 - 13:25 | 0 | 0 | 0 |
| 13:25 - 13:30 | 0 | 0 | 0 |
| 13:30 - 13:35 | 0 | 1 | 0 |
| 13:35 - 13:40 | 0 | 1 | 0 |
| 13:40 - 13:45 | 0 | 0 | 0 |
| 13:45 - 13:50 | 0 | 0 | 0 |
| 13:50 - 13:55 | 0 | 0 | 0 |
| 13:55 - 14:00 | 0 | 0 | 0 |
| 14:00 - 14:05 | 0 | 0 | 1 |
| 14:05 - 14:10 | 0 | 0 | 0 |
| 14:10 - 14:15 | 0 | 0 | 0 |
| 14:15 - 14:20 | 0 | 0 | 0 |
| 14:20 - 14:25 | 0 | 0 | 0 |
| 14:25 - 14:30 | 0 | 0 | 0 |
| 14:30 - 14:35 | 1 | 0 | 0 |
| 14:35 - 14:40 | 0 | 0 | 0 |
| 14:40 - 14:45 | 0 | 0 | 0 |
| 14:45 - 14:50 | 0 | 0 | 0 |
| 14:50 - 14:55 | 0 | 0 | 0 |
| 14:55 - 15:00 | 1 | 0 | 2 |
| 15:00 - 15:05 | 1 | 0 | 0 |
| 15:05 - 15:10 | 0 | 0 | 0 |
| 15:10 - 15:15 | 0 | 1 | 0 |
| 15:15 - 15:20 | 0 | 0 | 0 |
| 15:20 - 15:25 | 0 | 0 | 0 |
| 15:25 - 15:30 | 0 | 1 | 0 |
| 15:30 - 15:35 | 1 | 2 | 1 |
| 15:35 - 15:40 | 1 | 1 | 0 |
| 15:40 - 15:45 | 0 | 0 | 0 |
| 15:45 - 15:50 | 0 | 0 | 0 |
| 15:50 - 15:55 | 0 | 1 | 0 |
| 15:55 - 16:00 | 0 | 1 | 0 |
| 16:00 - 16:05 | 0 | 0 | 1 |
| 16:05 - 16:10 | 0 | 0 | 1 |
| 16:10 - 16:15 | 0 | 0 | 0 |
| 16:15 - 16:20 | 0 | 1 | 0 |
| 16:20 - 16:25 | 0 | 0 | 0 |
| 16:25 - 16:30 | 0 | 0 | 1 |
| 16:30 - 16:35 | 1 | 0 | 0 |
| 16:35 - 16:40 | 0 | 0 | 0 |
| 16:40 - 16:45 | 0 | 0 | 0 |
| 16:45 - 16:50 | 0 | 0 | 0 |
| 16:50 - 16:55 | 0 | 0 | 1 |
| 16:55 - 17:00 | 0 | 0 | 0 |
| 17:00 - 17:05 | 1 | 0 | 0 |
| 17:05 - 17:10 | 0 | 0 | 0 |
| 17:10 - 17:15 | 1 | 0 | 0 |
| 17:15 - 17:20 | 0 | 1 | 0 |
| 17:20 - 17:25 | 0 | 0 | 0 |
| 17:25 - 17:30 | 0 | 0 | 0 |
| 17:30 - 17:35 | 1 | 0 | 1 |
| 17:35 - 17:40 | 0 | 0 | 0 |
| 17:40 - 17:45 | 0 | 1 | 0 |
| 17:45 - 17:50 | 0 | 0 | 1 |
| 17:50 - 17:55 | 0 | 0 | 0 |
| 17:55 - 18:00 | 0 | 0 | 0 |
| 18:00 - 18:05 | 0 | 0 | 0 |
| 18:05 - 18:10 | 0 | 4 | 0 |
| 18:10 - 18:15 | 0 | 0 | 0 |
| 18:15 - 18:20 | 0 | 0 | 0 |
| 18:20 - 18:25 | 0 | 0 | 0 |
| 18:25 - 18:30 | 0 | 0 | 0 |
| 18:30 - 18:35 | 0 | 0 | 1 |
| 18:35 - 18:40 | 0 | 0 | 0 |
| 18:40 - 18:45 | 0 | 0 | 1 |
| 18:45 - 18:50 | 0 | 1 | 0 |
| 18:50 - 18:55 | 1 | 0 | 0 |
| 18:55 - 19:00 | 0 | 0 | 0 |

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** **A - Great Ashby Way (North) / B - Fairfield Way / C - Great Ashby Way (South East) / D - Whitehorse Lane**

| CLASSIFICATION | PCU |
|---|---|
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |
| P/CYCLE | 0.2 |
| M/CYCLE | 0.4 |

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Great Ashby Way (North) / B - Fairfield Way / C - Great Ashby Way (South East) / D - Whitehorse Lane

**Approach:** A - Great Ashby Way (North)

| | A to B | | | | | | | | | A to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| 07:15 - 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 19 | 6 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 |
| 07:30 - 07:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 27 | 5 | 0 | 0 | 1 | 1 | 1 | 34.6 | 35 |
| 07:45 - 08:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 |
| Hourly Total | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 100 | 20 | 0 | 0 | 1 | 1 | 2 | 123 | 124 |
| 08:00 - 08:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 73 | 6 | 0 | 0 | 0 | 0 | 0 | 79.0 | 79 |
| 08:15 - 08:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 |
| 08:30 - 08:45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 47 | 4 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 |
| 08:45 - 09:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 28 | 3 | 1 | 0 | 0 | 0 | 0 | 32.5 | 32 |
| Hourly Total | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 185 | 15 | 1 | 0 | 0 | 0 | 0 | 202 | 201 |
| 09:00 - 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 24 | 4 | 1 | 0 | 0 | 1 | 0 | 29.7 | 30 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 15.5 | 15 |
| 09:45 - 10:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 16 | 6 | 0 | 0 | 0 | 0 | 1 | 22.4 | 23 |
| Hourly Total | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 69 | 12 | 2 | 0 | 0 | 1 | 1 | 85 | 85 |
| 10:00 - 10:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 10:15 - 10:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 10:30 - 10:45 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4.5 | 4 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 10:45 - 11:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 13.5 | 13 |
| Hourly Total | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 13 | 12 | 50 | 6 | 1 | 0 | 0 | 0 | 0 | 58 | 57 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 17 | 2 | 0 | 0 | 0 | 1 | 0 | 19.2 | 20 |
| 11:15 - 11:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 13.5 | 13 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 11:45 - 12:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 |
| Hourly Total | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 58 | 9 | 1 | 0 | 0 | 1 | 0 | 69 | 69 |
| 12:00 - 12:15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 15.5 | 15 |
| 12:15 - 12:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 12:30 - 12:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 14 | 4 | 0 | 0 | 0 | 1 | 0 | 18.2 | 19 |
| 12:45 - 13:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| Hourly Total | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 56 | 7 | 1 | 0 | 0 | 1 | 0 | 65 | 65 |
| 13:00 - 13:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 18 | 2 | 0 | 0 | 0 | 0 | 1 | 20.4 | 21 |
| 13:15 - 13:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 13:30 - 13:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 13:45 - 14:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| Hourly Total | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 55 | 14 | 0 | 0 | 0 | 0 | 1 | 69 | 70 |
| 14:00 - 14:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 |
| 14:15 - 14:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 14:30 - 14:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 16 | 0 | 1 | 0 | 0 | 0 | 1 | 17.9 | 18 |
| 14:45 - 15:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 20 | 2 | 3 | 0 | 0 | 0 | 0 | 26.5 | 25 |
| Hourly Total | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 67 | 4 | 5 | 0 | 0 | 0 | 1 | 79 | 77 |
| 15:00 - 15:15 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 9.5 | 9 | 26 | 2 | 0 | 1 | 0 | 0 | 0 | 30.3 | 29 |
| 15:15 - 15:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 20 | 3 | 0 | 0 | 0 | 1 | 0 | 23.2 | 24 |
| 15:30 - 15:45 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| 15:45 - 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 23 | 1 | 0 | 1 | 0 | 0 | 0 | 26.3 | 25 |
| Hourly Total | 20 | 3 | 1 | 0 | 0 | 0 | 0 | 25 | 24 | 98 | 9 | 0 | 2 | 0 | 1 | 0 | 112 | 110 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 23 | 4 | 1 | 0 | 0 | 1 | 1 | 29.1 | 30 |
| 16:15 - 16:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 25 | 3 | 0 | 0 | 0 | 0 | 1 | 28.4 | 29 |
| 16:30 - 16:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 24 | 5 | 0 | 0 | 0 | 0 | 1 | 29.4 | 30 |
| 16:45 - 17:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 |
| Hourly Total | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 104 | 17 | 1 | 0 | 0 | 1 | 3 | 124 | 126 |
| 17:00 - 17:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 28 | 1 | 0 | 0 | 0 | 0 | 1 | 29.4 | 30 |
| 17:15 - 17:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 32 | 0 | 1 | 0 | 0 | 0 | 1 | 33.9 | 34 |
| 17:30 - 17:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 |
| 17:45 - 18:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 34 | 2 | 0 | 0 | 0 | 0 | 1 | 36.4 | 37 |
| Hourly Total | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 124 | 7 | 1 | 0 | 0 | 0 | 3 | 134 | 135 |
| 18:00 - 18:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 24 | 0 | 0 | 0 | 0 | 1 | 0 | 24.2 | 25 |
| 18:15 - 18:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| 18:30 - 18:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| 18:45 - 19:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 |
| Hourly Total | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 104 | 3 | 0 | 0 | 0 | 1 | 0 | 107 | 108 |
| Session Total | 115 | 23 | 2 | 0 | 0 | 0 | 0 | 141 | 140 | 1070 | 123 | 13 | 2 | 1 | 7 | 11 | 1225 | 1227 |

| | A to D | | | | | | | | | A to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.5 | 1 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 |
| 11:00 - 11:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 14:15 - 14:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:15 - 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:45 - 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 17:00 - 17:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:45 - 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00 - 18:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:15 - 18:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Session Total | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 26 | 26 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 11 | 10 |

| | From A | | | | | | | | | To A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 18.5 | 18 |
| 07:15 - 07:30 | 20 | 6 | 0 | 0 | 0 | 0 | 1 | 26.4 | 27 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| 07:30 - 07:45 | 29 | 5 | 0 | 0 | 1 | 1 | 1 | 36.6 | 37 | 34 | 6 | 0 | 0 | 1 | 2 | 0 | 42.4 | 43 |
| 07:45 - 08:00 | 40 | 6 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 34 | 2 | 2 | 0 | 0 | 0 | 0 | 39.0 | 38 |
| Hourly Total | 106 | 21 | 0 | 0 | 1 | 1 | 2 | 130 | 131 | 100 | 12 | 3 | 0 | 1 | 2 | 0 | 119 | 118 |
| 08:00 - 08:15 | 75 | 6 | 0 | 0 | 0 | 0 | 0 | 81.0 | 81 | 40 | 0 | 0 | 0 | 1 | 0 | 0 | 42.0 | 41 |
| 08:15 - 08:30 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 |
| 08:30 - 08:45 | 49 | 6 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 | 35 | 3 | 1 | 0 | 0 | 0 | 0 | 39.5 | 39 |
| 08:45 - 09:00 | 30 | 3 | 1 | 0 | 0 | 0 | 0 | 34.5 | 34 | 34 | 1 | 0 | 0 | 1 | 0 | 1 | 37.4 | 37 |
| Hourly Total | 191 | 18 | 1 | 0 | 0 | 0 | 0 | 211 | 210 | 150 | 6 | 1 | 0 | 2 | 0 | 1 | 162 | 160 |
| 09:00 - 09:15 | 25 | 4 | 1 | 0 | 0 | 1 | 0 | 30.7 | 31 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 |
| 09:15 - 09:30 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 34 | 6 | 1 | 0 | 0 | 0 | 0 | 41.5 | 41 |
| 09:30 - 09:45 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 16.5 | 16 | 14 | 3 | 1 | 0 | 1 | 0 | 0 | 20.5 | 19 |
| 09:45 - 10:00 | 18 | 8 | 0 | 0 | 0 | 0 | 1 | 26.4 | 27 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| Hourly Total | 73 | 15 | 2 | 0 | 0 | 1 | 1 | 92 | 92 | 96 | 14 | 2 | 0 | 1 | 0 | 0 | 115 | 113 |
| 10:00 - 10:15 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 19 | 1 | 1 | 0 | 1 | 0 | 0 | 23.5 | 22 |
| 10:15 - 10:30 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 21.5 | 21 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 |
| 10:30 - 10:45 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 | 10 | 0 | 1 | 0 | 1 | 0 | 0 | 13.5 | 12 |
| 10:45 - 11:00 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 15.5 | 15 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| Hourly Total | 60 | 8 | 3 | 0 | 0 | 0 | 0 | 73 | 71 | 65 | 10 | 3 | 0 | 2 | 0 | 0 | 84 | 80 |
| 11:00 - 11:15 | 19 | 2 | 0 | 0 | 0 | 1 | 0 | 21.2 | 22 | 18 | 3 | 1 | 0 | 1 | 0 | 0 | 24.5 | 23 |
| 11:15 - 11:30 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 | 20 | 4 | 2 | 0 | 0 | 0 | 0 | 27.0 | 26 |
| 11:30 - 11:45 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 13 | 3 | 0 | 0 | 1 | 0 | 0 | 18.0 | 17 |
| 11:45 - 12:00 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 22 | 3 | 0 | 0 | 0 | 1 | 0 | 25.2 | 26 |
| Hourly Total | 63 | 10 | 1 | 0 | 0 | 1 | 0 | 75 | 75 | 73 | 13 | 3 | 0 | 2 | 1 | 0 | 95 | 92 |
| 12:00 - 12:15 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 18.5 | 18 | 27 | 3 | 0 | 0 | 1 | 0 | 1 | 32.4 | 32 |
| 12:15 - 12:30 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 22 | 3 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 |
| 12:30 - 12:45 | 18 | 4 | 0 | 0 | 0 | 1 | 0 | 22.2 | 23 | 15 | 5 | 0 | 0 | 1 | 0 | 1 | 22.4 | 22 |
| 12:45 - 13:00 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| Hourly Total | 69 | 9 | 1 | 0 | 0 | 1 | 0 | 80 | 80 | 79 | 13 | 0 | 0 | 2 | 0 | 3 | 97 | 97 |
| 13:00 - 13:15 | 20 | 2 | 0 | 0 | 0 | 0 | 1 | 22.4 | 23 | 16 | 4 | 0 | 0 | 1 | 0 | 0 | 22.0 | 21 |
| 13:15 - 13:30 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 29 | 0 | 2 | 0 | 0 | 0 | 0 | 32.0 | 31 |
| 13:30 - 13:45 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 25 | 3 | 0 | 0 | 1 | 0 | 0 | 30.0 | 29 |
| 13:45 - 14:00 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 |
| Hourly Total | 68 | 18 | 0 | 0 | 0 | 0 | 1 | 86 | 87 | 92 | 11 | 2 | 0 | 2 | 0 | 0 | 110 | 107 |
| 14:00 - 14:15 | 24 | 2 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 | 25 | 0 | 1 | 0 | 1 | 0 | 0 | 28.5 | 27 |
| 14:15 - 14:30 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 25 | 4 | 0 | 0 | 0 | 0 | 1 | 29.4 | 30 |
| 14:30 - 14:45 | 20 | 0 | 1 | 0 | 0 | 0 | 1 | 21.9 | 22 | 13 | 3 | 0 | 0 | 1 | 0 | 0 | 18.0 | 17 |
| 14:45 - 15:00 | 22 | 2 | 3 | 0 | 0 | 0 | 0 | 28.5 | 27 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| Hourly Total | 79 | 4 | 5 | 0 | 0 | 0 | 1 | 91 | 89 | 85 | 13 | 1 | 0 | 2 | 0 | 1 | 104 | 102 |
| 15:00 - 15:15 | 33 | 3 | 1 | 1 | 0 | 0 | 0 | 39.8 | 38 | 20 | 1 | 1 | 0 | 1 | 0 | 1 | 24.9 | 24 |
| 15:15 - 15:30 | 22 | 4 | 0 | 0 | 0 | 1 | 0 | 26.2 | 27 | 46 | 0 | 2 | 0 | 0 | 0 | 0 | 49.0 | 48 |
| 15:30 - 15:45 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 45 | 4 | 0 | 0 | 1 | 0 | 0 | 51.0 | 50 |
| 15:45 - 16:00 | 24 | 1 | 0 | 1 | 0 | 0 | 0 | 27.3 | 26 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 |
| Hourly Total | 119 | 12 | 1 | 2 | 0 | 1 | 0 | 137 | 135 | 143 | 6 | 3 | 0 | 2 | 0 | 1 | 158 | 155 |
| 16:00 - 16:15 | 26 | 4 | 1 | 0 | 0 | 1 | 1 | 32.1 | 33 | 31 | 6 | 0 | 0 | 1 | 1 | 0 | 39.2 | 39 |
| 16:15 - 16:30 | 29 | 3 | 0 | 0 | 0 | 0 | 1 | 32.4 | 33 | 32 | 7 | 1 | 0 | 1 | 0 | 0 | 42.5 | 41 |
| 16:30 - 16:45 | 28 | 7 | 0 | 0 | 0 | 0 | 1 | 35.4 | 36 | 34 | 5 | 1 | 0 | 0 | 0 | 0 | 40.5 | 40 |
| 16:45 - 17:00 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 |
| Hourly Total | 117 | 20 | 1 | 0 | 0 | 1 | 3 | 140 | 142 | 124 | 22 | 2 | 0 | 2 | 1 | 0 | 153 | 151 |
| 17:00 - 17:15 | 31 | 3 | 0 | 0 | 0 | 0 | 1 | 34.4 | 35 | 46 | 7 | 0 | 0 | 1 | 0 | 0 | 55.0 | 54 |
| 17:15 - 17:30 | 37 | 0 | 1 | 0 | 0 | 0 | 1 | 38.9 | 39 | 37 | 3 | 0 | 0 | 0 | 2 | 1 | 40.8 | 43 |
| 17:30 - 17:45 | 39 | 5 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 47 | 6 | 0 | 0 | 1 | 0 | 1 | 55.4 | 55 |
| 17:45 - 18:00 | 38 | 4 | 0 | 0 | 0 | 0 | 1 | 42.4 | 43 | 45 | 8 | 0 | 0 | 0 | 0 | 1 | 53.4 | 54 |
| Hourly Total | 145 | 12 | 1 | 0 | 0 | 0 | 3 | 160 | 161 | 175 | 24 | 0 | 0 | 2 | 2 | 3 | 205 | 206 |
| 18:00 - 18:15 | 33 | 0 | 0 | 0 | 0 | 1 | 0 | 33.2 | 34 | 55 | 6 | 0 | 0 | 1 | 1 | 0 | 63.2 | 63 |
| 18:15 - 18:30 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 |
| 18:30 - 18:45 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 43 | 3 | 0 | 0 | 1 | 0 | 2 | 48.8 | 49 |
| 18:45 - 19:00 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 40 | 2 | 0 | 0 | 0 | 0 | 1 | 42.4 | 43 |
| Hourly Total | 122 | 7 | 0 | 0 | 0 | 1 | 0 | 129 | 130 | 174 | 12 | 0 | 0 | 2 | 1 | 3 | 191 | 192 |
| Session Total | 1212 | 154 | 16 | 2 | 1 | 7 | 11 | 1402 | 1403 | 1356 | 156 | 20 | 0 | 22 | 7 | 12 | 1592 | 1573 |

**Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023**

Produced by Streetwise Services Ltd.

**Junction:** A - Great Ashby Way (North) / B - Fairfield Way / C - Great Ashby Way (South East) / D - Whitehorse Lane

**Approach:** B - Fairfield Way

| | B to C | | | | | | | | | B to D | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2.4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:45 - 08:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 19 | 3 | 0 | 0 | 0 | 0 | 1 | 22 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:00 - 08:15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2.5 | 2 |
| 08:15 - 08:30 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 11.5 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 08:30 - 08:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 08:45 - 09:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| Hourly Total | 33 | 2 | 1 | 0 | 0 | 0 | 0 | 37 | 36 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 10 | 9 |
| 09:00 - 09:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 09:15 - 09:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 09:45 - 10:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 10:00 - 10:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:15 - 10:30 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 2.2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 7 | 3 | 0 | 0 | 0 | 1 | 0 | 10 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 11:00 - 11:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:30 - 11:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 12:00 - 12:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:30 - 12:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 13:00 - 13:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:45 - 14:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 14:00 - 14:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 15:15 - 15:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:45 - 16:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 16:00 - 16:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1.2 | 2 |
| 16:15 - 16:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 |
| 17:00 - 17:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:30 - 17:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:45 - 18:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 18:00 - 18:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:15 - 18:30 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:30 - 18:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 31 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Session Total | 193 | 23 | 1 | 0 | 0 | 1 | 1 | 218 | 219 | 25 | 5 | 1 | 0 | 0 | 1 | 0 | 32 | 32 |

| | B to A | | | | | | | | | B to B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 5.5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3.4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 19 | 1 | 1 | 0 | 0 | 0 | 1 | 22 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4.5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3.4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 14:00 - 14:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 8.5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 17 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:15 - 17:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00 - 18:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Session Total | 135 | 15 | 3 | 0 | 0 | 0 | 2 | 155 | 155 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |

| | From B | | | | | | | | | To B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 5.4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:15 - 07:30 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 07:30 - 07:45 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 07:45 - 08:00 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| Hourly Total | 40 | 5 | 0 | 0 | 0 | 0 | 1 | 45 | 46 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 16 |
| 08:00 - 08:15 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 08:15 - 08:30 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 17.5 | 17 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 7.5 | 7 |
| 08:30 - 08:45 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 10.5 | 10 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 7.5 | 7 |
| 08:45 - 09:00 | 12 | 2 | 0 | 0 | 0 | 0 | 1 | 14.4 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| Hourly Total | 57 | 6 | 3 | 0 | 0 | 0 | 1 | 68 | 67 | 19 | 5 | 2 | 0 | 0 | 0 | 0 | 27 | 26 |
| 09:00 - 09:15 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 09:15 - 09:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 09:30 - 09:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3.4 | 4 |
| 09:45 - 10:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| Hourly Total | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 28 | 21 | 2 | 0 | 0 | 0 | 0 | 1 | 23 | 24 |
| 10:00 - 10:15 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 7.5 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 10:15 - 10:30 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3.2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 10:30 - 10:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 7.5 | 7 |
| 10:45 - 11:00 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| Hourly Total | 15 | 4 | 1 | 0 | 0 | 1 | 0 | 21 | 21 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 25 | 24 |
| 11:00 - 11:15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:15 - 11:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:30 - 11:45 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:45 - 12:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 27 | 27 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 15 |
| 12:00 - 12:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 12:15 - 12:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 7.4 | 8 |
| 12:30 - 12:45 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 9.4 | 10 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10.5 | 10 |
| 12:45 - 13:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| Hourly Total | 20 | 4 | 0 | 0 | 0 | 0 | 1 | 24 | 25 | 24 | 2 | 1 | 0 | 0 | 0 | 1 | 28 | 28 |
| 13:00 - 13:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:15 - 13:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 13:30 - 13:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 13:45 - 14:00 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| Hourly Total | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 24 | 24 |
| 14:00 - 14:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 14:15 - 14:30 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 14:30 - 14:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 14:45 - 15:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| Hourly Total | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 25 | 25 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 25 | 25 |
| 15:00 - 15:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 11.5 | 11 |
| 15:15 - 15:30 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10.5 | 10 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 15:30 - 15:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 20 | 2 | 0 | 0 | 0 | 0 | 1 | 22.4 | 23 |
| 15:45 - 16:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| Hourly Total | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 32 | 31 | 47 | 4 | 1 | 0 | 0 | 0 | 1 | 53 | 53 |
| 16:00 - 16:15 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 7.2 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 16:15 - 16:30 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 16:30 - 16:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 16:45 - 17:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 1 | 8.4 | 9 |
| Hourly Total | 18 | 4 | 0 | 0 | 0 | 1 | 0 | 22 | 23 | 28 | 6 | 0 | 0 | 0 | 0 | 1 | 34 | 35 |
| 17:00 - 17:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 17:15 - 17:30 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 17:30 - 17:45 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| 17:45 - 18:00 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| Hourly Total | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 40 | 40 | 45 | 6 | 0 | 0 | 0 | 0 | 0 | 51 | 51 |
| 18:00 - 18:15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 18:15 - 18:30 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 18:30 - 18:45 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 18:45 - 19:00 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 12 | 2 | 0 | 0 | 0 | 0 | 1 | 14.4 | 15 |
| Hourly Total | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 53 | 53 | 49 | 6 | 0 | 0 | 0 | 0 | 1 | 55 | 56 |
| Session Total | 355 | 43 | 5 | 0 | 0 | 2 | 3 | 407 | 408 | 315 | 52 | 5 | 0 | 0 | 0 | 5 | 377 | 377 |

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Great Ashby Way (North) / B - Fairfield Way / C - Great Ashby Way (South East) / D - Whitehorse Lane

**Approach:** C - Great Ashby Way (South East)

| | C to D | | | | | | | | | C to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 15.5 | 15 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 07:30 - 07:45 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 25 | 6 | 0 | 0 | 1 | 2 | 0 | 33.4 | 34 |
| 07:45 - 08:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 27 | 2 | 2 | 0 | 0 | 0 | 0 | 32.0 | 31 |
| Hourly Total | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 78 | 10 | 3 | 0 | 1 | 2 | 0 | 95 | 94 |
| 08:00 - 08:15 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 29 | 0 | 0 | 0 | 1 | 0 | 0 | 31.0 | 30 |
| 08:15 - 08:30 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 |
| 08:30 - 08:45 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 |
| 08:45 - 09:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 29 | 1 | 0 | 0 | 1 | 0 | 0 | 32.0 | 31 |
| Hourly Total | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 49 | 49 | 125 | 5 | 0 | 0 | 2 | 0 | 0 | 134 | 132 |
| 09:00 - 09:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 |
| 09:15 - 09:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 28 | 6 | 1 | 0 | 0 | 0 | 0 | 35.5 | 35 |
| 09:30 - 09:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 11 | 3 | 1 | 0 | 1 | 0 | 0 | 17.5 | 16 |
| 09:45 - 10:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| Hourly Total | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 83 | 14 | 2 | 0 | 1 | 0 | 0 | 102 | 100 |
| 10:00 - 10:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 15 | 1 | 0 | 0 | 1 | 0 | 0 | 18.0 | 17 |
| 10:15 - 10:30 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 8.5 | 8 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| 10:30 - 10:45 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 5.2 | 6 | 9 | 0 | 1 | 0 | 1 | 0 | 0 | 12.5 | 11 |
| 10:45 - 11:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| Hourly Total | 23 | 1 | 1 | 0 | 0 | 1 | 0 | 26 | 26 | 58 | 9 | 1 | 0 | 2 | 0 | 0 | 73 | 70 |
| 11:00 - 11:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 11 | 3 | 1 | 0 | 1 | 0 | 0 | 17.5 | 16 |
| 11:15 - 11:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 19 | 3 | 2 | 0 | 0 | 0 | 0 | 25.0 | 24 |
| 11:30 - 11:45 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 10 | 3 | 0 | 0 | 1 | 0 | 0 | 15.0 | 14 |
| 11:45 - 12:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 20 | 3 | 0 | 0 | 0 | 1 | 0 | 23.2 | 24 |
| Hourly Total | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 23 | 23 | 60 | 12 | 3 | 0 | 2 | 1 | 0 | 81 | 78 |
| 12:00 - 12:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 25 | 3 | 0 | 0 | 1 | 0 | 1 | 30.4 | 30 |
| 12:15 - 12:30 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 19 | 2 | 0 | 0 | 0 | 0 | 1 | 21.4 | 22 |
| 12:30 - 12:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 11 | 5 | 0 | 0 | 1 | 0 | 0 | 18.0 | 17 |
| 12:45 - 13:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| Hourly Total | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25 | 25 | 67 | 12 | 0 | 0 | 2 | 0 | 2 | 84 | 83 |
| 13:00 - 13:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 15 | 4 | 0 | 0 | 1 | 0 | 0 | 21.0 | 20 |
| 13:15 - 13:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 28.0 | 27 |
| 13:30 - 13:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 24 | 3 | 0 | 0 | 1 | 0 | 0 | 29.0 | 28 |
| 13:45 - 14:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 |
| Hourly Total | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 85 | 8 | 2 | 0 | 2 | 0 | 0 | 100 | 97 |
| 14:00 - 14:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 21 | 0 | 1 | 0 | 1 | 0 | 0 | 24.5 | 23 |
| 14:15 - 14:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 21 | 4 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 |
| 14:30 - 14:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 10 | 3 | 0 | 0 | 1 | 0 | 0 | 15.0 | 14 |
| 14:45 - 15:00 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 5.4 | 6 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 |
| Hourly Total | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 18 | 19 | 71 | 13 | 1 | 0 | 2 | 0 | 1 | 90 | 88 |
| 15:00 - 15:15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 18 | 0 | 1 | 0 | 1 | 0 | 1 | 21.9 | 21 |
| 15:15 - 15:30 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 37 | 0 | 1 | 0 | 0 | 0 | 0 | 38.5 | 38 |
| 15:30 - 15:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 40 | 3 | 0 | 0 | 1 | 0 | 0 | 45.0 | 44 |
| 15:45 - 16:00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| Hourly Total | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 52 | 52 | 125 | 3 | 2 | 0 | 2 | 0 | 1 | 135 | 133 |
| 16:00 - 16:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 28 | 6 | 0 | 0 | 1 | 1 | 0 | 36.2 | 36 |
| 16:15 - 16:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 31 | 6 | 1 | 0 | 1 | 0 | 0 | 40.5 | 39 |
| 16:30 - 16:45 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 31 | 3 | 1 | 0 | 0 | 0 | 0 | 35.5 | 35 |
| 16:45 - 17:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 |
| Hourly Total | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 114 | 18 | 2 | 0 | 2 | 1 | 0 | 139 | 137 |
| 17:00 - 17:15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 44 | 6 | 0 | 0 | 1 | 0 | 0 | 52.0 | 51 |
| 17:15 - 17:30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 33 | 3 | 0 | 0 | 0 | 2 | 1 | 36.8 | 39 |
| 17:30 - 17:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 42 | 6 | 0 | 0 | 1 | 0 | 1 | 50.4 | 50 |
| 17:45 - 18:00 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 43 | 8 | 0 | 0 | 0 | 0 | 1 | 51.4 | 52 |
| Hourly Total | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 46 | 46 | 162 | 23 | 0 | 0 | 2 | 2 | 3 | 191 | 192 |
| 18:00 - 18:15 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 17.4 | 18 | 47 | 4 | 0 | 0 | 1 | 1 | 0 | 53.2 | 53 |
| 18:15 - 18:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 |
| 18:30 - 18:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 36 | 1 | 0 | 0 | 1 | 0 | 2 | 39.8 | 40 |
| 18:45 - 19:00 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 12.5 | 12 | 37 | 2 | 0 | 0 | 0 | 0 | 1 | 39.4 | 40 |
| Hourly Total | 33 | 7 | 1 | 0 | 0 | 0 | 1 | 42 | 42 | 150 | 8 | 0 | 0 | 2 | 1 | 3 | 163 | 164 |
| Session Total | 331 | 30 | 2 | 0 | 0 | 1 | 2 | 365 | 366 | 1178 | 135 | 16 | 0 | 22 | 7 | 10 | 1386 | 1368 |

| | C to B | | | | | | | | | C to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 6.5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3.5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 16 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2.4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 4.4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4.5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 14:45 - 15:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 5.4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 16 | 3 | 0 | 0 | 0 | 0 | 1 | 19 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:15 - 17:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00 - 18:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 11.4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 33 | 2 | 0 | 0 | 0 | 0 | 1 | 35 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Session Total | 167 | 24 | 3 | 0 | 0 | 0 | 4 | 197 | 198 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |

| | From C | | | | | | | | | To C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 15.5 | 15 | 20 | 4 | 0 | 0 | 0 | 0 | 1 | 24.4 | 25 |
| 07:15 - 07:30 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 25 | 8 | 0 | 0 | 0 | 0 | 1 | 33.4 | 34 |
| 07:30 - 07:45 | 36 | 7 | 0 | 0 | 1 | 2 | 0 | 45.4 | 46 | 39 | 6 | 0 | 0 | 1 | 1 | 1 | 47.6 | 48 |
| 07:45 - 08:00 | 39 | 4 | 2 | 0 | 0 | 0 | 0 | 46.0 | 45 | 58 | 6 | 0 | 0 | 0 | 0 | 0 | 64.0 | 64 |
| Hourly Total | 103 | 14 | 3 | 0 | 1 | 2 | 0 | 124 | 123 | 142 | 24 | 0 | 0 | 1 | 1 | 3 | 169 | 171 |
| 08:00 - 08:15 | 42 | 2 | 0 | 0 | 1 | 0 | 0 | 46.0 | 45 | 97 | 9 | 0 | 0 | 0 | 0 | 0 | 106.0 | 106 |
| 08:15 - 08:30 | 52 | 2 | 1 | 0 | 0 | 0 | 0 | 55.5 | 55 | 61 | 2 | 1 | 0 | 0 | 0 | 0 | 64.5 | 64 |
| 08:30 - 08:45 | 46 | 4 | 1 | 0 | 0 | 0 | 0 | 51.5 | 51 | 58 | 5 | 0 | 0 | 0 | 0 | 0 | 63.0 | 63 |
| 08:45 - 09:00 | 43 | 1 | 0 | 0 | 1 | 0 | 0 | 46.0 | 45 | 54 | 4 | 1 | 0 | 0 | 0 | 0 | 59.5 | 59 |
| Hourly Total | 183 | 9 | 2 | 0 | 2 | 0 | 0 | 199 | 196 | 270 | 20 | 2 | 0 | 0 | 0 | 0 | 293 | 292 |
| 09:00 - 09:15 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 45 | 7 | 1 | 0 | 0 | 1 | 0 | 53.7 | 54 |
| 09:15 - 09:30 | 36 | 6 | 1 | 0 | 0 | 0 | 0 | 43.5 | 43 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| 09:30 - 09:45 | 15 | 4 | 1 | 0 | 1 | 0 | 1 | 22.9 | 22 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 |
| 09:45 - 10:00 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 21 | 8 | 0 | 0 | 0 | 0 | 1 | 29.4 | 30 |
| Hourly Total | 114 | 15 | 2 | 0 | 1 | 0 | 1 | 134 | 133 | 110 | 18 | 2 | 0 | 0 | 1 | 1 | 132 | 132 |
| 10:00 - 10:15 | 19 | 2 | 0 | 0 | 1 | 0 | 0 | 23.0 | 22 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| 10:15 - 10:30 | 29 | 6 | 1 | 0 | 0 | 0 | 0 | 36.5 | 36 | 24 | 2 | 0 | 0 | 0 | 1 | 0 | 26.2 | 27 |
| 10:30 - 10:45 | 16 | 1 | 1 | 0 | 1 | 1 | 0 | 20.7 | 20 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 |
| 10:45 - 11:00 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 20 | 4 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 |
| Hourly Total | 88 | 13 | 2 | 0 | 2 | 1 | 0 | 108 | 106 | 86 | 9 | 2 | 0 | 0 | 1 | 0 | 98 | 98 |
| 11:00 - 11:15 | 15 | 3 | 1 | 0 | 1 | 0 | 0 | 21.5 | 20 | 25 | 4 | 0 | 0 | 0 | 1 | 0 | 29.2 | 30 |
| 11:15 - 11:30 | 30 | 4 | 2 | 0 | 0 | 0 | 0 | 37.0 | 36 | 23 | 2 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 |
| 11:30 - 11:45 | 16 | 5 | 0 | 0 | 1 | 0 | 0 | 23.0 | 22 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 |
| 11:45 - 12:00 | 27 | 5 | 0 | 0 | 0 | 1 | 0 | 32.2 | 33 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| Hourly Total | 88 | 17 | 3 | 0 | 2 | 1 | 0 | 114 | 111 | 99 | 14 | 1 | 0 | 0 | 1 | 0 | 115 | 115 |
| 12:00 - 12:15 | 31 | 3 | 0 | 0 | 1 | 0 | 1 | 36.4 | 36 | 21 | 5 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 |
| 12:15 - 12:30 | 31 | 3 | 0 | 0 | 0 | 0 | 2 | 34.8 | 36 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 |
| 12:30 - 12:45 | 20 | 5 | 1 | 0 | 1 | 0 | 0 | 28.5 | 27 | 32 | 6 | 1 | 0 | 0 | 1 | 0 | 39.7 | 40 |
| 12:45 - 13:00 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 20 | 1 | 1 | 0 | 0 | 0 | 0 | 22.5 | 22 |
| Hourly Total | 99 | 14 | 1 | 0 | 2 | 0 | 3 | 120 | 119 | 98 | 12 | 3 | 0 | 0 | 1 | 0 | 115 | 114 |
| 13:00 - 13:15 | 19 | 4 | 0 | 0 | 1 | 0 | 0 | 25.0 | 24 | 28 | 4 | 0 | 0 | 0 | 0 | 1 | 32.4 | 33 |
| 13:15 - 13:30 | 28 | 1 | 2 | 0 | 0 | 0 | 0 | 32.0 | 31 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 13:30 - 13:45 | 32 | 3 | 0 | 0 | 1 | 0 | 0 | 37.0 | 36 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 |
| 13:45 - 14:00 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| Hourly Total | 106 | 11 | 2 | 0 | 2 | 0 | 0 | 124 | 121 | 90 | 20 | 0 | 0 | 0 | 0 | 1 | 110 | 111 |
| 14:00 - 14:15 | 27 | 2 | 1 | 0 | 1 | 0 | 0 | 32.5 | 31 | 32 | 5 | 1 | 0 | 0 | 0 | 0 | 38.5 | 38 |
| 14:15 - 14:30 | 29 | 4 | 0 | 0 | 0 | 0 | 1 | 33.4 | 34 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| 14:30 - 14:45 | 18 | 5 | 0 | 0 | 1 | 0 | 0 | 25.0 | 24 | 30 | 1 | 1 | 0 | 0 | 0 | 2 | 33.3 | 34 |
| 14:45 - 15:00 | 26 | 8 | 0 | 0 | 0 | 0 | 1 | 34.4 | 35 | 29 | 2 | 3 | 0 | 0 | 0 | 0 | 35.5 | 34 |
| Hourly Total | 100 | 19 | 1 | 0 | 2 | 0 | 2 | 125 | 124 | 110 | 10 | 5 | 0 | 0 | 0 | 2 | 128 | 127 |
| 15:00 - 15:15 | 27 | 1 | 1 | 0 | 1 | 0 | 1 | 31.9 | 31 | 36 | 4 | 0 | 1 | 0 | 0 | 0 | 42.3 | 41 |
| 15:15 - 15:30 | 69 | 0 | 1 | 0 | 0 | 0 | 0 | 70.5 | 70 | 30 | 4 | 0 | 0 | 0 | 1 | 0 | 34.2 | 35 |
| 15:30 - 15:45 | 58 | 4 | 0 | 0 | 1 | 0 | 0 | 64.0 | 63 | 69 | 4 | 0 | 0 | 0 | 0 | 0 | 73.0 | 73 |
| 15:45 - 16:00 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 | 35 | 2 | 0 | 1 | 0 | 0 | 0 | 39.3 | 38 |
| Hourly Total | 197 | 7 | 2 | 0 | 2 | 0 | 1 | 211 | 209 | 170 | 14 | 0 | 2 | 0 | 1 | 0 | 189 | 187 |
| 16:00 - 16:15 | 38 | 7 | 0 | 0 | 1 | 1 | 0 | 47.2 | 47 | 39 | 4 | 1 | 0 | 0 | 1 | 1 | 45.1 | 46 |
| 16:15 - 16:30 | 44 | 6 | 1 | 0 | 1 | 0 | 0 | 53.5 | 52 | 32 | 5 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 |
| 16:30 - 16:45 | 42 | 7 | 1 | 0 | 0 | 0 | 0 | 50.5 | 50 | 34 | 8 | 0 | 0 | 0 | 0 | 1 | 42.4 | 43 |
| 16:45 - 17:00 | 34 | 3 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 | 42 | 5 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 |
| Hourly Total | 158 | 23 | 2 | 0 | 2 | 1 | 1 | 189 | 187 | 147 | 22 | 1 | 0 | 0 | 1 | 3 | 172 | 174 |
| 17:00 - 17:15 | 58 | 7 | 0 | 0 | 1 | 0 | 0 | 67.0 | 66 | 43 | 4 | 0 | 0 | 0 | 0 | 1 | 47.4 | 48 |
| 17:15 - 17:30 | 49 | 5 | 0 | 0 | 0 | 2 | 1 | 54.8 | 57 | 53 | 0 | 1 | 0 | 0 | 1 | 1 | 55.1 | 56 |
| 17:30 - 17:45 | 56 | 9 | 0 | 0 | 1 | 0 | 1 | 67.4 | 67 | 49 | 6 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 |
| 17:45 - 18:00 | 63 | 9 | 0 | 0 | 0 | 0 | 1 | 72.4 | 73 | 57 | 3 | 0 | 0 | 0 | 0 | 1 | 60.4 | 61 |
| Hourly Total | 226 | 30 | 0 | 0 | 2 | 2 | 3 | 262 | 263 | 202 | 13 | 1 | 0 | 0 | 1 | 3 | 218 | 220 |
| 18:00 - 18:15 | 71 | 4 | 0 | 0 | 1 | 1 | 1 | 77.6 | 78 | 48 | 1 | 0 | 0 | 0 | 1 | 0 | 49.2 | 50 |
| 18:15 - 18:30 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 |
| 18:30 - 18:45 | 48 | 4 | 0 | 0 | 1 | 0 | 2 | 54.8 | 55 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 |
| 18:45 - 19:00 | 54 | 7 | 1 | 0 | 0 | 0 | 2 | 63.3 | 64 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 |
| Hourly Total | 216 | 17 | 1 | 0 | 2 | 1 | 5 | 241 | 242 | 178 | 6 | 0 | 0 | 0 | 1 | 0 | 184 | 185 |
| Session Total | 1678 | 189 | 21 | 0 | 22 | 8 | 16 | 1951 | 1934 | 1702 | 182 | 17 | 2 | 1 | 9 | 13 | 1923 | 1926 |

![streetwise]

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Great Ashby Way (North) / B - Fairfield Way / C - Great Ashby Way (South East) / D - Whitehorse Lane

**Approach:** D - Whitehorse Lane

| | D to A | | | | | | | | | D to B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 08:45 - 09:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 09:00 - 09:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 09:15 - 09:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 10:00 - 10:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:15 - 12:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:15 - 13:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 14:15 - 14:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 15:00 - 15:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 15:15 - 15:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2.4 | 3 |
| 15:45 - 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 16:15 - 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:30 - 16:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 16:45 - 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| 17:00 - 17:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 17:45 - 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 18:00 - 18:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:15 - 18:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 18:30 - 18:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Session Total | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 40 | 40 | 31 | 5 | 0 | 0 | 0 | 0 | 1 | 36 | 37 |

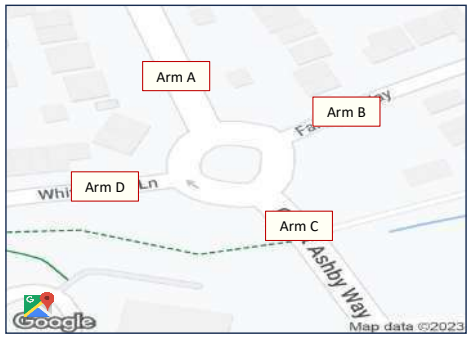
| | D to C | | | | | | | | | D to D | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 52 | 3 | 0 | 0 | 0 | 0 | 0 | 55 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 31 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 8.5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 31 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 15.5 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 6.5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 31 | 3 | 2 | 0 | 0 | 0 | 0 | 37 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:45 - 14:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 14:00 - 14:15 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.4 | 1 |
| 14:30 - 14:45 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 12.4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 31 | 3 | 0 | 0 | 0 | 0 | 1 | 34 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 15:00 - 15:15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 62 | 3 | 0 | 0 | 0 | 0 | 0 | 65 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:30 - 16:45 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 36 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:00 - 17:15 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 15.2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 53 | 4 | 0 | 0 | 0 | 1 | 0 | 57 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 46 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Session Total | 437 | 36 | 3 | 0 | 0 | 1 | 1 | 478 | 478 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |

| | From D | | | | | | | | | To D | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 07:45 - 08:00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| Hourly Total | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 27 | 27 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 22 |
| 08:00 - 08:15 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 |
| 08:15 - 08:30 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 08:30 - 08:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 08:45 - 09:00 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| Hourly Total | 61 | 3 | 0 | 0 | 0 | 0 | 0 | 64 | 64 | 53 | 5 | 1 | 0 | 0 | 0 | 0 | 60 | 59 |
| 09:00 - 09:15 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 09:15 - 09:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 09:30 - 09:45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 09:45 - 10:00 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| Hourly Total | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 39 | 39 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 23 |
| 10:00 - 10:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 10:15 - 10:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 9.5 | 9 |
| 10:30 - 10:45 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 8.5 | 8 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 5.2 | 6 |
| 10:45 - 11:00 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| Hourly Total | 31 | 1 | 1 | 0 | 0 | 0 | 0 | 34 | 33 | 26 | 1 | 1 | 0 | 0 | 1 | 0 | 29 | 29 |
| 11:00 - 11:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 11:15 - 11:30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 11:30 - 11:45 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:45 - 12:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| Hourly Total | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 35 | 35 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 26 | 26 |
| 12:00 - 12:15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 12:15 - 12:30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 12:30 - 12:45 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 18.5 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 12:45 - 13:00 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 6.5 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| Hourly Total | 37 | 3 | 2 | 0 | 0 | 0 | 0 | 43 | 42 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 27 | 27 |
| 13:00 - 13:15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 13:15 - 13:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:30 - 13:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 13:45 - 14:00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| Hourly Total | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 34 | 34 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 22 |
| 14:00 - 14:15 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:15 - 14:30 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 6.4 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 9.4 | 10 |
| 14:30 - 14:45 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 12.4 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 14:45 - 15:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 5.4 | 6 |
| Hourly Total | 34 | 3 | 0 | 0 | 0 | 0 | 2 | 38 | 39 | 20 | 1 | 0 | 0 | 0 | 0 | 2 | 22 | 23 |
| 15:00 - 15:15 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 15:15 - 15:30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 15:30 - 15:45 | 39 | 1 | 0 | 0 | 0 | 0 | 1 | 40.4 | 41 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 15:45 - 16:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| Hourly Total | 71 | 4 | 0 | 0 | 0 | 0 | 1 | 75 | 76 | 53 | 3 | 0 | 0 | 0 | 0 | 0 | 56 | 56 |
| 16:00 - 16:15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 9.2 | 10 |
| 16:15 - 16:30 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 16:30 - 16:45 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 16:45 - 17:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| Hourly Total | 41 | 6 | 0 | 0 | 0 | 0 | 0 | 47 | 47 | 35 | 3 | 0 | 0 | 0 | 1 | 0 | 38 | 39 |
| 17:00 - 17:15 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 17:15 - 17:30 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 16.2 | 17 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 17:30 - 17:45 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 17:45 - 18:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| Hourly Total | 58 | 6 | 0 | 0 | 0 | 1 | 0 | 64 | 65 | 45 | 7 | 0 | 0 | 0 | 0 | 0 | 52 | 52 |
| 18:00 - 18:15 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 20.4 | 21 |
| 18:15 - 18:30 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 18:30 - 18:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 18:45 - 19:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 13.5 | 13 |
| Hourly Total | 54 | 3 | 0 | 0 | 0 | 0 | 0 | 57 | 57 | 40 | 7 | 1 | 0 | 0 | 0 | 1 | 49 | 49 |
| Session Total | 504 | 47 | 3 | 0 | 0 | 1 | 3 | 557 | 558 | 376 | 43 | 3 | 0 | 0 | 2 | 3 | 425 | 427 |

# Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023

**Produced by Streetwise Services Ltd.**

**Junction:** A - Great Ashby Way (North) / B - Fairfield Way / C - Great Ashby Way (South East) / D - Whitehorse Lane




| | | |
|---|---|---|
| Matrix Totals: | Counts | |
| Show single Session: | No | |
| | *07:00 to 19:00* | |
| Custom Start / End: | 07:00 | 19:00 |
| Show Peak Times: | No | |

Arm Destination

| Arm Origin | A | B | C | D | Total | % Total |
|---|---|---|---|---|---|---|
| A | 10 | 140 | 1227 | 26 | 1403 | 100.00% |
| B | 155 | 2 | 219 | 32 | 408 | 100.00% |
| C | 1368 | 198 | 2 | 366 | 1934 | 100.00% |
| D | 40 | 37 | 478 | 3 | 558 | 100.00% |
| Total | 1573 | 377 | 1926 | 427 | | |
| % Total | 100.00% | 100.00% | 100.00% | 100.00% | | |

| Classifications | Include |
|---|---|
| CAR | Yes |
| LGV | Yes |
| OGV1 | Yes |
| OGV2 | Yes |
| BUS | Yes |
| P/CYCLE | Yes |
| M/CYCLE | Yes |

*Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Great Ashby Way (North) / B - Fairfield Way / C - Great Ashby Way (South East) / D - Whitehorse Lane**

| | A - Great Ashby Way (North) | B - Fairfield Way | C - Great Ashby Way (South East) | D - Whitehorse Lane |
|---|---|---|---|---|
| | Lane 1 | Lane 1 | Lane 1 | Lane 1 |
| Survey Period | MAX | MAX | MAX | MAX |
| 07:00 - 07:05 | 0 | 0 | 0 | 0 |
| 07:05 - 07:10 | 0 | 0 | 0 | 0 |
| 07:10 - 07:15 | 0 | 0 | 0 | 0 |
| 07:15 - 07:20 | 0 | 1 | 0 | 0 |
| 07:20 - 07:25 | 0 | 0 | 0 | 0 |
| 07:25 - 07:30 | 0 | 1 | 0 | 0 |
| 07:30 - 07:35 | 0 | 0 | 0 | 0 |
| 07:35 - 07:40 | 0 | 0 | 0 | 0 |
| 07:40 - 07:45 | 0 | 1 | 0 | 0 |
| 07:45 - 07:50 | 0 | 0 | 0 | 0 |
| 07:50 - 07:55 | 0 | 0 | 0 | 0 |
| 07:55 - 08:00 | 0 | 2 | 0 | 0 |
| 08:00 - 08:05 | 2 | 1 | 0 | 0 |
| 08:05 - 08:10 | 0 | 1 | 0 | 0 |
| 08:10 - 08:15 | 1 | 1 | 1 | 1 |
| 08:15 - 08:20 | 0 | 1 | 0 | 0 |
| 08:20 - 08:25 | 0 | 1 | 0 | 0 |
| 08:25 - 08:30 | 2 | 1 | 1 | 1 |
| 08:30 - 08:35 | 0 | 0 | 0 | 0 |
| 08:35 - 08:40 | 0 | 1 | 0 | 1 |
| 08:40 - 08:45 | 0 | 0 | 0 | 0 |
| 08:45 - 08:50 | 1 | 1 | 1 | 0 |
| 08:50 - 08:55 | 1 | 1 | 0 | 0 |
| 08:55 - 09:00 | 0 | 0 | 0 | 0 |
| 09:00 - 09:05 | 1 | 0 | 0 | 0 |
| 09:05 - 09:10 | 2 | 0 | 0 | 0 |
| 09:10 - 09:15 | 0 | 0 | 0 | 0 |
| 09:15 - 09:20 | 1 | 0 | 0 | 0 |
| 09:20 - 09:25 | 0 | 1 | 0 | 0 |
| 09:25 - 09:30 | 0 | 0 | 0 | 0 |
| 09:30 - 09:35 | 0 | 1 | 0 | 0 |
| 09:35 - 09:40 | 0 | 0 | 0 | 0 |
| 09:40 - 09:45 | 0 | 0 | 0 | 0 |
| 09:45 - 09:50 | 0 | 0 | 0 | 0 |
| 09:50 - 09:55 | 0 | 0 | 0 | 0 |
| 09:55 - 10:00 | 0 | 0 | 0 | 0 |
| 10:00 - 10:05 | 0 | 0 | 0 | 1 |
| 10:05 - 10:10 | 0 | 0 | 0 | 0 |
| 10:10 - 10:15 | 0 | 0 | 0 | 0 |
| 10:15 - 10:20 | 0 | 0 | 0 | 0 |
| 10:20 - 10:25 | 0 | 0 | 0 | 0 |
| 10:25 - 10:30 | 1 | 0 | 0 | 0 |
| 10:30 - 10:35 | 1 | 0 | 0 | 0 |
| 10:35 - 10:40 | 0 | 0 | 0 | 0 |
| 10:40 - 10:45 | 0 | 0 | 0 | 1 |
| 10:45 - 10:50 | 0 | 0 | 0 | 0 |
| 10:50 - 10:55 | 0 | 0 | 0 | 1 |
| 10:55 - 11:00 | 0 | 0 | 0 | 0 |
| 11:00 - 11:05 | 1 | 0 | 0 | 0 |
| 11:05 - 11:10 | 0 | 1 | 0 | 0 |
| 11:10 - 11:15 | 0 | 0 | 0 | 0 |
| 11:15 - 11:20 | 0 | 0 | 0 | 0 |
| 11:20 - 11:25 | 0 | 0 | 0 | 0 |
| 11:25 - 11:30 | 0 | 0 | 0 | 0 |
| 11:30 - 11:35 | 0 | 1 | 0 | 0 |
| 11:35 - 11:40 | 0 | 0 | 0 | 1 |
| 11:40 - 11:45 | 0 | 0 | 0 | 0 |
| 11:45 - 11:50 | 0 | 0 | 0 | 0 |
| 11:50 - 11:55 | 0 | 0 | 0 | 0 |
| 11:55 - 12:00 | 0 | 0 | 0 | 0 |
| 12:00 - 12:05 | 0 | 0 | 0 | 0 |
| 12:05 - 12:10 | 0 | 0 | 0 | 0 |
| 12:10 - 12:15 | 1 | 0 | 0 | 1 |
| 12:15 - 12:20 | 0 | 0 | 0 | 1 |
| 12:20 - 12:25 | 0 | 0 | 0 | 0 |
| 12:25 - 12:30 | 0 | 0 | 0 | 0 |
| 12:30 - 12:35 | 0 | 0 | 0 | 0 |
| 12:35 - 12:40 | 0 | 1 | 0 | 0 |
| 12:40 - 12:45 | 0 | 0 | 0 | 0 |
| 12:45 - 12:50 | 0 | 0 | 0 | 0 |
| 12:50 - 12:55 | 1 | 0 | 0 | 0 |
| 12:55 - 13:00 | 0 | 0 | 0 | 0 |
| 13:00 - 13:05 | 0 | 0 | 0 | 0 |
| 13:05 - 13:10 | 0 | 0 | 0 | 0 |
| 13:10 - 13:15 | 0 | 0 | 0 | 0 |
| 13:15 - 13:20 | 0 | 0 | 0 | 0 |
| 13:20 - 13:25 | 0 | 0 | 0 | 0 |
| 13:25 - 13:30 | 0 | 0 | 0 | 0 |
| 13:30 - 13:35 | 0 | 0 | 0 | 0 |
| 13:35 - 13:40 | 0 | 0 | 0 | 0 |
| 13:40 - 13:45 | 0 | 0 | 0 | 0 |
| 13:45 - 13:50 | 0 | 0 | 0 | 1 |
| 13:50 - 13:55 | 0 | 0 | 0 | 1 |
| 13:55 - 14:00 | 0 | 0 | 0 | 1 |
| 14:00 - 14:05 | 0 | 2 | 0 | 1 |
| 14:05 - 14:10 | 1 | 1 | 0 | 0 |
| 14:10 - 14:15 | 0 | 0 | 0 | 1 |
| 14:15 - 14:20 | 0 | 0 | 0 | 0 |
| 14:20 - 14:25 | 0 | 0 | 0 | 0 |
| 14:25 - 14:30 | 0 | 0 | 0 | 0 |
| 14:30 - 14:35 | 0 | 0 | 0 | 0 |
| 14:35 - 14:40 | 0 | 1 | 0 | 0 |
| 14:40 - 14:45 | 0 | 0 | 0 | 0 |
| 14:45 - 14:50 | 1 | 0 | 0 | 0 |
| 14:50 - 14:55 | 0 | 0 | 0 | 0 |
| 14:55 - 15:00 | 0 | 1 | 0 | 1 |
| 15:00 - 15:05 | 0 | 0 | 0 | 0 |
| 15:05 - 15:10 | 0 | 0 | 0 | 0 |
| 15:10 - 15:15 | 0 | 1 | 0 | 1 |
| 15:15 - 15:20 | 0 | 0 | 0 | 0 |
| 15:20 - 15:25 | 0 | 1 | 0 | 0 |
| 15:25 - 15:30 | 0 | 1 | 3 | 1 |
| 15:30 - 15:35 | 2 | 1 | 0 | 1 |
| 15:35 - 15:40 | 0 | 1 | 0 | 3 |
| 15:40 - 15:45 | 1 | 1 | 0 | 0 |
| 15:45 - 15:50 | 1 | 0 | 0 | 0 |
| 15:50 - 15:55 | 1 | 0 | 1 | 0 |
| 15:55 - 16:00 | 0 | 0 | 0 | 1 |
| 16:00 - 16:05 | 0 | 0 | 0 | 0 |
| 16:05 - 16:10 | 0 | 0 | 0 | 0 |
| 16:10 - 16:15 | 0 | 0 | 0 | 0 |
| 16:15 - 16:20 | 0 | 0 | 0 | 1 |
| 16:20 - 16:25 | 1 | 0 | 0 | 0 |
| 16:25 - 16:30 | 0 | 0 | 0 | 1 |
| 16:30 - 16:35 | 0 | 0 | 0 | 0 |
| 16:35 - 16:40 | 0 | 0 | 0 | 0 |
| 16:40 - 16:45 | 2 | 0 | 0 | 2 |
| 16:45 - 16:50 | 0 | 1 | 0 | 0 |
| 16:50 - 16:55 | 0 | 0 | 0 | 0 |
| 16:55 - 17:00 | 0 | 0 | 0 | 0 |
| 17:00 - 17:05 | 0 | 0 | 0 | 0 |
| 17:05 - 17:10 | 0 | 0 | 0 | 0 |
| 17:10 - 17:15 | 3 | 2 | 0 | 0 |
| 17:15 - 17:20 | 0 | 1 | 1 | 0 |
| 17:20 - 17:25 | 0 | 0 | 0 | 0 |
| 17:25 - 17:30 | 0 | 1 | 0 | 1 |
| 17:30 - 17:35 | 2 | 1 | 0 | 0 |
| 17:35 - 17:40 | 0 | 1 | 0 | 0 |
| 17:40 - 17:45 | 0 | 0 | 0 | 1 |
| 17:45 - 17:50 | 0 | 0 | 0 | 2 |
| 17:50 - 17:55 | 0 | 0 | 0 | 0 |
| 17:55 - 18:00 | 3 | 0 | 0 | 1 |
| 18:00 - 18:05 | 0 | 0 | 0 | 1 |
| 18:05 - 18:10 | 0 | 0 | 0 | 1 |
| 18:10 - 18:15 | 0 | 1 | 0 | 1 |
| 18:15 - 18:20 | 0 | 0 | 0 | 0 |
| 18:20 - 18:25 | 0 | 0 | 0 | 1 |
| 18:25 - 18:30 | 1 | 0 | 0 | 0 |
| 18:30 - 18:35 | 0 | 0 | 0 | 0 |
| 18:35 - 18:40 | 1 | 0 | 0 | 0 |
| 18:40 - 18:45 | 0 | 0 | 0 | 0 |
| 18:45 - 18:50 | 0 | 0 | 0 | 0 |
| 18:50 - 18:55 | 1 | 0 | 0 | 0 |
| 18:55 - 19:00 | 0 | 0 | 0 | 0 |

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Grasmere / B - Great Ashby Way (South) / C - Great Ashby Way (South West)**

| CLASSIFICATION | PCU |
|---|---|
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |
| P/CYCLE | 0.2 |
| M/CYCLE | 0.4 |

**Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023**

Produced by Streetwise Services Ltd.

**Junction:** A - Grasmere / B - Great Ashby Way (South) / C - Great Ashby Way (South West)

**Approach:** A - Grasmere

| | A to B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 07:15 - 07:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 07:30 - 07:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 07:45 - 08:00 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 6.8 | 8 |
| Hourly Total | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 24 |
| 08:00 - 08:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 08:15 - 08:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 08:30 - 08:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 08:45 - 09:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| Hourly Total | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 |
| 09:00 - 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 09:15 - 09:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 09:30 - 09:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 09:45 - 10:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| 10:00 - 10:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 10:15 - 10:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:30 - 10:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 11:00 - 11:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:15 - 11:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:30 - 11:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 11:45 - 12:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| 12:00 - 12:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 12:15 - 12:30 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 4.5 | 4 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 8 |
| 13:00 - 13:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 13:15 - 13:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| 14:00 - 14:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:15 - 14:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 14:30 - 14:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 14:45 - 15:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| Hourly Total | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 12 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 15:30 - 15:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 15:45 - 16:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| Hourly Total | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 12 |
| 16:00 - 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:15 - 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:30 - 16:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 16:45 - 17:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| Hourly Total | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 12 |
| 17:00 - 17:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 17:15 - 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 17:30 - 17:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 17:45 - 18:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| 18:00 - 18:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 18:15 - 18:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 18:30 - 18:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 18:45 - 19:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| Hourly Total | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 12 |
| Session Total | 133 | 11 | 1 | 0 | 0 | 0 | 2 | 146 | 147 |

| | A to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 07:15 - 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:30 - 07:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 07:45 - 08:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 08:00 - 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 08:15 - 08:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 08:30 - 08:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 08:45 - 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 09:00 - 09:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 09:15 - 09:30 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 4.5 | 4 |
| 09:30 - 09:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 10 | 9 |
| 10:00 - 10:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:15 - 10:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 10:30 - 10:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.5 | 1 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 4 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:30 - 11:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 11:45 - 12:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 12:00 - 12:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:45 - 13:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 13:00 - 13:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:45 - 14:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 14:00 - 14:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 14:15 - 14:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 14:30 - 14:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 15:00 - 15:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 15:15 - 15:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 15:30 - 15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:45 - 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 16:00 - 16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 17:00 - 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:15 - 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 18:00 - 18:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 18:15 - 18:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| Session Total | 49 | 9 | 2 | 0 | 0 | 0 | 0 | 61 | 60 |

| | A to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Session Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |

| | From A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 07:15 - 07:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 07:30 - 07:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 07:45 - 08:00 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 8.8 | 10 |
| Hourly Total | 29 | 1 | 0 | 0 | 0 | 0 | 2 | 31 | 32 |
| 08:00 - 08:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 08:15 - 08:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 08:30 - 08:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 08:45 - 09:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| Hourly Total | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 |
| 09:00 - 09:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 09:15 - 09:30 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 7.5 | 7 |
| 09:30 - 09:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 09:45 - 10:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 20 | 19 |
| 10:00 - 10:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 10:15 - 10:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 10:30 - 10:45 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3.5 | 3 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 9 |
| 11:00 - 11:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:15 - 11:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 11:30 - 11:45 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:45 - 12:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| Hourly Total | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| 12:00 - 12:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 12:15 - 12:30 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 4.5 | 4 |
| 12:30 - 12:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:45 - 13:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 13 | 12 |
| 13:00 - 13:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:15 - 13:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:30 - 13:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:45 - 14:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| Hourly Total | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| 14:00 - 14:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 14:15 - 14:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:30 - 14:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:45 - 15:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| Hourly Total | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 15 |
| 15:00 - 15:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 15:15 - 15:30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 15:30 - 15:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 15:45 - 16:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20 | 20 |
| 16:00 - 16:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 16:15 - 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:30 - 16:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 16:45 - 17:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| Hourly Total | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 16 |
| 17:00 - 17:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 17:15 - 17:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 17:30 - 17:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 17:45 - 18:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 17 |
| 18:00 - 18:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 18:15 - 18:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 18:30 - 18:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 18:45 - 19:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| Hourly Total | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 17 |
| Session Total | 183 | 20 | 3 | 0 | 0 | 0 | 2 | 208 | 208 |

| | To A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 07:15 - 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:30 - 07:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 07:45 - 08:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 08:30 - 08:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 08:45 - 09:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| 09:00 - 09:15 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10.5 | 10 |
| 09:15 - 09:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 09:30 - 09:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 09:45 - 10:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| Hourly Total | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 22 | 21 |
| 10:00 - 10:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 10:15 - 10:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.5 | 1 |
| 10:30 - 10:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 10:45 - 11:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 11 | 10 |
| 11:00 - 11:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:15 - 11:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 11:30 - 11:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 11:45 - 12:00 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 7.5 | 7 |
| Hourly Total | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 14 | 13 |
| 12:00 - 12:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 12:15 - 12:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:30 - 12:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:45 - 13:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 13:00 - 13:15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 13:15 - 13:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 14:00 - 14:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 14:15 - 14:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:30 - 14:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:45 - 15:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| 15:00 - 15:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 15:15 - 15:30 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 6.4 | 7 |
| 15:30 - 15:45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 15:45 - 16:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| Hourly Total | 20 | 3 | 0 | 0 | 0 | 0 | 1 | 23 | 24 |
| 16:00 - 16:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 16:15 - 16:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 16:30 - 16:45 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 16:45 - 17:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| Hourly Total | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 23 |
| 17:00 - 17:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 17:15 - 17:30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 17:30 - 17:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 17:45 - 18:00 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| Hourly Total | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 34 | 34 |
| 18:00 - 18:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 18:15 - 18:30 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 18:30 - 18:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 18:45 - 19:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| Hourly Total | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 23 |
| Session Total | 168 | 23 | 3 | 0 | 0 | 0 | 1 | 196 | 195 |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** A - Grasmere / B - Great Ashby Way (South) / C - Great Ashby Way (South West)

**Approach:** B - Great Ashby Way (South)

| | B to C | | | | | | | | | B to A | | | | | | | | | B to B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 15.5 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 32 | 5 | 0 | 0 | 1 | 3 | 0 | 39.6 | 41 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 38 | 3 | 2 | 0 | 0 | 0 | 0 | 44.0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **95** | **10** | **3** | **0** | **1** | **3** | **0** | **112** | **112** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 36 | 2 | 0 | 0 | 1 | 0 | 0 | 40.0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 50 | 2 | 1 | 0 | 0 | 0 | 0 | 50.5 | 50 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 39 | 4 | 1 | 0 | 0 | 0 | 0 | 44.5 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 39 | 1 | 0 | 0 | 1 | 0 | 0 | 42.0 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **164** | **9** | **2** | **0** | **2** | **0** | **0** | **177** | **175** | **5** | **1** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 8.0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 09:15 - 09:30 | 30 | 5 | 1 | 0 | 0 | 0 | 0 | 36.5 | 36 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 16 | 4 | 0 | 0 | 1 | 0 | 1 | 22.5 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **112** | **14** | **1** | **0** | **1** | **0** | **1** | **130** | **129** | **11** | **2** | **1** | **0** | **0** | **0** | **0** | **15** | **14** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 10:00 - 10:15 | 20 | 2 | 0 | 0 | 1 | 0 | 0 | 22.0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 26 | 5 | 2 | 0 | 0 | 0 | 0 | 34.0 | 33 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 18 | 1 | 0 | 0 | 1 | 1 | 0 | 21.2 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **88** | **13** | **2** | **0** | **2** | **1** | **0** | **106** | **105** | **4** | **2** | **1** | **0** | **0** | **0** | **0** | **7** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 15 | 2 | 0 | 0 | 1 | 0 | 0 | 19.0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 28 | 4 | 2 | 0 | 0 | 0 | 0 | 33.0 | 34 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 22.0 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 30 | 4 | 0 | 0 | 0 | 1 | 0 | 34.2 | 35 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 7.5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **91** | **12** | **2** | **0** | **2** | **1** | **0** | **119** | **109** | **7** | **3** | **1** | **0** | **0** | **0** | **0** | **12** | **11** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 12:00 - 12:15 | 29 | 4 | 0 | 0 | 1 | 0 | 1 | 35.4 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 30 | 2 | 0 | 0 | 0 | 0 | 2 | 32.0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 17 | 4 | 1 | 0 | 1 | 0 | 0 | 24.5 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **92** | **13** | **1** | **0** | **2** | **0** | **2** | **112** | **111** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 13:00 - 13:15 | 19 | 4 | 1 | 0 | 1 | 0 | 0 | 26.5 | 25 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 30.5 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 32 | 3 | 0 | 0 | 1 | 0 | 0 | 37.0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **103** | **10** | **2** | **0** | **2** | **0** | **0** | **120** | **117** | **6** | **1** | **0** | **0** | **0** | **0** | **0** | **7** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 27 | 2 | 1 | 0 | 1 | 0 | 0 | 32.5 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 26 | 4 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 17 | 4 | 0 | 0 | 1 | 0 | 0 | 23.0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 28 | 7 | 0 | 0 | 0 | 0 | 1 | 35.4 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **98** | **17** | **1** | **0** | **2** | **0** | **2** | **121** | **120** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 22 | 1 | 1 | 0 | 1 | 0 | 1 | 26.9 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 67 | 0 | 1 | 0 | 1 | 0 | 0 | 70.5 | 69 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 4.4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 56 | 4 | 0 | 0 | 0 | 0 | 0 | 60.0 | 60 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 44.0 | 45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **187** | **7** | **2** | **0** | **2** | **0** | **1** | **201** | **199** | **11** | **0** | **0** | **0** | **0** | **1** | **0** | **11** | **12** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 16:00 - 16:15 | 39 | 9 | 0 | 0 | 2 | 1 | 0 | 52.2 | 51 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 43 | 4 | 1 | 0 | 0 | 0 | 0 | 48.5 | 49 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 43 | 9 | 1 | 0 | 0 | 0 | 0 | 53.5 | 53 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 31 | 3 | 0 | 0 | 0 | 1 | 1 | 34.4 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **156** | **25** | **2** | **0** | **2** | **1** | **1** | **189** | **187** | **18** | **0** | **0** | **0** | **0** | **0** | **0** | **18** | **18** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 58 | 7 | 0 | 0 | 1 | 0 | 0 | 67.0 | 66 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 51 | 6 | 0 | 0 | 0 | 2 | 1 | 61.0 | 60 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 56 | 9 | 0 | 0 | 1 | 0 | 1 | 67.4 | 67 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 62 | 9 | 0 | 0 | 0 | 1 | 1 | 71.6 | 73 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **227** | **31** | **0** | **0** | **2** | **3** | **3** | **264** | **266** | **22** | **1** | **0** | **0** | **0** | **0** | **0** | **23** | **23** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 70 | 5 | 0 | 0 | 1 | 0 | 1 | 77.4 | 77 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 45 | 1 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 43 | 6 | 0 | 0 | 1 | 0 | 2 | 53.5 | 54 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 18:45 - 19:00 | 56 | 7 | 1 | 0 | 0 | 0 | 2 | 64.3 | 65 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **214** | **19** | **1** | **0** | **2** | **0** | **5** | **242** | **242** | **16** | **1** | **0** | **0** | **0** | **0** | **0** | **17** | **17** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| **Session Total** | **1633** | **180** | **19** | **0** | **22** | **9** | **16** | **1884** | **1879** | **122** | **11** | **2** | **0** | **0** | **0** | **1** | **138** | **137** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **4** |

| | From B | | | | | | | | | To B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 17.5 | 17 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30.4 | 31 |
| 07:15 - 07:30 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 31 | 7 | 0 | 0 | 0 | 0 | 1 | 38.4 | 39 |
| 07:30 - 07:45 | 35 | 5 | 0 | 0 | 1 | 3 | 0 | 42.6 | 44 | 49 | 7 | 0 | 0 | 1 | 0 | 1 | 58.4 | 58 |
| 07:45 - 08:00 | 38 | 3 | 2 | 0 | 0 | 0 | 0 | 44.0 | 42 | 61 | 5 | 0 | 0 | 0 | 0 | 2 | 68.8 | 68 |
| **Hourly Total** | **101** | **10** | **3** | **0** | **1** | **3** | **0** | **118** | **115** | **167** | **23** | **0** | **0** | **1** | **0** | **4** | **196** | **196** |
| 08:00 - 08:15 | 36 | 2 | 0 | 0 | 1 | 0 | 0 | 40.0 | 39 | 106 | 7 | 0 | 0 | 0 | 0 | 0 | 113.0 | 113 |
| 08:15 - 08:30 | 56 | 3 | 1 | 0 | 0 | 0 | 0 | 60.5 | 60 | 63 | 3 | 1 | 0 | 0 | 0 | 0 | 67.5 | 67 |
| 08:30 - 08:45 | 42 | 4 | 1 | 0 | 0 | 0 | 0 | 47.5 | 47 | 67 | 4 | 0 | 0 | 0 | 0 | 0 | 71.0 | 71 |
| 08:45 - 09:00 | 40 | 1 | 0 | 0 | 1 | 0 | 0 | 43.0 | 42 | 63 | 3 | 1 | 0 | 0 | 0 | 0 | 67.5 | 67 |
| **Hourly Total** | **174** | **10** | **2** | **0** | **2** | **0** | **0** | **191** | **188** | **299** | **17** | **2** | **0** | **0** | **0** | **0** | **319** | **318** |
| 09:00 - 09:15 | 49 | 2 | 1 | 0 | 0 | 0 | 0 | 52.5 | 52 | 47 | 7 | 1 | 0 | 0 | 0 | 0 | 55.5 | 55 |
| 09:15 - 09:30 | 30 | 7 | 1 | 0 | 0 | 0 | 0 | 38.5 | 38 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 |
| 09:30 - 09:45 | 18 | 4 | 0 | 0 | 1 | 0 | 1 | 24.4 | 24 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 |
| 09:45 - 10:00 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 24 | 6 | 0 | 0 | 0 | 0 | 1 | 32.4 | 33 |
| **Hourly Total** | **124** | **16** | **2** | **0** | **1** | **0** | **1** | **145** | **144** | **115** | **19** | **2** | **0** | **0** | **0** | **1** | **137** | **137** |
| 10:00 - 10:15 | 21 | 2 | 0 | 0 | 1 | 0 | 0 | 23.5 | 24 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23.0 | 22 |
| 10:15 - 10:30 | 26 | 5 | 3 | 0 | 0 | 0 | 0 | 35.5 | 34 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24.2 | 25 |
| 10:30 - 10:45 | 21 | 2 | 0 | 0 | 1 | 1 | 0 | 25.2 | 25 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 |
| 10:45 - 11:00 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 |
| **Hourly Total** | **92** | **15** | **3** | **0** | **2** | **1** | **0** | **116** | **113** | **89** | **10** | **2** | **0** | **0** | **0** | **0** | **102** | **102** |
| 11:00 - 11:15 | 15 | 2 | 0 | 0 | 1 | 0 | 0 | 19.0 | 18 | 25 | 4 | 0 | 0 | 0 | 0 | 1 | 29.2 | 30 |
| 11:15 - 11:30 | 29 | 5 | 2 | 0 | 0 | 0 | 0 | 37.0 | 36 | 24 | 2 | 1 | 0 | 0 | 0 | 0 | 27.0 | 27 |
| 11:30 - 11:45 | 19 | 3 | 0 | 0 | 1 | 0 | 0 | 24.0 | 23 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 |
| 11:45 - 12:00 | 35 | 5 | 1 | 0 | 0 | 1 | 0 | 41.7 | 42 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| **Hourly Total** | **98** | **15** | **3** | **0** | **2** | **1** | **0** | **122** | **119** | **104** | **14** | **1** | **0** | **0** | **0** | **1** | **120** | **120** |
| 12:00 - 12:15 | 33 | 4 | 0 | 0 | 1 | 0 | 1 | 39.4 | 39 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 29.5 | 29 |
| 12:15 - 12:30 | 32 | 2 | 0 | 0 | 0 | 0 | 2 | 34.0 | 36 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 28.5 | 28 |
| 12:30 - 12:45 | 19 | 4 | 1 | 0 | 1 | 0 | 0 | 26.5 | 25 | 28 | 6 | 1 | 0 | 0 | 0 | 1 | 37.7 | 38 |
| 12:45 - 13:00 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 24 | 1 | 1 | 0 | 0 | 0 | 0 | 26.3 | 26 |
| **Hourly Total** | **101** | **13** | **1** | **0** | **2** | **0** | **3** | **121** | **120** | **101** | **13** | **4** | **0** | **0** | **0** | **1** | **122** | **121** |
| 13:00 - 13:15 | 21 | 3 | 1 | 0 | 1 | 0 | 0 | 29.5 | 28 | 29 | 3 | 0 | 0 | 0 | 0 | 1 | 32.4 | 33 |
| 13:15 - 13:30 | 29 | 1 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 |
| 13:30 - 13:45 | 32 | 3 | 0 | 0 | 1 | 0 | 0 | 37.0 | 36 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| 13:45 - 14:00 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| **Hourly Total** | **109** | **11** | **2** | **0** | **2** | **0** | **0** | **127** | **124** | **97** | **18** | **0** | **0** | **0** | **0** | **1** | **115** | **116** |
| 14:00 - 14:15 | 29 | 2 | 1 | 0 | 1 | 0 | 0 | 34.5 | 33 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 |
| 14:15 - 14:30 | 27 | 4 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 |
| 14:30 - 14:45 | 19 | 4 | 0 | 0 | 1 | 0 | 0 | 25.0 | 24 | 31 | 1 | 1 | 0 | 0 | 0 | 2 | 34.3 | 35 |
| 14:45 - 15:00 | 30 | 7 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 | 30 | 2 | 3 | 0 | 0 | 0 | 0 | 36.5 | 35 |
| **Hourly Total** | **105** | **17** | **1** | **0** | **2** | **0** | **2** | **128** | **127** | **113** | **12** | **5** | **0** | **0** | **0** | **2** | **133** | **132** |
| 15:00 - 15:15 | 22 | 1 | 1 | 0 | 1 | 0 | 1 | 26.9 | 26 | 32 | 4 | 0 | 0 | 1 | 0 | 0 | 35.3 | 37 |
| 15:15 - 15:30 | 71 | 0 | 1 | 0 | 1 | 0 | 1 | 74.9 | 74 | 29 | 4 | 0 | 0 | 0 | 0 | 1 | 33.2 | 34 |
| 15:30 - 15:45 | 58 | 4 | 0 | 0 | 0 | 0 | 0 | 62.0 | 62 | 71 | 3 | 0 | 0 | 0 | 0 | 0 | 74.0 | 74 |
| 15:45 - 16:00 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 | 36 | 3 | 0 | 0 | 1 | 0 | 0 | 40.3 | 39 |
| **Hourly Total** | **199** | **7** | **2** | **0** | **2** | **0** | **2** | **214** | **212** | **167** | **14** | **0** | **0** | **2** | **0** | **1** | **186** | **184** |
| 16:00 - 16:15 | 45 | 9 | 0 | 0 | 2 | 1 | 0 | 58.2 | 57 | 40 | 3 | 0 | 0 | 0 | 0 | 1 | 43.6 | 45 |
| 16:15 - 16:30 | 45 | 4 | 1 | 0 | 0 | 0 | 0 | 50.5 | 50 | 31 | 3 | 1 | 0 | 0 | 0 | 1 | 36.9 | 36 |
| 16:30 - 16:45 | 52 | 9 | 1 | 0 | 0 | 0 | 0 | 62.5 | 62 | 40 | 9 | 0 | 0 | 0 | 0 | 1 | 49.4 | 50 |
| 16:45 - 17:00 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 35.5 | 35 | 46 | 6 | 0 | 0 | 0 | 0 | 0 | 51.5 | 51 |
| **Hourly Total** | **174** | **25** | **2** | **0** | **2** | **1** | **1** | **207** | **205** | **157** | **20** | **1** | **0** | **0** | **0** | **3** | **182** | **182** |
| 17:00 - 17:15 | 63 | 8 | 0 | 0 | 1 | 0 | 0 | 73.0 | 72 | 41 | 4 | 0 | 0 | 0 | 0 | 1 | 46.4 | 46 |
| 17:15 - 17:30 | 55 | 6 | 0 | 0 | 0 | 2 | 1 | 67.5 | 64 | 51 | 1 | 0 | 0 | 0 | 0 | 1 | 52.2 | 53 |
| 17:30 - 17:45 | 63 | 9 | 0 | 0 | 1 | 0 | 1 | 74.4 | 74 | 53 | 6 | 0 | 0 | 0 | 0 | 0 | 59.0 | 59 |
| 17:45 - 18:00 | 68 | 9 | 0 | 0 | 0 | 1 | 1 | 77.6 | 79 | 56 | 4 | 0 | 0 | 0 | 0 | 1 | 60.4 | 61 |
| **Hourly Total** | **249** | **32** | **0** | **0** | **2** | **3** | **3** | **297** | **289** | **201** | **14** | **1** | **0** | **0** | **0** | **3** | **218** | **219** |
| 18:00 - 18:15 | 78 | 3 | 0 | 0 | 1 | 0 | 1 | 85.4 | 85 | 51 | 1 | 0 | 0 | 0 | 0 | 1 | 52.2 | 53 |
| 18:15 - 18:30 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 |
| 18:30 - 18:45 | 50 | 6 | 0 | 0 | 1 | 0 | 2 | 58.8 | 59 | 45 | 2 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 |
| 18:45 - 19:00 | 57 | 7 | 1 | 0 | 0 | 0 | 2 | 66.3 | 67 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 |
| **Hourly Total** | **233** | **20** | **1** | **0** | **2** | **0** | **5** | **261** | **261** | **192** | **5** | **0** | **0** | **0** | **0** | **1** | **197** | **198** |
| **Session Total** | **1759** | **191** | **22** | **0** | **22** | **9** | **17** | **2036** | **2020** | **1804** | **179** | **18** | **2** | **1** | **6** | **13** | **2024** | **2025** |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** A - Graemere / B - Great Ashby Way (South) / C - Great Ashby Way (South West)

**Approach:** C - Great Ashby Way (South West)

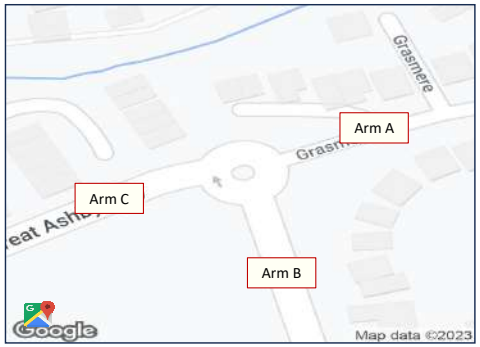
| | C to A | | | | | | | | | C to B | | | | | | | | | C to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 1 | 34.4 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 42 | 7 | 0 | 0 | 1 | 0 | 1 | 51.4 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | 60.0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **145** | **23** | **0** | **0** | **1** | **0** | **3** | **171** | **172** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 69 | 7 | 0 | 0 | 0 | 0 | 0 | 104.0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 59 | 3 | 1 | 0 | 0 | 0 | 0 | 63.3 | 63 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 08:30 - 08:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 63 | 4 | 0 | 0 | 0 | 0 | 0 | 67.0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 54 | 3 | 1 | 0 | 0 | 0 | 0 | 60.5 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **2** | **2** | **0** | **0** | **0** | **0** | **0** | **4** | **4** | **245** | **17** | **2** | **0** | **0** | **0** | **0** | **295** | **294** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 09:00 - 09:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 45 | 7 | 1 | 0 | 0 | 0 | 0 | 53.9 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 22.5 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 20 | 8 | 0 | 0 | 0 | 0 | 0 | 28.4 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **7** | **105** | **19** | **2** | **0** | **0** | **0** | **1** | **126** | **126** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 21 | 2 | 0 | 0 | 0 | 1 | 0 | 23.2 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **3** | **85** | **9** | **2** | **0** | **0** | **1** | **0** | **97** | **97** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 24 | 4 | 0 | 0 | 0 | 1 | 0 | 30.2 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 23 | 2 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **97** | **14** | **1** | **0** | **0** | **1** | **0** | **113** | **113** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 26.3 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 30 | 4 | 1 | 0 | 0 | 1 | 0 | 37.7 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **97** | **12** | **3** | **0** | **0** | **1** | **0** | **114** | **113** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 13:00 - 13:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 28 | 2 | 0 | 0 | 0 | 1 | 0 | 30.4 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **91** | **17** | **0** | **0** | **0** | **1** | **0** | **108** | **109** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 14:15 - 14:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 22.5 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 29 | 1 | 1 | 0 | 0 | 0 | 2 | 33.3 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 26 | 1 | 3 | 0 | 0 | 0 | 0 | 31.5 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **3** | **103** | **10** | **5** | **0** | **0** | **0** | **2** | **121** | **120** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 15:00 - 15:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 32 | 4 | 0 | 0 | 1 | 0 | 0 | 39.3 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 25 | 4 | 0 | 0 | 0 | 1 | 0 | 29.2 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 32 | 2 | 0 | 1 | 0 | 0 | 0 | 36.3 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **9** | **3** | **0** | **0** | **0** | **0** | **0** | **12** | **12** | **136** | **12** | **0** | **2** | **0** | **1** | **0** | **173** | **171** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 38 | 3 | 0 | 0 | 0 | 1 | 0 | 42.6 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 30 | 3 | 1 | 0 | 0 | 0 | 1 | 34.9 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 36 | 8 | 0 | 0 | 0 | 0 | 1 | 44.4 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 46.5 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **3** | **2** | **0** | **0** | **0** | **0** | **0** | **5** | **5** | **146** | **19** | **1** | **0** | **0** | **1** | **2** | **168** | **169** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 17:00 - 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 37 | 4 | 0 | 0 | 0 | 0 | 1 | 41.4 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 49 | 5 | 0 | 0 | 0 | 0 | 1 | 59.9 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 54 | 4 | 0 | 0 | 0 | 0 | 1 | 58.4 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **10** | **1** | **0** | **0** | **0** | **0** | **0** | **11** | **11** | **188** | **13** | **1** | **0** | **0** | **0** | **3** | **213** | **215** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 48 | 1 | 0 | 0 | 0 | 1 | 0 | 49.2 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 40 | 1 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 45 | 2 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **4** | **2** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **179** | **4** | **0** | **0** | **0** | **1** | **0** | **183** | **184** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Session Total** | **48** | **12** | **0** | **0** | **0** | **0** | **0** | **57** | **57** | **1667** | **169** | **17** | **2** | **1** | **6** | **13** | **1874** | **1874** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **5** | **5** |

| | From C | | | | | | | | | To C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 21 | 4 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 17.5 | 17 |
| 07:15 - 07:30 | 27 | 8 | 0 | 0 | 0 | 0 | 1 | 36.4 | 36 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 07:30 - 07:45 | 42 | 7 | 0 | 0 | 1 | 0 | 1 | 51.4 | 51 | 35 | 6 | 0 | 0 | 1 | 3 | 0 | 42.6 | 44 |
| 07:45 - 08:00 | 57 | 5 | 0 | 0 | 0 | 0 | 0 | 62.0 | 62 | 43 | 3 | 2 | 0 | 0 | 0 | 0 | 48.9 | 48 |
| **Hourly Total** | **147** | **24** | **0** | **0** | **1** | **0** | **3** | **174** | **175** | **105** | **13** | **3** | **0** | **1** | **3** | **0** | **121** | **121** |
| 08:00 - 08:15 | 69 | 7 | 0 | 0 | 0 | 0 | 0 | 104.0 | 104 | 37 | 2 | 0 | 0 | 1 | 0 | 0 | 41.0 | 40 |
| 08:15 - 08:30 | 63 | 3 | 1 | 0 | 0 | 0 | 0 | 63.3 | 63 | 37 | 2 | 1 | 0 | 0 | 0 | 0 | 40.5 | 40 |
| 08:30 - 08:45 | 63 | 6 | 0 | 0 | 0 | 0 | 0 | 68.0 | 68 | 41 | 4 | 1 | 0 | 0 | 0 | 0 | 46.0 | 46 |
| 08:45 - 09:00 | 55 | 4 | 1 | 0 | 0 | 0 | 0 | 60.5 | 60 | 40 | 1 | 0 | 0 | 1 | 0 | 0 | 43.0 | 42 |
| **Hourly Total** | **270** | **19** | **2** | **0** | **0** | **0** | **0** | **295** | **295** | **155** | **9** | **2** | **0** | **2** | **0** | **0** | **171** | **168** |
| 09:00 - 09:15 | 47 | 7 | 1 | 0 | 0 | 0 | 0 | 53.9 | 53 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 |
| 09:15 - 09:30 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 32 | 6 | 2 | 0 | 0 | 0 | 0 | 41.0 | 40 |
| 09:30 - 09:45 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 | 18 | 4 | 0 | 0 | 1 | 0 | 1 | 24.4 | 24 |
| 09:45 - 10:00 | 23 | 8 | 0 | 0 | 0 | 0 | 0 | 31.4 | 32 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 28.8 | 28 |
| **Hourly Total** | **112** | **16** | **2** | **0** | **0** | **0** | **1** | **133** | **131** | **119** | **16** | **2** | **0** | **1** | **0** | **1** | **139** | **138** |
| 10:00 - 10:15 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 21 | 2 | 0 | 0 | 1 | 0 | 0 | 25.0 | 24 |
| 10:15 - 10:30 | 21 | 2 | 0 | 0 | 0 | 1 | 0 | 23.2 | 24 | 28 | 5 | 2 | 0 | 0 | 0 | 0 | 36.0 | 35 |
| 10:30 - 10:45 | 24 | 2 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 | 18 | 1 | 1 | 0 | 1 | 1 | 0 | 22.7 | 22 |
| 10:45 - 11:00 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 28.0 | 29 |
| **Hourly Total** | **88** | **9** | **2** | **0** | **0** | **1** | **0** | **100** | **100** | **91** | **13** | **3** | **0** | **2** | **1** | **0** | **112** | **110** |
| 11:00 - 11:15 | 25 | 4 | 0 | 0 | 0 | 1 | 0 | 29.2 | 30 | 15 | 2 | 0 | 0 | 1 | 0 | 0 | 19.0 | 18 |
| 11:15 - 11:30 | 23 | 2 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 | 29 | 4 | 2 | 0 | 0 | 1 | 0 | 34.0 | 34 |
| 11:30 - 11:45 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 18 | 4 | 0 | 0 | 0 | 1 | 0 | 24.0 | 23 |
| 11:45 - 12:00 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 30 | 5 | 0 | 0 | 0 | 0 | 1 | 35.2 | 36 |
| **Hourly Total** | **99** | **14** | **1** | **0** | **0** | **1** | **0** | **115** | **115** | **92** | **15** | **2** | **0** | **1** | **2** | **1** | **112** | **111** |
| 12:00 - 12:15 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 26.3 | 26 | 29 | 5 | 0 | 0 | 0 | 1 | 1 | 36.4 | 36 |
| 12:15 - 12:30 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 32.0 | 34 |
| 12:30 - 12:45 | 31 | 4 | 1 | 0 | 0 | 1 | 0 | 38.7 | 39 | 29 | 4 | 1 | 0 | 0 | 1 | 0 | 37.5 | 36 |
| 12:45 - 13:00 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| **Hourly Total** | **98** | **12** | **3** | **0** | **0** | **1** | **0** | **115** | **114** | **105** | **14** | **1** | **0** | **0** | **2** | **0** | **126** | **126** |
| 13:00 - 13:15 | 28 | 3 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 | 29 | 4 | 1 | 0 | 1 | 1 | 0 | 27.0 | 26 |
| 13:15 - 13:30 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 28 | 1 | 1 | 0 | 0 | 0 | 0 | 30.5 | 30 |
| 13:30 - 13:45 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 33 | 3 | 0 | 0 | 1 | 0 | 0 | 36.0 | 37 |
| 13:45 - 14:00 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 |
| **Hourly Total** | **91** | **19** | **0** | **0** | **0** | **0** | **1** | **110** | **111** | **115** | **10** | **2** | **0** | **2** | **0** | **0** | **123** | **120** |
| 14:00 - 14:15 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 29 | 2 | 1 | 0 | 1 | 0 | 0 | 34.5 | 33 |
| 14:15 - 14:30 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 | 27 | 4 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 |
| 14:30 - 14:45 | 30 | 1 | 1 | 0 | 0 | 0 | 2 | 33.3 | 34 | 18 | 4 | 0 | 0 | 1 | 0 | 0 | 24.0 | 23 |
| 14:45 - 15:00 | 26 | 1 | 3 | 0 | 0 | 0 | 0 | 31.5 | 30 | 28 | 7 | 0 | 0 | 0 | 0 | 1 | 35.4 | 36 |
| **Hourly Total** | **107** | **10** | **5** | **0** | **0** | **0** | **2** | **125** | **124** | **102** | **17** | **1** | **0** | **2** | **0** | **2** | **125** | **124** |
| 15:00 - 15:15 | 33 | 5 | 0 | 1 | 0 | 0 | 0 | 40.3 | 39 | 23 | 2 | 1 | 0 | 1 | 0 | 1 | 20.9 | 20 |
| 15:15 - 15:30 | 27 | 4 | 0 | 0 | 1 | 0 | 0 | 31.2 | 32 | 71 | 0 | 1 | 0 | 1 | 0 | 0 | 74.5 | 73 |
| 15:30 - 15:45 | 71 | 3 | 0 | 0 | 0 | 0 | 0 | 74.0 | 74 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 61.0 | 61 |
| 15:45 - 16:00 | 34 | 3 | 0 | 1 | 0 | 0 | 0 | 39.3 | 38 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 |
| **Hourly Total** | **166** | **15** | **0** | **2** | **0** | **1** | **0** | **185** | **183** | **194** | **8** | **2** | **0** | **2** | **0** | **1** | **209** | **207** |
| 16:00 - 16:15 | 39 | 3 | 0 | 0 | 0 | 1 | 1 | 42.6 | 44 | 41 | 9 | 0 | 0 | 2 | 1 | 0 | 54.2 | 53 |
| 16:15 - 16:30 | 30 | 4 | 1 | 0 | 0 | 0 | 1 | 34.9 | 36 | 43 | 4 | 1 | 0 | 0 | 0 | 0 | 46.5 | 48 |
| 16:30 - 16:45 | 37 | 9 | 0 | 0 | 0 | 0 | 1 | 46.4 | 47 | 43 | 9 | 1 | 0 | 0 | 0 | 0 | 53.5 | 53 |
| 16:45 - 17:00 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 34 | 3 | 0 | 0 | 0 | 0 | 1 | 37.4 | 35 |
| **Hourly Total** | **150** | **21** | **1** | **0** | **0** | **1** | **3** | **174** | **176** | **161** | **25** | **2** | **0** | **2** | **1** | **1** | **194** | **192** |
| 17:00 - 17:15 | 38 | 4 | 0 | 0 | 0 | 0 | 1 | 42.4 | 43 | 59 | 7 | 0 | 0 | 1 | 0 | 0 | 68.0 | 67 |
| 17:15 - 17:30 | 53 | 0 | 1 | 0 | 0 | 0 | 1 | 54.9 | 55 | 53 | 6 | 0 | 0 | 0 | 2 | 1 | 62.2 | 62 |
| 17:30 - 17:45 | 49 | 6 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 | 56 | 9 | 0 | 0 | 1 | 0 | 1 | 67.4 | 67 |
| 17:45 - 18:00 | 58 | 4 | 0 | 0 | 0 | 0 | 1 | 62.4 | 63 | 62 | 9 | 0 | 0 | 0 | 0 | 1 | 71.6 | 73 |
| **Hourly Total** | **198** | **14** | **1** | **0** | **0** | **0** | **3** | **215** | **216** | **230** | **31** | **0** | **0** | **2** | **2** | **3** | **267** | **269** |
| 18:00 - 18:15 | 48 | 1 | 0 | 0 | 0 | 1 | 0 | 49.2 | 50 | 73 | 5 | 0 | 0 | 0 | 1 | 0 | 80.4 | 80 |
| 18:15 - 18:30 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 49.0 | 48 | 46 | 2 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 |
| 18:30 - 18:45 | 40 | 1 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 46 | 6 | 0 | 0 | 0 | 0 | 0 | 53.0 | 54 |
| 18:45 - 19:00 | 47 | 3 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 | 56 | 7 | 1 | 0 | 0 | 0 | 2 | 64.3 | 66 |
| **Hourly Total** | **183** | **6** | **0** | **0** | **0** | **1** | **0** | **189** | **190** | **219** | **20** | **1** | **0** | **2** | **1** | **2** | **247** | **247** |
| **Session Total** | **1716** | **181** | **17** | **2** | **1** | **6** | **13** | **1936** | **1936** | **1666** | **199** | **21** | **0** | **22** | **9** | **10** | **1960** | **1944** |

# Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023

**Produced by Streetwise Services Ltd.**

**Junction:** A - Grasmere / B - Great Ashby Way (South) / C - Great Ashby Way (South West)




| | |
|---|---|
| Matrix Totals: | Counts |
| Show single Session: | No |
| | *07:00 to 19:00* |
| Custom Start / End: | 07:00 / 19:00 |
| Show Peak Times: | No |

Arm Destination

| Arm Origin | A | B | C | Total | % Total |
|---|---|---|---|---|---|
| A | 1 | 147 | 60 | 208 | 100.00% |
| B | 137 | 4 | 1879 | 2020 | 100.00% |
| C | 57 | 1874 | 5 | 1936 | 100.00% |
| Total | 195 | 2025 | 1944 | | |
| % Total | 100.00% | 100.00% | 100.00% | | |

| Classifications | Include |
|---|---|
| CAR | Yes |
| LGV | Yes |
| OGV1 | Yes |
| OGV2 | Yes |
| BUS | Yes |
| P/CYCLE | Yes |
| M/CYCLE | Yes |

*Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction: A - Grasmere / B - Great Ashby Way (South) / C - Great Ashby Way (South West)**

| | A - Grasmere | B - Great Ashby Way (South) | C - Great Ashby Way (South West) |
|---|---|---|---|
| | Lane 1 | Lane 1 | Lane 1 |
| Survey Period | MAX | MAX | MAX |
| 07:00 - 07:05 | 0 | 0 | 0 |
| 07:05 - 07:10 | 0 | 0 | 0 |
| 07:10 - 07:15 | 0 | 0 | 1 |
| 07:15 - 07:20 | 0 | 0 | 0 |
| 07:20 - 07:25 | 0 | 0 | 0 |
| 07:25 - 07:30 | 0 | 0 | 0 |
| 07:30 - 07:35 | 0 | 0 | 0 |
| 07:35 - 07:40 | 0 | 0 | 0 |
| 07:40 - 07:45 | 0 | 0 | 0 |
| 07:45 - 07:50 | 0 | 0 | 0 |
| 07:50 - 07:55 | 0 | 0 | 0 |
| 07:55 - 08:00 | 0 | 0 | 0 |
| 08:00 - 08:05 | 1 | 0 | 0 |
| 08:05 - 08:10 | 1 | 0 | 0 |
| 08:10 - 08:15 | 1 | 0 | 0 |
| 08:15 - 08:20 | 0 | 0 | 0 |
| 08:20 - 08:25 | 0 | 0 | 0 |
| 08:25 - 08:30 | 0 | 0 | 0 |
| 08:30 - 08:35 | 1 | 0 | 0 |
| 08:35 - 08:40 | 0 | 0 | 0 |
| 08:40 - 08:45 | 0 | 0 | 0 |
| 08:45 - 08:50 | 1 | 1 | 0 |
| 08:50 - 08:55 | 1 | 0 | 0 |
| 08:55 - 09:00 | 0 | 0 | 0 |
| 09:00 - 09:05 | 0 | 0 | 1 |
| 09:05 - 09:10 | 1 | 1 | 0 |
| 09:10 - 09:15 | 0 | 1 | 0 |
| 09:15 - 09:20 | 0 | 0 | 0 |
| 09:20 - 09:25 | 0 | 1 | 0 |
| 09:25 - 09:30 | 0 | 0 | 1 |
| 09:30 - 09:35 | 0 | 0 | 1 |
| 09:35 - 09:40 | 0 | 0 | 0 |
| 09:40 - 09:45 | 0 | 0 | 0 |
| 09:45 - 09:50 | 0 | 0 | 0 |
| 09:50 - 09:55 | 0 | 0 | 0 |
| 09:55 - 10:00 | 0 | 0 | 1 |
| 10:00 - 10:05 | 0 | 0 | 0 |
| 10:05 - 10:10 | 0 | 0 | 0 |
| 10:10 - 10:15 | 0 | 0 | 0 |
| 10:15 - 10:20 | 0 | 0 | 0 |
| 10:20 - 10:25 | 0 | 0 | 0 |
| 10:25 - 10:30 | 0 | 0 | 0 |
| 10:30 - 10:35 | 0 | 0 | 1 |
| 10:35 - 10:40 | 0 | 0 | 0 |
| 10:40 - 10:45 | 0 | 0 | 0 |
| 10:45 - 10:50 | 0 | 0 | 0 |
| 10:50 - 10:55 | 0 | 0 | 0 |
| 10:55 - 11:00 | 0 | 0 | 0 |
| 11:00 - 11:05 | 0 | 0 | 0 |
| 11:05 - 11:10 | 0 | 0 | 0 |
| 11:10 - 11:15 | 0 | 0 | 0 |
| 11:15 - 11:20 | 0 | 0 | 0 |
| 11:20 - 11:25 | 0 | 0 | 0 |
| 11:25 - 11:30 | 0 | 0 | 0 |
| 11:30 - 11:35 | 0 | 0 | 0 |
| 11:35 - 11:40 | 0 | 0 | 0 |
| 11:40 - 11:45 | 0 | 0 | 0 |
| 11:45 - 11:50 | 0 | 0 | 0 |
| 11:50 - 11:55 | 0 | 0 | 0 |
| 11:55 - 12:00 | 0 | 0 | 0 |
| 12:00 - 12:05 | 1 | 0 | 0 |
| 12:05 - 12:10 | 0 | 0 | 0 |
| 12:10 - 12:15 | 0 | 0 | 0 |
| 12:15 - 12:20 | 0 | 0 | 0 |
| 12:20 - 12:25 | 0 | 0 | 0 |
| 12:25 - 12:30 | 0 | 0 | 0 |
| 12:30 - 12:35 | 1 | 1 | 0 |
| 12:35 - 12:40 | 0 | 0 | 0 |
| 12:40 - 12:45 | 0 | 0 | 0 |
| 12:45 - 12:50 | 0 | 0 | 0 |
| 12:50 - 12:55 | 0 | 0 | 0 |
| 12:55 - 13:00 | 0 | 0 | 0 |
| 13:00 - 13:05 | 0 | 0 | 1 |
| 13:05 - 13:10 | 0 | 0 | 0 |
| 13:10 - 13:15 | 0 | 0 | 0 |
| 13:15 - 13:20 | 0 | 0 | 0 |
| 13:20 - 13:25 | 0 | 0 | 0 |
| 13:25 - 13:30 | 0 | 0 | 0 |
| 13:30 - 13:35 | 0 | 0 | 0 |
| 13:35 - 13:40 | 0 | 0 | 0 |
| 13:40 - 13:45 | 0 | 0 | 0 |
| 13:45 - 13:50 | 0 | 0 | 0 |
| 13:50 - 13:55 | 1 | 0 | 2 |
| 13:55 - 14:00 | 1 | 0 | 0 |
| 14:00 - 14:05 | 0 | 0 | 0 |
| 14:05 - 14:10 | 0 | 0 | 0 |
| 14:10 - 14:15 | 0 | 1 | 0 |
| 14:15 - 14:20 | 0 | 0 | 0 |
| 14:20 - 14:25 | 0 | 0 | 0 |
| 14:25 - 14:30 | 0 | 0 | 0 |
| 14:30 - 14:35 | 0 | 0 | 0 |
| 14:35 - 14:40 | 0 | 0 | 0 |
| 14:40 - 14:45 | 0 | 0 | 0 |
| 14:45 - 14:50 | 0 | 0 | 0 |
| 14:50 - 14:55 | 0 | 0 | 0 |
| 14:55 - 15:00 | 0 | 0 | 0 |
| 15:00 - 15:05 | 0 | 0 | 0 |
| 15:05 - 15:10 | 0 | 0 | 0 |
| 15:10 - 15:15 | 1 | 0 | 0 |
| 15:15 - 15:20 | 0 | 0 | 2 |
| 15:20 - 15:25 | 0 | 0 | 1 |
| 15:25 - 15:30 | 1 | 1 | 0 |
| 15:30 - 15:35 | 0 | 0 | 0 |
| 15:35 - 15:40 | 0 | 0 | 0 |
| 15:40 - 15:45 | 0 | 0 | 0 |
| 15:45 - 15:50 | 1 | 0 | 0 |
| 15:50 - 15:55 | 0 | 0 | 0 |
| 15:55 - 16:00 | 0 | 0 | 0 |
| 16:00 - 16:05 | 0 | 0 | 0 |
| 16:05 - 16:10 | 0 | 0 | 0 |
| 16:10 - 16:15 | 0 | 0 | 0 |
| 16:15 - 16:20 | 0 | 0 | 0 |
| 16:20 - 16:25 | 0 | 0 | 0 |
| 16:25 - 16:30 | 0 | 0 | 0 |
| 16:30 - 16:35 | 0 | 0 | 0 |
| 16:35 - 16:40 | 0 | 0 | 0 |
| 16:40 - 16:45 | 0 | 0 | 0 |
| 16:45 - 16:50 | 0 | 0 | 0 |
| 16:50 - 16:55 | 0 | 0 | 0 |
| 16:55 - 17:00 | 0 | 0 | 0 |
| 17:00 - 17:05 | 0 | 0 | 0 |
| 17:05 - 17:10 | 1 | 0 | 1 |
| 17:10 - 17:15 | 0 | 0 | 0 |
| 17:15 - 17:20 | 0 | 0 | 0 |
| 17:20 - 17:25 | 0 | 0 | 0 |
| 17:25 - 17:30 | 1 | 0 | 1 |
| 17:30 - 17:35 | 0 | 0 | 1 |
| 17:35 - 17:40 | 1 | 0 | 0 |
| 17:40 - 17:45 | 0 | 0 | 0 |
| 17:45 - 17:50 | 0 | 0 | 2 |
| 17:50 - 17:55 | 0 | 0 | 0 |
| 17:55 - 18:00 | 0 | 0 | 0 |
| 18:00 - 18:05 | 0 | 0 | 0 |
| 18:05 - 18:10 | 2 | 0 | 0 |
| 18:10 - 18:15 | 0 | 0 | 0 |
| 18:15 - 18:20 | 0 | 0 | 0 |
| 18:20 - 18:25 | 0 | 0 | 0 |
| 18:25 - 18:30 | 0 | 1 | 0 |
| 18:30 - 18:35 | 0 | 0 | 0 |
| 18:35 - 18:40 | 0 | 0 | 0 |
| 18:40 - 18:45 | 0 | 0 | 0 |
| 18:45 - 18:50 | 0 | 0 | 0 |
| 18:50 - 18:55 | 0 | 0 | 0 |
| 18:55 - 19:00 | 0 | 0 | 0 |

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Great Ashby Way (North) / B - Lomond Way / C - Great Ashby Way**

| CLASSIFICATION | PCU |
|---|---|
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |
| P/CYCLE | 0.2 |
| M/CYCLE | 0.4 |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Great Ashby Way (North) / B - Lomond Way / C - Great Ashby Way

**Approach:** A - Great Ashby Way (North)

| | A to B | | | | | | | | | A to C | | | | | | | | | A to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 1 | 33.4 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 31 | 7 | 0 | 0 | 0 | 0 | 1 | 36.4 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 48 | 7 | 0 | 0 | 1 | 0 | 1 | 57.4 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 57 | 4 | 0 | 0 | 0 | 0 | 1 | 61.4 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **163** | **24** | **0** | **0** | **1** | **0** | **4** | **191** | **192** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 109 | 6 | 0 | 0 | 0 | 0 | 1 | 116.4 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 64 | 3 | 0 | 0 | 0 | 0 | 0 | 67.0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 67 | 4 | 1 | 0 | 0 | 0 | 0 | 72.0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 61 | 2 | 1 | 0 | 0 | 0 | 0 | 64.5 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **301** | **15** | **2** | **0** | **0** | **0** | **1** | **319** | **319** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 46 | 6 | 1 | 0 | 0 | 0 | 0 | 53.0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 22.5 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 23 | 7 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **5** | **2** | **0** | **0** | **0** | **0** | **0** | **7** | **7** | **110** | **17** | **2** | **0** | **0** | **0** | **1** | **130** | **130** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 28.5 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 24.5 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **6** | **1** | **0** | **0** | **0** | **0** | **0** | **7** | **7** | **83** | **10** | **2** | **0** | **0** | **0** | **0** | **96** | **96** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 25 | 1 | 1 | 0 | 0 | 1 | 0 | 27.7 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **103** | **13** | **1** | **0** | **0** | **1** | **0** | **118** | **118** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 21 | 5 | 1 | 0 | 0 | 0 | 0 | 27.0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 27 | 1 | 1 | 0 | 0 | 0 | 0 | 29.5 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 29 | 5 | 1 | 0 | 0 | 1 | 0 | 35.7 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 25.5 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **5** | **100** | **12** | **4** | **0** | **0** | **1** | **0** | **118** | **117** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 13:00 - 13:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 28 | 2 | 0 | 0 | 0 | 1 | 0 | 30.4 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **8** | **1** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **99** | **17** | **0** | **0** | **0** | **1** | **0** | **107** | **105** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 14:00 - 14:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 30 | 2 | 1 | 0 | 0 | 0 | 2 | 34.3 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 31 | 2 | 3 | 0 | 0 | 0 | 0 | 37.5 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **3** | **3** | **111** | **11** | **5** | **0** | **0** | **0** | **2** | **130** | **129** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 34 | 3 | 0 | 0 | 1 | 0 | 0 | 39.3 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 26 | 4 | 0 | 0 | 0 | 1 | 0 | 33.2 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:45 - 16:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 38 | 2 | 0 | 1 | 0 | 0 | 0 | 43.3 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **5** | **3** | **0** | **0** | **0** | **0** | **0** | **8** | **8** | **163** | **11** | **0** | **2** | **0** | **1** | **0** | **179** | **177** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 16:00 - 16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 38 | 3 | 0 | 0 | 0 | 1 | 1 | 43.6 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 28 | 3 | 1 | 0 | 0 | 0 | 1 | 32.9 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 32 | 7 | 0 | 0 | 0 | 0 | 1 | 39.4 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 53 | 5 | 0 | 0 | 0 | 0 | 0 | 58.5 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **6** | **2** | **0** | **0** | **0** | **0** | **0** | **8** | **8** | **152** | **18** | **1** | **0** | **0** | **1** | **3** | **173** | **171** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 41 | 3 | 0 | 0 | 0 | 0 | 1 | 44.4 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 44 | 1 | 0 | 0 | 0 | 1 | 0 | 49.9 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 55 | 4 | 0 | 0 | 0 | 0 | 0 | 59.0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 54 | 4 | 0 | 0 | 0 | 0 | 1 | 60.4 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **8** | **1** | **0** | **0** | **0** | **0** | **0** | **9** | **9** | **194** | **12** | **1** | **0** | **0** | **2** | **2** | **213** | **210** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 51 | 1 | 0 | 0 | 0 | 1 | 0 | 52.2 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 43.9 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 46 | 2 | 0 | 0 | 0 | 0 | 0 | 49.0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **6** | **1** | **0** | **0** | **0** | **0** | **0** | **7** | **7** | **186** | **4** | **0** | **0** | **0** | **1** | **0** | **192** | **189** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Session Total** | **53** | **12** | **0** | **0** | **0** | **0** | **0** | **65** | **65** | **1736** | **164** | **18** | **2** | **1** | **5** | **15** | **1961** | **1941** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **3** |

| | From A | | | | | | | | | To A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 27 | 6 | 0 | 0 | 0 | 0 | 1 | 33.4 | 34 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 16.5 | 16 |
| 07:15 - 07:30 | 31 | 7 | 0 | 0 | 0 | 0 | 1 | 36.4 | 39 | 13 | 1 | 0 | 0 | 0 | 1 | 0 | 14.2 | 16 |
| 07:30 - 07:45 | 50 | 7 | 0 | 0 | 1 | 0 | 1 | 59.4 | 59 | 35 | 5 | 0 | 0 | 1 | 2 | 0 | 42.4 | 43 |
| 07:45 - 08:00 | 57 | 4 | 0 | 0 | 0 | 0 | 1 | 61.4 | 62 | 37 | 3 | 2 | 0 | 0 | 0 | 0 | 42.8 | 42 |
| **Hourly Total** | **165** | **24** | **0** | **0** | **1** | **0** | **4** | **193** | **194** | **99** | **10** | **3** | **0** | **2** | **3** | **0** | **116** | **116** |
| 08:00 - 08:15 | 110 | 6 | 0 | 0 | 0 | 0 | 1 | 116.4 | 117 | 35 | 2 | 0 | 0 | 1 | 0 | 0 | 39.0 | 38 |
| 08:15 - 08:30 | 64 | 3 | 0 | 0 | 0 | 0 | 0 | 67.0 | 67 | 37 | 3 | 1 | 0 | 0 | 0 | 0 | 41.5 | 41 |
| 08:30 - 08:45 | 68 | 4 | 1 | 0 | 0 | 0 | 0 | 73.0 | 73 | 40 | 4 | 1 | 0 | 0 | 0 | 0 | 45.0 | 45 |
| 08:45 - 09:00 | 61 | 2 | 1 | 0 | 0 | 0 | 0 | 64.5 | 64 | 43 | 2 | 1 | 0 | 0 | 1 | 0 | 48.3 | 47 |
| **Hourly Total** | **303** | **15** | **2** | **0** | **0** | **0** | **1** | **321** | **321** | **155** | **11** | **3** | **0** | **2** | **1** | **0** | **173** | **171** |
| 09:00 - 09:15 | 47 | 8 | 1 | 0 | 0 | 0 | 0 | 56.3 | 56 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 |
| 09:15 - 09:30 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 32 | 7 | 1 | 0 | 0 | 0 | 0 | 40.5 | 40 |
| 09:30 - 09:45 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 | 18 | 4 | 0 | 0 | 1 | 0 | 1 | 24.4 | 24 |
| 09:45 - 10:00 | 24 | 7 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 | 27 | 3 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 |
| **Hourly Total** | **115** | **19** | **2** | **0** | **0** | **0** | **1** | **137** | **137** | **124** | **15** | **2** | **0** | **1** | **0** | **1** | **144** | **143** |
| 10:00 - 10:15 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 22 | 2 | 0 | 0 | 1 | 0 | 0 | 25.0 | 25 |
| 10:15 - 10:30 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 25 | 5 | 2 | 0 | 0 | 0 | 0 | 33.0 | 32 |
| 10:30 - 10:45 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 28.5 | 28 | 20 | 2 | 0 | 0 | 1 | 1 | 0 | 24.2 | 24 |
| 10:45 - 11:00 | 21 | 4 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| **Hourly Total** | **89** | **11** | **2** | **0** | **0** | **0** | **0** | **103** | **102** | **91** | **15** | **2** | **0** | **2** | **1** | **0** | **112** | **111** |
| 11:00 - 11:15 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 16 | 2 | 0 | 0 | 1 | 0 | 0 | 20.0 | 19 |
| 11:15 - 11:30 | 25 | 1 | 1 | 0 | 0 | 0 | 1 | 27.7 | 28 | 28 | 5 | 2 | 0 | 0 | 0 | 0 | 34.0 | 35 |
| 11:30 - 11:45 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 23 | 3 | 0 | 0 | 1 | 0 | 0 | 28.0 | 27 |
| 11:45 - 12:00 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 33 | 5 | 1 | 0 | 0 | 1 | 0 | 39.7 | 40 |
| **Hourly Total** | **105** | **13** | **1** | **0** | **0** | **0** | **1** | **120** | **120** | **100** | **15** | **3** | **0** | **2** | **1** | **0** | **124** | **121** |
| 12:00 - 12:15 | 21 | 5 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 | 33 | 3 | 0 | 0 | 1 | 0 | 1 | 36.4 | 36 |
| 12:15 - 12:30 | 28 | 1 | 1 | 0 | 0 | 0 | 0 | 30.5 | 30 | 33 | 2 | 0 | 0 | 0 | 0 | 2 | 35.0 | 37 |
| 12:30 - 12:45 | 31 | 5 | 1 | 0 | 0 | 1 | 0 | 37.7 | 38 | 19 | 4 | 1 | 0 | 1 | 0 | 0 | 26.5 | 25 |
| 12:45 - 13:00 | 25 | 1 | 1 | 0 | 0 | 0 | 0 | 27.0 | 27 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| **Hourly Total** | **105** | **12** | **4** | **0** | **0** | **1** | **0** | **123** | **122** | **102** | **13** | **1** | **0** | **2** | **0** | **3** | **122** | **121** |
| 13:00 - 13:15 | 28 | 3 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 | 19 | 5 | 1 | 0 | 1 | 1 | 0 | 27.0 | 26 |
| 13:15 - 13:30 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 32 | 1 | 1 | 0 | 0 | 0 | 0 | 34.5 | 34 |
| 13:30 - 13:45 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 30 | 3 | 0 | 0 | 1 | 0 | 0 | 35.0 | 34 |
| 13:45 - 14:00 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 |
| **Hourly Total** | **96** | **18** | **0** | **0** | **0** | **0** | **1** | **114** | **115** | **108** | **11** | **2** | **0** | **2** | **1** | **0** | **126** | **123** |
| 14:00 - 14:15 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 30 | 2 | 1 | 0 | 1 | 0 | 0 | 35.5 | 34 |
| 14:15 - 14:30 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 | 27 | 4 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 |
| 14:30 - 14:45 | 30 | 2 | 1 | 0 | 0 | 0 | 2 | 34.3 | 35 | 19 | 4 | 0 | 0 | 1 | 0 | 0 | 26.0 | 24 |
| 14:45 - 15:00 | 31 | 2 | 3 | 0 | 0 | 0 | 0 | 37.5 | 36 | 30 | 7 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 |
| **Hourly Total** | **113** | **12** | **5** | **0** | **0** | **0** | **2** | **133** | **132** | **106** | **17** | **1** | **0** | **2** | **0** | **2** | **129** | **128** |
| 15:00 - 15:15 | 34 | 3 | 0 | 1 | 0 | 0 | 0 | 39.3 | 39 | 22 | 1 | 1 | 0 | 1 | 0 | 1 | 26.9 | 26 |
| 15:15 - 15:30 | 27 | 5 | 0 | 0 | 1 | 0 | 0 | 32.2 | 33 | 71 | 0 | 1 | 0 | 1 | 0 | 1 | 74.9 | 74 |
| 15:30 - 15:45 | 71 | 3 | 0 | 0 | 0 | 0 | 0 | 74.0 | 74 | 60 | 4 | 0 | 0 | 0 | 0 | 0 | 64.0 | 64 |
| 15:45 - 16:00 | 37 | 3 | 0 | 1 | 0 | 0 | 0 | 42.3 | 41 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 |
| **Hourly Total** | **169** | **14** | **0** | **2** | **1** | **0** | **0** | **188** | **186** | **200** | **7** | **2** | **0** | **2** | **0** | **2** | **215** | **213** |
| 16:00 - 16:15 | 41 | 3 | 0 | 0 | 1 | 0 | 1 | 44.6 | 45 | 45 | 9 | 0 | 0 | 2 | 1 | 0 | 58.2 | 57 |
| 16:15 - 16:30 | 29 | 3 | 1 | 0 | 0 | 0 | 1 | 33.9 | 34 | 45 | 4 | 1 | 0 | 0 | 0 | 0 | 50.5 | 50 |
| 16:30 - 16:45 | 35 | 9 | 0 | 0 | 0 | 0 | 1 | 44.4 | 45 | 52 | 9 | 1 | 0 | 0 | 0 | 0 | 62.5 | 62 |
| 16:45 - 17:00 | 53 | 5 | 0 | 0 | 0 | 0 | 0 | 58.5 | 58 | 33 | 4 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 |
| **Hourly Total** | **158** | **20** | **1** | **0** | **0** | **0** | **3** | **181** | **183** | **175** | **26** | **2** | **0** | **2** | **1** | **1** | **208** | **207** |
| 17:00 - 17:15 | 41 | 3 | 0 | 0 | 0 | 0 | 1 | 44.4 | 45 | 63 | 7 | 0 | 0 | 1 | 0 | 0 | 72.0 | 71 |
| 17:15 - 17:30 | 48 | 1 | 1 | 0 | 0 | 0 | 1 | 50.9 | 51 | 54 | 6 | 0 | 0 | 0 | 1 | 1 | 61.8 | 62 |
| 17:30 - 17:45 | 56 | 5 | 0 | 0 | 0 | 0 | 0 | 61.0 | 61 | 62 | 9 | 0 | 0 | 1 | 0 | 2 | 73.8 | 74 |
| 17:45 - 18:00 | 57 | 4 | 0 | 0 | 0 | 0 | 1 | 61.4 | 62 | 70 | 9 | 0 | 0 | 0 | 0 | 1 | 79.4 | 80 |
| **Hourly Total** | **202** | **13** | **1** | **0** | **0** | **0** | **3** | **218** | **219** | **249** | **31** | **0** | **0** | **2** | **1** | **4** | **286** | **287** |
| 18:00 - 18:15 | 52 | 1 | 0 | 0 | 0 | 1 | 0 | 53.2 | 54 | 76 | 6 | 0 | 0 | 0 | 1 | 0 | 84.9 | 83 |
| 18:15 - 18:30 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 48 | 2 | 0 | 0 | 0 | 0 | 1 | 50.4 | 51 |
| 18:30 - 18:45 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 50 | 6 | 0 | 0 | 1 | 0 | 0 | 58.4 | 58 |
| 18:45 - 19:00 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 | 60 | 7 | 1 | 0 | 1 | 0 | 2 | 71.3 | 71 |
| **Hourly Total** | **192** | **5** | **0** | **0** | **0** | **1** | **0** | **197** | **198** | **234** | **21** | **1** | **0** | **2** | **0** | **4** | **264** | **263** |
| **Session Total** | **1012** | **176** | **15** | **2** | **1** | **5** | **15** | **2029** | **2029** | **1763** | **192** | **22** | **0** | **22** | **7** | **17** | **2042** | **2024** |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** A - Great Ashby Way (North) / B - Lomond Way / C - Great Ashby Way

**Approach:** B - Lomond Way

| | B to C | | | | | | | | | B to A | | | | | | | | | B to B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **51** | **3** | **0** | **0** | **0** | **0** | **0** | **54** | **54** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 22 | 1 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10.5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **57** | **2** | **2** | **0** | **0** | **0** | **0** | **62** | **61** | **5** | **0** | **1** | **0** | **0** | **0** | **0** | **7** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **17** | **1** | **0** | **0** | **0** | **0** | **0** | **18** | **18** | **3** | **2** | **0** | **0** | **0** | **0** | **0** | **5** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **21** | **2** | **0** | **0** | **0** | **0** | **0** | **23** | **23** | **6** | **0** | **1** | **0** | **0** | **0** | **0** | **7** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **16** | **2** | **0** | **0** | **0** | **0** | **0** | **18** | **18** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **5** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 12:00 - 12:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **21** | **8** | **0** | **0** | **0** | **0** | **0** | **29** | **29** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **5** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 13:00 - 13:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **20** | **2** | **0** | **0** | **0** | **0** | **0** | **22** | **22** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **14** | **1** | **0** | **0** | **0** | **0** | **0** | **15** | **15** | **3** | **1** | **0** | **0** | **0** | **0** | **0** | **4** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **24** | **3** | **0** | **0** | **0** | **0** | **0** | **27** | **27** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 16:00 - 16:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **26** | **1** | **0** | **0** | **0** | **0** | **0** | **27** | **27** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **3** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **27** | **6** | **0** | **0** | **0** | **0** | **0** | **33** | **33** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 18:00 - 18:15 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **28** | **3** | **0** | **0** | **0** | **0** | **0** | **31** | **31** | **4** | **2** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Session Total** | **320** | **34** | **2** | **0** | **0** | **0** | **0** | **357** | **356** | **52** | **8** | **2** | **0** | **0** | **0** | **0** | **63** | **62** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |

| | From B | | | | | | | | | To B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 07:15 - 07:30 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:30 - 07:45 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 07:45 - 08:00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **57** | **3** | **0** | **0** | **0** | **0** | **0** | **60** | **60** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **8** |
| 08:00 - 08:15 | 25 | 1 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 7.0 | 6 |
| 08:15 - 08:30 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10.5 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 6.5 | 6 |
| 08:30 - 08:45 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 08:45 - 09:00 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 13.5 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **62** | **2** | **3** | **0** | **0** | **0** | **0** | **68** | **67** | **17** | **1** | **3** | **0** | **0** | **0** | **0** | **22** | **21** |
| 09:00 - 09:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 09:15 - 09:30 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 09:30 - 09:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 09:45 - 10:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| **Hourly Total** | **20** | **3** | **0** | **0** | **0** | **0** | **0** | **23** | **23** | **18** | **6** | **0** | **0** | **0** | **0** | **0** | **24** | **24** |
| 10:00 - 10:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 10:15 - 10:30 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 8.0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 10:30 - 10:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 10:45 - 11:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| **Hourly Total** | **27** | **2** | **1** | **0** | **0** | **0** | **0** | **31** | **30** | **22** | **5** | **1** | **0** | **0** | **0** | **0** | **29** | **28** |
| 11:00 - 11:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 11:15 - 11:30 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:30 - 11:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 11:45 - 12:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| **Hourly Total** | **20** | **3** | **0** | **0** | **0** | **0** | **0** | **23** | **23** | **18** | **2** | **0** | **0** | **0** | **0** | **0** | **20** | **20** |
| 12:00 - 12:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 12:15 - 12:30 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 12:30 - 12:45 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 12:45 - 13:00 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| **Hourly Total** | **25** | **9** | **0** | **0** | **0** | **0** | **0** | **34** | **34** | **29** | **4** | **0** | **0** | **0** | **0** | **0** | **33** | **33** |
| 13:00 - 13:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 13:15 - 13:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 13:30 - 13:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 13:45 - 14:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| **Hourly Total** | **24** | **2** | **0** | **0** | **0** | **0** | **0** | **26** | **26** | **28** | **3** | **0** | **0** | **0** | **0** | **0** | **31** | **31** |
| 14:00 - 14:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 14:15 - 14:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 14:30 - 14:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 14:45 - 15:00 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| **Hourly Total** | **17** | **2** | **0** | **0** | **0** | **0** | **0** | **19** | **19** | **24** | **3** | **0** | **0** | **0** | **0** | **0** | **27** | **27** |
| 15:00 - 15:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 15:15 - 15:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 15:30 - 15:45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| 15:45 - 16:00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| **Hourly Total** | **29** | **3** | **0** | **0** | **0** | **0** | **0** | **32** | **32** | **41** | **3** | **0** | **0** | **0** | **0** | **0** | **44** | **44** |
| 16:00 - 16:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 16:15 - 16:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 16:30 - 16:45 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 16:45 - 17:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| **Hourly Total** | **26** | **2** | **0** | **0** | **0** | **0** | **0** | **28** | **28** | **38** | **6** | **0** | **0** | **0** | **0** | **0** | **44** | **44** |
| 17:00 - 17:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 17:15 - 17:30 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 12 |
| 17:30 - 17:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 17:45 - 18:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| **Hourly Total** | **34** | **6** | **0** | **0** | **0** | **0** | **0** | **40** | **40** | **54** | **4** | **0** | **0** | **0** | **0** | **0** | **58** | **57** |
| 18:00 - 18:15 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 18:15 - 18:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 18:30 - 18:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| 18:45 - 19:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| **Hourly Total** | **32** | **5** | **0** | **0** | **0** | **0** | **0** | **37** | **37** | **44** | **4** | **0** | **0** | **0** | **0** | **0** | **48** | **48** |
| **Session Total** | **372** | **42** | **4** | **0** | **0** | **0** | **0** | **421** | **419** | **341** | **41** | **4** | **0** | **0** | **0** | **0** | **388** | **386** |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** A - Great Ashby Way (North) / B - Lomond Way / C - Great Ashby Way

**Approach:** C - Great Ashby Way

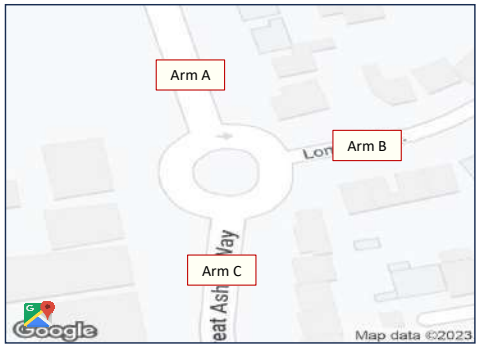
| | C to A | | | | | | | | | C to B | | | | | | | | | C to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 12.2 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 33 | 5 | 0 | 0 | 1 | 2 | 0 | 40.4 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 37 | 3 | 2 | 0 | 0 | 0 | 0 | 43.0 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **93** | **10** | **3** | **0** | **1** | **3** | **0** | **110** | **110** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 32 | 2 | 0 | 0 | 1 | 0 | 0 | 36.0 | 35 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 6.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 37 | 3 | 1 | 0 | 0 | 0 | 0 | 41.5 | 41 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 6.5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 38 | 4 | 1 | 0 | 0 | 0 | 0 | 43.5 | 43 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 43 | 2 | 0 | 0 | 1 | 0 | 0 | 47.0 | 46 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **170** | **11** | **2** | **0** | **2** | **0** | **0** | **168** | **165** | **15** | **1** | **3** | **0** | **0** | **0** | **0** | **21** | **19** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 30 | 5 | 1 | 0 | 0 | 0 | 0 | 36.0 | 36 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 18 | 4 | 0 | 0 | 1 | 0 | 1 | 24.4 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 26 | 3 | 1 | 0 | 0 | 0 | 0 | 30.5 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **121** | **13** | **2** | **0** | **1** | **0** | **1** | **139** | **138** | **13** | **4** | **0** | **0** | **0** | **0** | **0** | **17** | **17** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 22 | 2 | 0 | 0 | 1 | 0 | 0 | 25.0 | 25 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 28.0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 19 | 2 | 0 | 0 | 1 | 1 | 0 | 23.2 | 23 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **85** | **15** | **1** | **0** | **2** | **1** | **0** | **104** | **104** | **16** | **4** | **1** | **0** | **0** | **0** | **0** | **21** | **21** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 11:00 - 11:15 | 16 | 2 | 0 | 0 | 1 | 0 | 0 | 20.0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 27 | 4 | 2 | 0 | 0 | 0 | 0 | 34.0 | 33 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:30 - 11:45 | 22 | 3 | 0 | 0 | 1 | 0 | 0 | 27.0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 11:45 - 12:00 | 30 | 5 | 1 | 0 | 0 | 1 | 0 | 36.7 | 37 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **95** | **14** | **3** | **0** | **2** | **1** | **0** | **118** | **115** | **17** | **2** | **0** | **0** | **0** | **0** | **0** | **19** | **19** | **2** | **2** | **0** | **0** | **0** | **0** | **0** | **4** | **4** |
| 12:00 - 12:15 | 33 | 2 | 0 | 0 | 1 | 0 | 1 | 37.4 | 37 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 31 | 2 | 0 | 0 | 0 | 0 | 2 | 33.0 | 35 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 18 | 4 | 1 | 0 | 1 | 0 | 0 | 23.5 | 24 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **98** | **12** | **1** | **0** | **2** | **0** | **3** | **114** | **116** | **24** | **4** | **0** | **0** | **0** | **0** | **0** | **28** | **28** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 13:00 - 13:15 | 17 | 5 | 1 | 0 | 1 | 0 | 0 | 22.3 | 22 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 31 | 1 | 1 | 0 | 0 | 0 | 0 | 33.5 | 33 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 30 | 3 | 0 | 0 | 1 | 0 | 0 | 35.0 | 34 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **103** | **11** | **2** | **0** | **2** | **0** | **0** | **121** | **116** | **23** | **2** | **0** | **0** | **0** | **0** | **0** | **25** | **25** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 30 | 2 | 1 | 0 | 1 | 0 | 0 | 34.5 | 34 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 26 | 4 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 14:30 - 14:45 | 18 | 3 | 0 | 0 | 1 | 0 | 0 | 23.0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 29 | 7 | 0 | 0 | 0 | 0 | 1 | 36.4 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **103** | **16** | **1** | **0** | **2** | **0** | **2** | **124** | **124** | **22** | **2** | **0** | **0** | **0** | **0** | **0** | **24** | **24** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 15:00 - 15:15 | 21 | 1 | 1 | 0 | 1 | 0 | 1 | 25.9 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:15 - 15:30 | 69 | 0 | 1 | 0 | 1 | 0 | 1 | 72.9 | 72 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 67 | 4 | 0 | 0 | 0 | 0 | 0 | 81.0 | 81 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:45 - 16:00 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **204** | **7** | **2** | **0** | **2** | **0** | **2** | **209** | **207** | **36** | **0** | **0** | **0** | **0** | **0** | **0** | **36** | **36** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 16:00 - 16:15 | 44 | 8 | 0 | 0 | 2 | 1 | 0 | 56.2 | 56 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:15 - 16:30 | 45 | 4 | 1 | 0 | 0 | 0 | 0 | 50.5 | 50 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:30 - 16:45 | 52 | 9 | 1 | 0 | 0 | 0 | 0 | 62.5 | 62 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 32 | 4 | 0 | 0 | 0 | 0 | 1 | 36.4 | 37 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **173** | **25** | **2** | **0** | **2** | **1** | **1** | **206** | **204** | **32** | **4** | **0** | **0** | **0** | **0** | **0** | **36** | **36** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 17:00 - 17:15 | 60 | 7 | 0 | 0 | 1 | 0 | 0 | 69.0 | 68 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 53 | 6 | 0 | 0 | 0 | 1 | 1 | 59.6 | 61 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 60 | 9 | 0 | 0 | 1 | 0 | 2 | 71.8 | 73 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 70 | 9 | 0 | 0 | 0 | 0 | 1 | 79.4 | 80 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **243** | **31** | **0** | **0** | **2** | **1** | **4** | **279** | **281** | **45** | **3** | **0** | **0** | **0** | **0** | **0** | **48** | **48** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 74 | 5 | 0 | 0 | 1 | 0 | 0 | 81.0 | 80 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 48 | 2 | 0 | 0 | 0 | 0 | 1 | 50.4 | 51 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 48 | 2 | 0 | 0 | 1 | 0 | 1 | 55.4 | 54 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 60 | 7 | 1 | 0 | 1 | 0 | 2 | 71.3 | 71 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **230** | **19** | **1** | **0** | **3** | **0** | **4** | **258** | **257** | **33** | **3** | **0** | **0** | **0** | **0** | **0** | **41** | **41** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **Session Total** | **1706** | **184** | **20** | **0** | **23** | **7** | **17** | **1976** | **1959** | **287** | **29** | **4** | **0** | **0** | **0** | **0** | **322** | **320** | **9** | **4** | **0** | **0** | **0** | **0** | **0** | **13** | **13** |

| | From C | | | | | | | | | To C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 17.5 | 17 | 36 | 6 | 0 | 0 | 0 | 0 | 1 | 44.4 | 46 |
| 07:15 - 07:30 | 12 | 1 | 0 | 0 | 0 | 1 | 0 | 13.2 | 14 | 41 | 7 | 0 | 0 | 0 | 0 | 1 | 48.4 | 49 |
| 07:30 - 07:45 | 34 | 5 | 0 | 0 | 1 | 2 | 0 | 41.4 | 42 | 65 | 8 | 0 | 0 | 1 | 0 | 1 | 75.4 | 75 |
| 07:45 - 08:00 | 38 | 3 | 2 | 0 | 0 | 0 | 0 | 44.0 | 42 | 72 | 4 | 0 | 0 | 0 | 0 | 0 | 76.4 | 77 |
| **Hourly Total** | **99** | **10** | **3** | **0** | **1** | **3** | **0** | **116** | **116** | **214** | **27** | **0** | **0** | **1** | **0** | **3** | **244** | **246** |
| 08:00 - 08:15 | 34 | 3 | 2 | 0 | 1 | 0 | 0 | 42.0 | 40 | 131 | 7 | 1 | 0 | 0 | 0 | 1 | 139.9 | 140 |
| 08:15 - 08:30 | 62 | 3 | 2 | 0 | 0 | 0 | 0 | 68.5 | 67 | 73 | 3 | 1 | 0 | 0 | 0 | 0 | 77.5 | 77 |
| 08:30 - 08:45 | 44 | 4 | 1 | 0 | 0 | 0 | 0 | 49.5 | 49 | 91 | 6 | 1 | 0 | 0 | 0 | 0 | 97.5 | 97 |
| 08:45 - 09:00 | 45 | 2 | 0 | 0 | 1 | 0 | 0 | 49.0 | 48 | 73 | 2 | 1 | 0 | 0 | 0 | 0 | 76.5 | 76 |
| **Hourly Total** | **185** | **12** | **5** | **0** | **2** | **0** | **0** | **209** | **204** | **368** | **17** | **4** | **0** | **1** | **0** | **1** | **391** | **390** |
| 09:00 - 09:15 | 53 | 1 | 0 | 0 | 0 | 0 | 0 | 54.0 | 54 | 51 | 7 | 1 | 0 | 0 | 0 | 0 | 59.5 | 59 |
| 09:15 - 09:30 | 30 | 9 | 1 | 0 | 0 | 0 | 0 | 40.5 | 40 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| 09:30 - 09:45 | 20 | 4 | 0 | 0 | 1 | 0 | 1 | 26.4 | 26 | 25 | 2 | 1 | 0 | 0 | 0 | 0 | 28.5 | 28 |
| 09:45 - 10:00 | 31 | 3 | 1 | 0 | 0 | 0 | 0 | 35.0 | 35 | 23 | 7 | 0 | 0 | 0 | 0 | 1 | 32.4 | 33 |
| **Hourly Total** | **134** | **17** | **2** | **0** | **1** | **0** | **1** | **156** | **155** | **127** | **18** | **2** | **0** | **0** | **0** | **1** | **148** | **148** |
| 10:00 - 10:15 | 26 | 2 | 1 | 0 | 1 | 0 | 0 | 31.5 | 30 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 33.0 | 32 |
| 10:15 - 10:30 | 24 | 5 | 1 | 0 | 0 | 0 | 0 | 30.0 | 30 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 |
| 10:30 - 10:45 | 25 | 3 | 0 | 0 | 1 | 1 | 0 | 30.2 | 30 | 28 | 3 | 1 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| 10:45 - 11:00 | 27 | 9 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 28.5 | 29 |
| **Hourly Total** | **102** | **19** | **2** | **0** | **2** | **1** | **0** | **128** | **126** | **105** | **12** | **2** | **0** | **0** | **0** | **0** | **119** | **119** |
| 11:00 - 11:15 | 22 | 2 | 0 | 0 | 1 | 0 | 0 | 26.0 | 25 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| 11:15 - 11:30 | 21 | 6 | 2 | 0 | 0 | 0 | 0 | 29.0 | 29 | 30 | 3 | 1 | 0 | 0 | 0 | 1 | 34.7 | 35 |
| 11:30 - 11:45 | 26 | 4 | 0 | 0 | 1 | 0 | 0 | 32.0 | 31 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| 11:45 - 12:00 | 35 | 6 | 1 | 0 | 0 | 1 | 0 | 42.7 | 43 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 |
| **Hourly Total** | **104** | **18** | **3** | **0** | **2** | **1** | **0** | **147** | **128** | **121** | **17** | **1** | **0** | **0** | **0** | **1** | **140** | **140** |
| 12:00 - 12:15 | 40 | 4 | 0 | 0 | 1 | 0 | 1 | 46.4 | 46 | 28 | 6 | 1 | 0 | 0 | 0 | 0 | 34.5 | 34 |
| 12:15 - 12:30 | 37 | 2 | 0 | 0 | 0 | 0 | 2 | 39.0 | 41 | 30 | 5 | 1 | 0 | 0 | 0 | 0 | 36.5 | 36 |
| 12:30 - 12:45 | 21 | 4 | 1 | 0 | 1 | 0 | 0 | 26.5 | 29 | 34 | 7 | 1 | 0 | 0 | 0 | 1 | 42.7 | 43 |
| 12:45 - 13:00 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 29 | 4 | 1 | 0 | 0 | 0 | 0 | 34.5 | 34 |
| **Hourly Total** | **122** | **17** | **1** | **0** | **2** | **0** | **3** | **146** | **145** | **121** | **21** | **4** | **0** | **0** | **0** | **1** | **148** | **147** |
| 13:00 - 13:15 | 25 | 3 | 1 | 0 | 1 | 0 | 0 | 30.5 | 33 | 31 | 3 | 0 | 0 | 0 | 0 | 1 | 34.4 | 35 |
| 13:15 - 13:30 | 36 | 2 | 1 | 0 | 0 | 0 | 0 | 39.5 | 39 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| 13:30 - 13:45 | 35 | 4 | 0 | 0 | 1 | 0 | 0 | 41.0 | 40 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 13:45 - 14:00 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 |
| **Hourly Total** | **126** | **12** | **2** | **0** | **2** | **0** | **0** | **142** | **143** | **110** | **19** | **0** | **0** | **0** | **0** | **1** | **129** | **130** |
| 14:00 - 14:15 | 38 | 4 | 1 | 0 | 1 | 0 | 0 | 45.5 | 44 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 |
| 14:15 - 14:30 | 23 | 4 | 0 | 0 | 0 | 0 | 1 | 27.4 | 28 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 28.5 | 29 |
| 14:30 - 14:45 | 20 | 3 | 0 | 0 | 1 | 0 | 0 | 25.0 | 24 | 31 | 2 | 1 | 0 | 0 | 0 | 2 | 36.3 | 36 |
| 14:45 - 15:00 | 36 | 7 | 0 | 0 | 0 | 0 | 1 | 43.4 | 44 | 41 | 2 | 3 | 0 | 0 | 0 | 0 | 47.5 | 46 |
| **Hourly Total** | **127** | **18** | **1** | **0** | **2** | **0** | **2** | **141** | **140** | **127** | **12** | **5** | **0** | **0** | **0** | **2** | **147** | **148** |
| 15:00 - 15:15 | 28 | 2 | 1 | 0 | 1 | 0 | 1 | 33.9 | 33 | 42 | 4 | 0 | 0 | 1 | 0 | 0 | 49.3 | 47 |
| 15:15 - 15:30 | 75 | 0 | 1 | 0 | 1 | 0 | 1 | 78.9 | 78 | 31 | 4 | 0 | 0 | 0 | 0 | 1 | 35.2 | 36 |
| 15:30 - 15:45 | 73 | 4 | 0 | 0 | 0 | 0 | 0 | 76.0 | 76 | 72 | 3 | 0 | 0 | 0 | 0 | 0 | 72.0 | 72 |
| 15:45 - 16:00 | 56 | 2 | 0 | 0 | 0 | 0 | 0 | 58.0 | 58 | 43 | 4 | 0 | 0 | 1 | 0 | 0 | 49.3 | 48 |
| **Hourly Total** | **231** | **8** | **2** | **0** | **2** | **0** | **2** | **247** | **245** | **188** | **15** | **0** | **0** | **2** | **0** | **1** | **205** | **204** |
| 16:00 - 16:15 | 52 | 9 | 0 | 0 | 2 | 1 | 0 | 64.2 | 64 | 48 | 3 | 0 | 0 | 2 | 0 | 1 | 49.6 | 51 |
| 16:15 - 16:30 | 56 | 4 | 1 | 0 | 0 | 0 | 0 | 61.5 | 61 | 33 | 4 | 1 | 0 | 0 | 0 | 1 | 38.9 | 39 |
| 16:30 - 16:45 | 60 | 10 | 1 | 0 | 0 | 0 | 0 | 71.5 | 71 | 41 | 7 | 0 | 0 | 0 | 0 | 1 | 48.4 | 49 |
| 16:45 - 17:00 | 39 | 4 | 0 | 0 | 0 | 0 | 1 | 45.4 | 46 | 58 | 6 | 0 | 0 | 0 | 0 | 0 | 63.5 | 63 |
| **Hourly Total** | **207** | **28** | **2** | **0** | **2** | **1** | **1** | **244** | **242** | **178** | **19** | **1** | **0** | **2** | **0** | **3** | **200** | **202** |
| 17:00 - 17:15 | 68 | 8 | 0 | 0 | 1 | 0 | 0 | 78.0 | 77 | 45 | 4 | 0 | 0 | 0 | 0 | 1 | 49.4 | 50 |
| 17:15 - 17:30 | 60 | 7 | 0 | 0 | 0 | 0 | 0 | 67.0 | 69 | 56 | 4 | 1 | 0 | 0 | 0 | 1 | 63.0 | 61 |
| 17:30 - 17:45 | 81 | 9 | 0 | 0 | 1 | 0 | 2 | 92.0 | 93 | 62 | 5 | 0 | 0 | 0 | 0 | 0 | 67.0 | 67 |
| 17:45 - 18:00 | 79 | 10 | 0 | 0 | 0 | 0 | 1 | 89.4 | 90 | 59 | 5 | 0 | 0 | 0 | 0 | 1 | 64.4 | 65 |
| **Hourly Total** | **288** | **34** | **0** | **0** | **2** | **0** | **3** | **326** | **329** | **221** | **18** | **1** | **0** | **0** | **0** | **3** | **242** | **243** |
| 18:00 - 18:15 | 83 | 7 | 0 | 0 | 1 | 0 | 0 | 92.0 | 91 | 57 | 3 | 0 | 0 | 0 | 0 | 1 | 60.2 | 61 |
| 18:15 - 18:30 | 55 | 3 | 0 | 0 | 0 | 0 | 1 | 60.4 | 59 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 |
| 18:30 - 18:45 | 64 | 5 | 0 | 0 | 0 | 0 | 0 | 71.4 | 71 | 52 | 1 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 |
| 18:45 - 19:00 | 67 | 7 | 1 | 0 | 1 | 0 | 2 | 79.3 | 78 | 53 | 3 | 0 | 0 | 0 | 0 | 0 | 56.0 | 56 |
| **Hourly Total** | **269** | **22** | **1** | **0** | **2** | **0** | **4** | **303** | **299** | **215** | **7** | **0** | **0** | **0** | **0** | **1** | **222** | **223** |
| **Session Total** | **2004** | **217** | **24** | **0** | **23** | **7** | **17** | **2311** | **2292** | **2069** | **202** | **20** | **2** | **1** | **5** | **13** | **2321** | **2320** |

# Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023

**Produced by Streetwise Services Ltd.**

**Junction:** A - Great Ashby Way (North) / B - Lomond Way / C - Great Ashby Way




| | | |
|---|---|---|
| Matrix Totals: | Counts | |
| Show single Session: | No | |
| | 07:00 to 19:00 | |
| Custom Start / End: | 07:00 | 19:00 |
| Show Peak Times: | No | |

Arm Destination

| Arm Origin | A | B | C | Total | % Total |
|---|---|---|---|---|---|
| A | 3 | 65 | 1961 | 2029 | 100.00% |
| B | 62 | 1 | 356 | 419 | 100.00% |
| C | 1959 | 320 | 13 | 2292 | 100.00% |
| Total | 2024 | 386 | 2330 | | |
| % Total | 100.00% | 100.00% | 100.00% | | |

| Classifications | Include |
|---|---|
| CAR | Yes |
| LGV | Yes |
| OGV1 | Yes |
| OGV2 | Yes |
| BUS | Yes |
| P/CYCLE | Yes |
| M/CYCLE | Yes |

*Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction: A - Great Ashby Way (North) / B - Lomond Way / C - Great Ashby Way**

| | A - Great Ashby Way (North) | B - Lomond Way | C - Great Ashby Way |
|---|---|---|---|
| | Lane 1 | Lane 1 | Lane 1 |
| Survey Period | MAX | MAX | MAX |
| 07:00 - 07:05 | 0 | 0 | 0 |
| 07:05 - 07:10 | 0 | 0 | 0 |
| 07:10 - 07:15 | 0 | 0 | 0 |
| 07:15 - 07:20 | 0 | 0 | 0 |
| 07:20 - 07:25 | 0 | 0 | 0 |
| 07:25 - 07:30 | 0 | 1 | 0 |
| 07:30 - 07:35 | 0 | 0 | 0 |
| 07:35 - 07:40 | 0 | 0 | 0 |
| 07:40 - 07:45 | 0 | 1 | 0 |
| 07:45 - 07:50 | 0 | 0 | 0 |
| 07:50 - 07:55 | 0 | 0 | 0 |
| 07:55 - 08:00 | 0 | 1 | 0 |
| 08:00 - 08:05 | 0 | 1 | 0 |
| 08:05 - 08:10 | 3 | 2 | 2 |
| 08:10 - 08:15 | 2 | 1 | 0 |
| 08:15 - 08:20 | 1 | 1 | 0 |
| 08:20 - 08:25 | 0 | 0 | 0 |
| 08:25 - 08:30 | 3 | 0 | 0 |
| 08:30 - 08:35 | 0 | 0 | 0 |
| 08:35 - 08:40 | 0 | 2 | 0 |
| 08:40 - 08:45 | 0 | 0 | 0 |
| 08:45 - 08:50 | 0 | 1 | 0 |
| 08:50 - 08:55 | 0 | 0 | 0 |
| 08:55 - 09:00 | 1 | 0 | 0 |
| 09:00 - 09:05 | 0 | 1 | 0 |
| 09:05 - 09:10 | 0 | 1 | 0 |
| 09:10 - 09:15 | 0 | 1 | 0 |
| 09:15 - 09:20 | 0 | 0 | 0 |
| 09:20 - 09:25 | 0 | 1 | 0 |
| 09:25 - 09:30 | 0 | 0 | 0 |
| 09:30 - 09:35 | 0 | 0 | 0 |
| 09:35 - 09:40 | 0 | 0 | 0 |
| 09:40 - 09:45 | 0 | 0 | 0 |
| 09:45 - 09:50 | 0 | 0 | 0 |
| 09:50 - 09:55 | 0 | 0 | 0 |
| 09:55 - 10:00 | 0 | 0 | 0 |
| 10:00 - 10:05 | 0 | 0 | 0 |
| 10:05 - 10:10 | 0 | 0 | 0 |
| 10:10 - 10:15 | 0 | 1 | 0 |
| 10:15 - 10:20 | 0 | 0 | 0 |
| 10:20 - 10:25 | 0 | 0 | 0 |
| 10:25 - 10:30 | 0 | 2 | 0 |
| 10:30 - 10:35 | 0 | 1 | 0 |
| 10:35 - 10:40 | 0 | 0 | 0 |
| 10:40 - 10:45 | 0 | 0 | 0 |
| 10:45 - 10:50 | 0 | 0 | 0 |
| 10:50 - 10:55 | 0 | 0 | 0 |
| 10:55 - 11:00 | 0 | 0 | 0 |
| 11:00 - 11:05 | 0 | 0 | 0 |
| 11:05 - 11:10 | 0 | 0 | 0 |
| 11:10 - 11:15 | 0 | 0 | 0 |
| 11:15 - 11:20 | 0 | 0 | 0 |
| 11:20 - 11:25 | 0 | 0 | 0 |
| 11:25 - 11:30 | 0 | 1 | 0 |
| 11:30 - 11:35 | 0 | 0 | 0 |
| 11:35 - 11:40 | 0 | 0 | 0 |
| 11:40 - 11:45 | 0 | 0 | 0 |
| 11:45 - 11:50 | 0 | 0 | 0 |
| 11:50 - 11:55 | 0 | 1 | 0 |
| 11:55 - 12:00 | 0 | 0 | 0 |
| 12:00 - 12:05 | 0 | 0 | 0 |
| 12:05 - 12:10 | 0 | 0 | 0 |
| 12:10 - 12:15 | 0 | 0 | 0 |
| 12:15 - 12:20 | 0 | 0 | 0 |
| 12:20 - 12:25 | 1 | 1 | 0 |
| 12:25 - 12:30 | 0 | 0 | 0 |
| 12:30 - 12:35 | 0 | 1 | 0 |
| 12:35 - 12:40 | 0 | 0 | 0 |
| 12:40 - 12:45 | 0 | 0 | 0 |
| 12:45 - 12:50 | 0 | 0 | 0 |
| 12:50 - 12:55 | 0 | 0 | 0 |
| 12:55 - 13:00 | 0 | 0 | 0 |
| 13:00 - 13:05 | 0 | 0 | 0 |
| 13:05 - 13:10 | 0 | 0 | 0 |
| 13:10 - 13:15 | 0 | 0 | 0 |
| 13:15 - 13:20 | 0 | 0 | 0 |
| 13:20 - 13:25 | 0 | 0 | 0 |
| 13:25 - 13:30 | 0 | 0 | 0 |
| 13:30 - 13:35 | 0 | 1 | 0 |
| 13:35 - 13:40 | 0 | 0 | 0 |
| 13:40 - 13:45 | 0 | 0 | 0 |
| 13:45 - 13:50 | 0 | 0 | 0 |
| 13:50 - 13:55 | 0 | 1 | 0 |
| 13:55 - 14:00 | 0 | 0 | 0 |
| 14:00 - 14:05 | 0 | 0 | 0 |
| 14:05 - 14:10 | 0 | 0 | 0 |
| 14:10 - 14:15 | 0 | 0 | 0 |
| 14:15 - 14:20 | 0 | 0 | 0 |
| 14:20 - 14:25 | 0 | 0 | 0 |
| 14:25 - 14:30 | 2 | 0 | 0 |
| 14:30 - 14:35 | 0 | 0 | 0 |
| 14:35 - 14:40 | 0 | 0 | 0 |
| 14:40 - 14:45 | 0 | 0 | 0 |
| 14:45 - 14:50 | 0 | 1 | 0 |
| 14:50 - 14:55 | 0 | 0 | 0 |
| 14:55 - 15:00 | 1 | 0 | 0 |
| 15:00 - 15:05 | 1 | 0 | 0 |
| 15:05 - 15:10 | 0 | 0 | 0 |
| 15:10 - 15:15 | 0 | 0 | 0 |
| 15:15 - 15:20 | 0 | 1 | 0 |
| 15:20 - 15:25 | 0 | 0 | 0 |
| 15:25 - 15:30 | 1 | 0 | 0 |
| 15:30 - 15:35 | 0 | 1 | 0 |
| 15:35 - 15:40 | 1 | 0 | 0 |
| 15:40 - 15:45 | 0 | 1 | 0 |
| 15:45 - 15:50 | 0 | 0 | 0 |
| 15:50 - 15:55 | 0 | 0 | 0 |
| 15:55 - 16:00 | 0 | 0 | 0 |
| 16:00 - 16:05 | 0 | 0 | 0 |
| 16:05 - 16:10 | 0 | 0 | 0 |
| 16:10 - 16:15 | 0 | 0 | 0 |
| 16:15 - 16:20 | 0 | 0 | 0 |
| 16:20 - 16:25 | 0 | 0 | 0 |
| 16:25 - 16:30 | 1 | 0 | 0 |
| 16:30 - 16:35 | 1 | 0 | 0 |
| 16:35 - 16:40 | 0 | 0 | 0 |
| 16:40 - 16:45 | 0 | 1 | 0 |
| 16:45 - 16:50 | 0 | 0 | 0 |
| 16:50 - 16:55 | 0 | 0 | 0 |
| 16:55 - 17:00 | 0 | 1 | 0 |
| 17:00 - 17:05 | 0 | 0 | 0 |
| 17:05 - 17:10 | 0 | 0 | 0 |
| 17:10 - 17:15 | 0 | 0 | 0 |
| 17:15 - 17:20 | 0 | 0 | 0 |
| 17:20 - 17:25 | 0 | 1 | 0 |
| 17:25 - 17:30 | 0 | 0 | 0 |
| 17:30 - 17:35 | 0 | 2 | 0 |
| 17:35 - 17:40 | 0 | 0 | 0 |
| 17:40 - 17:45 | 0 | 0 | 0 |
| 17:45 - 17:50 | 0 | 0 | 0 |
| 17:50 - 17:55 | 0 | 0 | 0 |
| 17:55 - 18:00 | 0 | 0 | 0 |
| 18:00 - 18:05 | 1 | 0 | 0 |
| 18:05 - 18:10 | 0 | 0 | 0 |
| 18:10 - 18:15 | 0 | 0 | 0 |
| 18:15 - 18:20 | 0 | 0 | 0 |
| 18:20 - 18:25 | 0 | 0 | 0 |
| 18:25 - 18:30 | 0 | 0 | 0 |
| 18:30 - 18:35 | 0 | 0 | 0 |
| 18:35 - 18:40 | 0 | 0 | 0 |
| 18:40 - 18:45 | 0 | 0 | 0 |
| 18:45 - 18:50 | 1 | 0 | 0 |
| 18:50 - 18:55 | 0 | 0 | 0 |
| 18:55 - 19:00 | 0 | 0 | 0 |

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Great Ashby Way (North) / B - Great Ashby Way (South) / C - Cartwright Road**

| CLASSIFICATION | PCU |
|---|---|
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |
| P/CYCLE | 0.2 |
| M/CYCLE | 0.4 |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Great Ashby Way (North) / B - Great Ashby Way (South) / C - Cartwright Road

**Approach:** A - Great Ashby Way (North)

| | A to B | | | | | | | | | A to C | | | | | | | | | A to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 46 | 10 | 0 | 0 | 0 | 0 | 1 | 56.4 | 57 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 58 | 9 | 0 | 0 | 0 | 0 | 2 | 67.8 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 88 | 9 | 0 | 0 | 1 | 0 | 2 | 99.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 96 | 7 | 0 | 0 | 0 | 0 | 1 | 103.4 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **288** | **35** | **0** | **0** | **1** | **0** | **6** | **327** | **330** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **2** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 161 | 7 | 1 | 0 | 0 | 0 | 1 | 169.9 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 107 | 5 | 1 | 0 | 0 | 0 | 0 | 113.5 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 109 | 5 | 1 | 0 | 0 | 0 | 1 | 115.9 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 93 | 3 | 1 | 0 | 0 | 0 | 0 | 97.5 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **470** | **20** | **4** | **0** | **0** | **0** | **2** | **497** | **496** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 67 | 6 | 0 | 0 | 0 | 0 | 0 | 73.0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 33 | 2 | 1 | 0 | 0 | 0 | 0 | 36.5 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 36 | 6 | 0 | 0 | 0 | 0 | 1 | 42.4 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **176** | **16** | **1** | **0** | **0** | **0** | **1** | **194** | **194** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 36 | 4 | 2 | 0 | 0 | 0 | 0 | 43.0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **133** | **13** | **2** | **0** | **0** | **0** | **0** | **149** | **148** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 33 | 6 | 0 | 0 | 1 | 0 | 0 | 39.2 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 37 | 4 | 1 | 0 | 0 | 0 | 0 | 42.0 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 49.0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **151** | **19** | **1** | **0** | **1** | **0** | **0** | **172** | **172** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 12:00 - 12:15 | 35 | 4 | 1 | 0 | 0 | 0 | 0 | 40.0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 36 | 3 | 1 | 0 | 0 | 0 | 0 | 40.0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 37 | 8 | 1 | 0 | 0 | 1 | 0 | 46.7 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 45 | 4 | 1 | 0 | 0 | 0 | 0 | 50.3 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **153** | **19** | **4** | **0** | **0** | **1** | **0** | **178** | **177** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 13:00 - 13:15 | 39 | 2 | 0 | 0 | 0 | 0 | 1 | 41.4 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 36 | 7 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **141** | **17** | **0** | **0** | **0** | **0** | **1** | **159** | **159** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 37 | 9 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 39 | 4 | 1 | 0 | 0 | 0 | 0 | 44.5 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 44 | 2 | 1 | 0 | 0 | 0 | 2 | 49.3 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 54 | 5 | 1 | 0 | 0 | 0 | 0 | 60.5 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **174** | **20** | **3** | **0** | **0** | **0** | **2** | **199** | **199** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 60 | 7 | 0 | 1 | 0 | 0 | 0 | 69.3 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 43 | 4 | 0 | 0 | 1 | 0 | 0 | 47.2 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 75 | 3 | 0 | 0 | 0 | 0 | 1 | 78.4 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 49 | 4 | 0 | 1 | 0 | 0 | 0 | 55.3 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **227** | **18** | **0** | **2** | **0** | **1** | **1** | **250** | **249** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 16:00 - 16:15 | 61 | 6 | 0 | 0 | 0 | 1 | 1 | 67.6 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 41 | 4 | 1 | 0 | 0 | 0 | 1 | 46.9 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 56 | 7 | 0 | 0 | 0 | 0 | 1 | 63.4 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 67 | 6 | 0 | 0 | 0 | 0 | 0 | 73.0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **225** | **23** | **1** | **0** | **0** | **1** | **3** | **251** | **252** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 54 | 4 | 0 | 0 | 0 | 0 | 1 | 58.4 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 61 | 5 | 1 | 0 | 0 | 0 | 0 | 67.5 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 70 | 4 | 0 | 0 | 0 | 0 | 0 | 74.0 | 74 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 56 | 5 | 0 | 0 | 0 | 0 | 0 | 61.0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **241** | **18** | **1** | **0** | **0** | **0** | **1** | **261** | **261** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 71 | 3 | 0 | 0 | 0 | 1 | 0 | 76.2 | 76 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 68 | 1 | 0 | 0 | 0 | 0 | 0 | 69.0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 57 | 1 | 0 | 0 | 0 | 0 | 0 | 58.0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 63 | 2 | 1 | 0 | 0 | 0 | 1 | 66.9 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **259** | **7** | **1** | **0** | **0** | **1** | **1** | **268** | **269** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Session Total** | **2638** | **225** | **19** | **2** | **1** | **5** | **18** | **2905** | **2907** | **6** | **0** | **1** | **0** | **0** | **0** | **0** | **6** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | From A | | | | | | | | | To A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 47 | 10 | 1 | 0 | 0 | 0 | 1 | 58.9 | 59 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 28.9 | 29 |
| 07:15 - 07:30 | 58 | 9 | 0 | 0 | 0 | 0 | 2 | 67.8 | 69 | 23 | 2 | 0 | 0 | 0 | 1 | 0 | 26.2 | 26 |
| 07:30 - 07:45 | 88 | 9 | 0 | 0 | 1 | 0 | 2 | 99.8 | 100 | 42 | 4 | 0 | 0 | 1 | 2 | 0 | 48.4 | 49 |
| 07:45 - 08:00 | 96 | 7 | 0 | 0 | 0 | 0 | 1 | 103.4 | 104 | 38 | 0 | 2 | 0 | 0 | 0 | 0 | 40.8 | 40 |
| **Hourly Total** | **289** | **35** | **1** | **0** | **1** | **0** | **6** | **330** | **332** | **129** | **10** | **3** | **0** | **1** | **3** | **0** | **144** | **144** |
| 08:00 - 08:15 | 161 | 7 | 1 | 0 | 0 | 0 | 1 | 169.9 | 170 | 50 | 3 | 2 | 0 | 1 | 0 | 0 | 58.8 | 56 |
| 08:15 - 08:30 | 107 | 5 | 1 | 0 | 0 | 0 | 0 | 113.5 | 113 | 31 | 3 | 1 | 0 | 0 | 0 | 0 | 35.5 | 35 |
| 08:30 - 08:45 | 109 | 5 | 1 | 0 | 0 | 0 | 1 | 115.9 | 116 | 46 | 3 | 1 | 0 | 0 | 0 | 0 | 50.5 | 50 |
| 08:45 - 09:00 | 93 | 3 | 1 | 0 | 0 | 0 | 0 | 97.5 | 97 | 56 | 3 | 0 | 0 | 1 | 0 | 0 | 61.0 | 60 |
| **Hourly Total** | **470** | **20** | **4** | **0** | **0** | **0** | **2** | **497** | **496** | **233** | **12** | **4** | **0** | **2** | **0** | **0** | **255** | **251** |
| 09:00 - 09:15 | 67 | 6 | 0 | 0 | 0 | 0 | 0 | 73.0 | 73 | 69 | 3 | 0 | 0 | 0 | 0 | 0 | 72.0 | 72 |
| 09:15 - 09:30 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 | 29 | 6 | 1 | 0 | 1 | 0 | 0 | 36.5 | 37 |
| 09:30 - 09:45 | 34 | 2 | 1 | 0 | 0 | 0 | 0 | 37.5 | 37 | 28 | 4 | 0 | 0 | 0 | 1 | 0 | 32.4 | 33 |
| 09:45 - 10:00 | 36 | 6 | 0 | 0 | 0 | 0 | 1 | 42.4 | 43 | 33 | 4 | 2 | 0 | 0 | 0 | 0 | 40.8 | 39 |
| **Hourly Total** | **177** | **16** | **1** | **0** | **0** | **0** | **1** | **195** | **195** | **159** | **17** | **3** | **0** | **1** | **1** | **0** | **183** | **181** |
| 10:00 - 10:15 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 | 28 | 2 | 0 | 0 | 1 | 0 | 0 | 32.0 | 31 |
| 10:15 - 10:30 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 28 | 7 | 1 | 0 | 1 | 0 | 0 | 38.5 | 37 |
| 10:30 - 10:45 | 36 | 4 | 2 | 0 | 0 | 0 | 0 | 43.0 | 42 | 33 | 2 | 0 | 0 | 0 | 1 | 0 | 36.2 | 36 |
| 10:45 - 11:00 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 | 36 | 6 | 0 | 0 | 1 | 0 | 0 | 47.0 | 46 |
| **Hourly Total** | **133** | **13** | **2** | **0** | **0** | **0** | **0** | **149** | **148** | **125** | **20** | **1** | **0** | **3** | **1** | **0** | **153** | **150** |
| 11:00 - 11:15 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| 11:15 - 11:30 | 33 | 6 | 0 | 0 | 1 | 0 | 0 | 39.2 | 40 | 28 | 6 | 3 | 0 | 0 | 0 | 0 | 49.0 | 48 |
| 11:30 - 11:45 | 39 | 4 | 1 | 0 | 0 | 0 | 0 | 44.0 | 44 | 32 | 3 | 0 | 0 | 1 | 0 | 0 | 37.0 | 36 |
| 11:45 - 12:00 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 43 | 5 | 2 | 0 | 0 | 1 | 0 | 51.2 | 51 |
| **Hourly Total** | **153** | **19** | **1** | **0** | **1** | **0** | **0** | **174** | **174** | **126** | **18** | **5** | **0** | **1** | **1** | **0** | **168** | **165** |
| 12:00 - 12:15 | 35 | 4 | 1 | 0 | 0 | 0 | 0 | 40.0 | 40 | 42 | 4 | 0 | 0 | 1 | 0 | 1 | 48.4 | 48 |
| 12:15 - 12:30 | 36 | 3 | 1 | 0 | 0 | 0 | 0 | 40.0 | 40 | 45 | 3 | 0 | 0 | 0 | 1 | 0 | 50.0 | 51 |
| 12:30 - 12:45 | 37 | 8 | 1 | 0 | 0 | 1 | 0 | 46.7 | 47 | 25 | 6 | 1 | 0 | 0 | 0 | 0 | 33.5 | 32 |
| 12:45 - 13:00 | 45 | 4 | 1 | 0 | 0 | 0 | 0 | 50.0 | 50 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 |
| **Hourly Total** | **153** | **19** | **4** | **0** | **0** | **1** | **0** | **176** | **177** | **147** | **16** | **1** | **0** | **2** | **0** | **0** | **170** | **169** |
| 13:00 - 13:15 | 39 | 2 | 0 | 0 | 0 | 0 | 1 | 41.4 | 42 | 40 | 6 | 1 | 0 | 1 | 0 | 0 | 49.0 | 49 |
| 13:15 - 13:30 | 36 | 7 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 42 | 4 | 1 | 0 | 0 | 0 | 0 | 47.0 | 47 |
| 13:30 - 13:45 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 44 | 3 | 0 | 0 | 1 | 0 | 0 | 49.0 | 48 |
| 13:45 - 14:00 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 |
| **Hourly Total** | **141** | **17** | **0** | **0** | **0** | **0** | **1** | **158** | **159** | **160** | **16** | **2** | **0** | **2** | **0** | **0** | **184** | **183** |
| 14:00 - 14:15 | 37 | 9 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 56 | 5 | 0 | 0 | 1 | 0 | 0 | 63.0 | 62 |
| 14:15 - 14:30 | 39 | 4 | 1 | 0 | 0 | 0 | 0 | 44.5 | 44 | 46 | 5 | 0 | 0 | 0 | 0 | 1 | 50.4 | 51 |
| 14:30 - 14:45 | 44 | 2 | 1 | 0 | 0 | 0 | 2 | 49.3 | 49 | 27 | 8 | 0 | 0 | 1 | 0 | 0 | 37.0 | 36 |
| 14:45 - 15:00 | 54 | 5 | 1 | 0 | 0 | 0 | 0 | 60.5 | 60 | 40 | 9 | 0 | 0 | 0 | 0 | 1 | 49.6 | 51 |
| **Hourly Total** | **174** | **20** | **3** | **0** | **0** | **0** | **2** | **199** | **199** | **169** | **27** | **0** | **0** | **2** | **0** | **2** | **200** | **200** |
| 15:00 - 15:15 | 60 | 7 | 0 | 1 | 0 | 0 | 0 | 69.3 | 68 | 41 | 3 | 1 | 0 | 1 | 0 | 1 | 47.9 | 47 |
| 15:15 - 15:30 | 43 | 4 | 0 | 0 | 1 | 0 | 0 | 47.2 | 48 | 90 | 3 | 0 | 0 | 0 | 1 | 0 | 95.4 | 96 |
| 15:30 - 15:45 | 75 | 3 | 0 | 0 | 0 | 0 | 1 | 78.4 | 79 | 109 | 4 | 0 | 0 | 0 | 0 | 0 | 113.0 | 113 |
| 15:45 - 16:00 | 49 | 4 | 0 | 1 | 0 | 0 | 0 | 55.3 | 54 | 69 | 4 | 0 | 0 | 0 | 0 | 0 | 73.0 | 73 |
| **Hourly Total** | **227** | **18** | **0** | **2** | **0** | **1** | **1** | **250** | **249** | **309** | **16** | **1** | **0** | **2** | **0** | **2** | **331** | **330** |
| 16:00 - 16:15 | 61 | 6 | 0 | 0 | 0 | 1 | 1 | 67.6 | 68 | 64 | 6 | 0 | 0 | 2 | 1 | 0 | 74.2 | 74 |
| 16:15 - 16:30 | 41 | 4 | 1 | 0 | 0 | 0 | 1 | 46.9 | 47 | 70 | 5 | 1 | 0 | 0 | 0 | 0 | 76.5 | 76 |
| 16:30 - 16:45 | 56 | 7 | 0 | 0 | 0 | 0 | 1 | 63.4 | 64 | 76 | 12 | 1 | 0 | 0 | 0 | 0 | 89.5 | 89 |
| 16:45 - 17:00 | 67 | 6 | 0 | 0 | 0 | 0 | 0 | 73.0 | 72 | 59 | 6 | 0 | 0 | 0 | 0 | 0 | 65.4 | 66 |
| **Hourly Total** | **225** | **23** | **1** | **0** | **0** | **1** | **3** | **251** | **253** | **269** | **29** | **2** | **0** | **2** | **1** | **1** | **306** | **304** |
| 17:00 - 17:15 | 54 | 4 | 0 | 0 | 0 | 0 | 1 | 58.4 | 59 | 85 | 8 | 0 | 0 | 1 | 0 | 0 | 93.0 | 94 |
| 17:15 - 17:30 | 61 | 5 | 1 | 0 | 0 | 0 | 0 | 67.5 | 67 | 88 | 9 | 0 | 0 | 0 | 1 | 1 | 97.0 | 99 |
| 17:30 - 17:45 | 71 | 4 | 0 | 0 | 0 | 0 | 0 | 75.0 | 75 | 98 | 8 | 0 | 0 | 1 | 0 | 3 | 109.2 | 110 |
| 17:45 - 18:00 | 56 | 5 | 0 | 0 | 0 | 0 | 0 | 61.0 | 61 | 98 | 12 | 0 | 0 | 0 | 0 | 1 | 110.4 | 111 |
| **Hourly Total** | **242** | **18** | **1** | **0** | **0** | **0** | **1** | **262** | **262** | **369** | **37** | **0** | **0** | **2** | **1** | **5** | **412** | **414** |
| 18:00 - 18:15 | 72 | 3 | 0 | 0 | 0 | 1 | 0 | 79.2 | 76 | 101 | 5 | 0 | 0 | 0 | 1 | 0 | 108.0 | 107 |
| 18:15 - 18:30 | 68 | 1 | 0 | 0 | 0 | 0 | 0 | 69.0 | 69 | 74 | 6 | 0 | 0 | 0 | 0 | 1 | 86.4 | 85 |
| 18:30 - 18:45 | 57 | 1 | 0 | 0 | 0 | 0 | 0 | 58.0 | 58 | 60 | 5 | 0 | 0 | 0 | 0 | 1 | 67.4 | 67 |
| 18:45 - 19:00 | 63 | 2 | 1 | 0 | 0 | 0 | 1 | 66.9 | 67 | 67 | 6 | 1 | 0 | 0 | 1 | 0 | 80.3 | 80 |
| **Hourly Total** | **260** | **7** | **1** | **0** | **0** | **1** | **1** | **269** | **270** | **342** | **24** | **1** | **0** | **0** | **2** | **2** | **375** | **374** |
| **Session Total** | **2644** | **225** | **19** | **2** | **1** | **5** | **18** | **2912** | **2914** | **2502** | **244** | **23** | **0** | **22** | **8** | **18** | **2885** | **2868** |

**Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023**

Produced by Streetwise Services Ltd.

**Junction:** A - Great Ashby Way (North) / B - Great Ashby Way (South) / C - Cartwright Road

**Approach:** B - Great Ashby Way (South)

**B to C**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 07:15 - 07:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 07:30 - 07:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 07:45 - 08:00 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| Hourly Total | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 33 | 33 |
| 08:00 - 08:15 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 08:15 - 08:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 08:30 - 08:45 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 08:45 - 09:00 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| Hourly Total | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 35 | 35 |
| 09:00 - 09:15 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 09:15 - 09:30 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 11.0 | 10 |
| 09:30 - 09:45 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 6.0 | 5 |
| 09:45 - 10:00 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 13 | 7 | 4 | 0 | 0 | 0 | 0 | 26 | 24 |
| 10:00 - 10:15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2.5 | 2 |
| 10:15 - 10:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 10:30 - 10:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:45 - 11:00 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4.8 | 3 |
| Hourly Total | 8 | 1 | 2 | 1 | 0 | 0 | 0 | 14 | 12 |
| 11:00 - 11:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 11:15 - 11:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 11:30 - 11:45 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 8.5 | 8 |
| 11:45 - 12:00 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 8.5 | 8 |
| Hourly Total | 19 | 6 | 2 | 0 | 0 | 0 | 0 | 28 | 27 |
| 12:00 - 12:15 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 6.0 | 5 |
| 12:15 - 12:30 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3.5 | 3 |
| 12:30 - 12:45 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 8.2 | 9 |
| 12:45 - 13:00 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 6.7 | 6 |
| Hourly Total | 16 | 1 | 3 | 1 | 0 | 1 | 1 | 24 | 23 |
| 13:00 - 13:15 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 13:15 - 13:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:30 - 13:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 13:45 - 14:00 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 11.3 | 10 |
| Hourly Total | 18 | 4 | 0 | 1 | 0 | 0 | 0 | 24 | 23 |
| 14:00 - 14:15 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 8.3 | 7 |
| 14:15 - 14:30 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 14:30 - 14:45 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4.3 | 3 |
| 14:45 - 15:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 11 | 4 | 0 | 2 | 0 | 0 | 0 | 20 | 17 |
| 15:00 - 15:15 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1.2 | 2 |
| 15:15 - 15:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 15:30 - 15:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 15:45 - 16:00 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 8.3 | 7 |
| Hourly Total | 21 | 2 | 0 | 1 | 0 | 1 | 0 | 26 | 25 |
| 16:00 - 16:15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 16:15 - 16:30 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 16:30 - 16:45 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 5.4 | 6 |
| 16:45 - 17:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| Hourly Total | 21 | 5 | 0 | 0 | 0 | 0 | 1 | 26 | 27 |
| 17:00 - 17:15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 17:15 - 17:30 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 7.3 | 6 |
| 17:30 - 17:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 17:45 - 18:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| Hourly Total | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 22 | 21 |
| 18:00 - 18:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:15 - 18:30 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 6.3 | 5 |
| 18:30 - 18:45 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4.5 | 4 |
| 18:45 - 19:00 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 6.0 | 5 |
| Hourly Total | 10 | 1 | 3 | 1 | 0 | 0 | 0 | 18 | 15 |
| Session Total | 213 | 43 | 14 | 8 | 0 | 2 | 2 | 297 | 282 |

**B to A**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 17.5 | 17 |
| 07:15 - 07:30 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 17.2 | 18 |
| 07:30 - 07:45 | 33 | 2 | 0 | 0 | 0 | 2 | 0 | 35.4 | 37 |
| 07:45 - 08:00 | 32 | 4 | 1 | 0 | 0 | 0 | 0 | 37.5 | 37 |
| Hourly Total | 96 | 8 | 2 | 0 | 0 | 3 | 0 | 108 | 109 |
| 08:00 - 08:15 | 29 | 1 | 2 | 0 | 0 | 0 | 0 | 33.0 | 32 |
| 08:15 - 08:30 | 54 | 2 | 1 | 0 | 0 | 0 | 0 | 57.5 | 57 |
| 08:30 - 08:45 | 27 | 3 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 |
| 08:45 - 09:00 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 |
| Hourly Total | 150 | 9 | 4 | 0 | 0 | 0 | 0 | 165 | 163 |
| 09:00 - 09:15 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 |
| 09:15 - 09:30 | 20 | 3 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 |
| 09:30 - 09:45 | 15 | 2 | 0 | 0 | 0 | 0 | 1 | 17.4 | 18 |
| 09:45 - 10:00 | 19 | 2 | 2 | 0 | 0 | 0 | 0 | 24.0 | 23 |
| Hourly Total | 101 | 9 | 3 | 0 | 0 | 0 | 1 | 115 | 114 |
| 10:00 - 10:15 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| 10:15 - 10:30 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 |
| 10:30 - 10:45 | 20 | 2 | 0 | 0 | 0 | 1 | 0 | 22.2 | 23 |
| 10:45 - 11:00 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 |
| Hourly Total | 85 | 16 | 1 | 0 | 0 | 1 | 0 | 103 | 103 |
| 11:00 - 11:15 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| 11:15 - 11:30 | 24 | 5 | 3 | 0 | 0 | 0 | 0 | 33.5 | 32 |
| 11:30 - 11:45 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| 11:45 - 12:00 | 30 | 4 | 0 | 0 | 0 | 1 | 0 | 34.2 | 35 |
| Hourly Total | 87 | 13 | 3 | 0 | 0 | 1 | 0 | 105 | 104 |
| 12:00 - 12:15 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| 12:15 - 12:30 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| 12:30 - 12:45 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 |
| 12:45 - 13:00 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| Hourly Total | 90 | 9 | 1 | 0 | 0 | 0 | 0 | 101 | 100 |
| 13:00 - 13:15 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 23.5 | 23 |
| 13:15 - 13:30 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 |
| 13:30 - 13:45 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| 13:45 - 14:00 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| Hourly Total | 99 | 12 | 1 | 0 | 0 | 0 | 0 | 113 | 112 |
| 14:00 - 14:15 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| 14:15 - 14:30 | 25 | 5 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 |
| 14:30 - 14:45 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| 14:45 - 15:00 | 22 | 5 | 0 | 0 | 0 | 0 | 1 | 27.4 | 28 |
| Hourly Total | 95 | 21 | 0 | 0 | 0 | 0 | 2 | 117 | 118 |
| 15:00 - 15:15 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 23.5 | 23 |
| 15:15 - 15:30 | 61 | 2 | 0 | 0 | 0 | 0 | 0 | 63.0 | 63 |
| 15:30 - 15:45 | 63 | 3 | 0 | 0 | 0 | 0 | 0 | 66.0 | 66 |
| 15:45 - 16:00 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 |
| Hourly Total | 186 | 9 | 1 | 0 | 0 | 0 | 0 | 197 | 196 |
| 16:00 - 16:15 | 35 | 3 | 0 | 0 | 1 | 1 | 0 | 40.2 | 40 |
| 16:15 - 16:30 | 49 | 4 | 1 | 0 | 0 | 0 | 0 | 54.5 | 54 |
| 16:30 - 16:45 | 41 | 9 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 |
| 16:45 - 17:00 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 |
| Hourly Total | 164 | 22 | 1 | 0 | 1 | 1 | 0 | 190 | 189 |
| 17:00 - 17:15 | 44 | 7 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 |
| 17:15 - 17:30 | 49 | 5 | 0 | 0 | 0 | 0 | 1 | 54.4 | 55 |
| 17:30 - 17:45 | 60 | 5 | 0 | 0 | 0 | 0 | 2 | 65.8 | 67 |
| 17:45 - 18:00 | 76 | 9 | 0 | 0 | 0 | 0 | 1 | 85.4 | 86 |
| Hourly Total | 229 | 26 | 0 | 0 | 0 | 0 | 4 | 257 | 259 |
| 18:00 - 18:15 | 67 | 3 | 0 | 0 | 0 | 0 | 0 | 70.0 | 70 |
| 18:15 - 18:30 | 46 | 4 | 0 | 0 | 0 | 0 | 1 | 50.4 | 51 |
| 18:30 - 18:45 | 47 | 3 | 0 | 0 | 0 | 0 | 1 | 50.4 | 51 |
| 18:45 - 19:00 | 55 | 7 | 1 | 0 | 0 | 0 | 1 | 63.9 | 64 |
| Hourly Total | 215 | 17 | 1 | 0 | 0 | 0 | 3 | 235 | 236 |
| Session Total | 1597 | 171 | 18 | 0 | 1 | 6 | 10 | 1802 | 1803 |

**B to B**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Session Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |

**From B**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 |
| 07:15 - 07:30 | 26 | 1 | 0 | 0 | 0 | 1 | 0 | 27.2 | 28 |
| 07:30 - 07:45 | 40 | 2 | 0 | 0 | 0 | 2 | 0 | 42.4 | 44 |
| 07:45 - 08:00 | 38 | 6 | 1 | 0 | 0 | 0 | 0 | 45.5 | 45 |
| Hourly Total | 127 | 10 | 2 | 0 | 0 | 3 | 0 | 141 | 142 |
| 08:00 - 08:15 | 40 | 3 | 2 | 0 | 0 | 0 | 0 | 46.0 | 45 |
| 08:15 - 08:30 | 57 | 2 | 1 | 0 | 0 | 0 | 0 | 60.5 | 60 |
| 08:30 - 08:45 | 33 | 6 | 1 | 0 | 0 | 0 | 0 | 40.5 | 40 |
| 08:45 - 09:00 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 |
| Hourly Total | 179 | 15 | 4 | 0 | 0 | 0 | 0 | 200 | 198 |
| 09:00 - 09:15 | 50 | 4 | 0 | 0 | 0 | 0 | 0 | 54.0 | 54 |
| 09:15 - 09:30 | 27 | 5 | 3 | 0 | 0 | 0 | 0 | 36.5 | 35 |
| 09:30 - 09:45 | 17 | 3 | 2 | 0 | 0 | 0 | 1 | 23.4 | 23 |
| 09:45 - 10:00 | 20 | 5 | 2 | 0 | 0 | 0 | 0 | 28.0 | 27 |
| Hourly Total | 114 | 17 | 7 | 0 | 0 | 0 | 1 | 142 | 139 |
| 10:00 - 10:15 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 23.5 | 23 |
| 10:15 - 10:30 | 25 | 6 | 1 | 0 | 0 | 0 | 0 | 32.5 | 32 |
| 10:30 - 10:45 | 21 | 2 | 0 | 0 | 0 | 1 | 0 | 23.2 | 24 |
| 10:45 - 11:00 | 27 | 7 | 1 | 1 | 0 | 0 | 0 | 37.8 | 36 |
| Hourly Total | 93 | 17 | 3 | 1 | 0 | 1 | 0 | 117 | 115 |
| 11:00 - 11:15 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 |
| 11:15 - 11:30 | 26 | 6 | 3 | 0 | 0 | 0 | 0 | 36.5 | 35 |
| 11:30 - 11:45 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 |
| 11:45 - 12:00 | 34 | 7 | 1 | 0 | 0 | 1 | 0 | 42.7 | 43 |
| Hourly Total | 106 | 19 | 5 | 0 | 0 | 1 | 0 | 133 | 131 |
| 12:00 - 12:15 | 29 | 2 | 2 | 0 | 0 | 0 | 0 | 34.0 | 33 |
| 12:15 - 12:30 | 32 | 2 | 1 | 0 | 0 | 0 | 0 | 35.5 | 35 |
| 12:30 - 12:45 | 23 | 3 | 1 | 0 | 0 | 1 | 0 | 27.7 | 28 |
| 12:45 - 13:00 | 22 | 3 | 0 | 1 | 0 | 0 | 1 | 27.7 | 27 |
| Hourly Total | 106 | 10 | 4 | 1 | 0 | 1 | 1 | 125 | 123 |
| 13:00 - 13:15 | 23 | 7 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 |
| 13:15 - 13:30 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 |
| 13:30 - 13:45 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 |
| 13:45 - 14:00 | 34 | 3 | 0 | 1 | 0 | 0 | 0 | 39.3 | 38 |
| Hourly Total | 117 | 16 | 1 | 1 | 0 | 0 | 0 | 137 | 135 |
| 14:00 - 14:15 | 35 | 6 | 0 | 1 | 0 | 0 | 0 | 43.3 | 42 |
| 14:15 - 14:30 | 29 | 7 | 0 | 0 | 0 | 0 | 1 | 36.4 | 37 |
| 14:30 - 14:45 | 19 | 7 | 0 | 1 | 0 | 0 | 0 | 28.3 | 27 |
| 14:45 - 15:00 | 23 | 5 | 0 | 0 | 0 | 0 | 1 | 28.4 | 29 |
| Hourly Total | 106 | 25 | 0 | 2 | 0 | 0 | 2 | 136 | 135 |
| 15:00 - 15:15 | 21 | 2 | 1 | 0 | 0 | 1 | 0 | 24.7 | 25 |
| 15:15 - 15:30 | 66 | 3 | 0 | 0 | 0 | 0 | 0 | 69.0 | 69 |
| 15:30 - 15:45 | 72 | 4 | 0 | 0 | 0 | 0 | 0 | 76.0 | 76 |
| 15:45 - 16:00 | 48 | 2 | 0 | 1 | 0 | 0 | 0 | 52.3 | 51 |
| Hourly Total | 207 | 11 | 1 | 1 | 0 | 1 | 0 | 222 | 221 |
| 16:00 - 16:15 | 42 | 5 | 0 | 0 | 1 | 1 | 0 | 49.2 | 49 |
| 16:15 - 16:30 | 53 | 6 | 1 | 0 | 0 | 0 | 0 | 60.5 | 60 |
| 16:30 - 16:45 | 46 | 9 | 0 | 0 | 0 | 0 | 1 | 55.4 | 56 |
| 16:45 - 17:00 | 44 | 7 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 |
| Hourly Total | 185 | 27 | 1 | 0 | 1 | 1 | 1 | 216 | 216 |
| 17:00 - 17:15 | 46 | 9 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 |
| 17:15 - 17:30 | 53 | 6 | 0 | 1 | 0 | 0 | 1 | 61.7 | 61 |
| 17:30 - 17:45 | 65 | 6 | 0 | 0 | 0 | 0 | 2 | 71.8 | 73 |
| 17:45 - 18:00 | 81 | 9 | 0 | 0 | 0 | 0 | 1 | 90.4 | 91 |
| Hourly Total | 245 | 30 | 0 | 1 | 0 | 0 | 4 | 279 | 280 |
| 18:00 - 18:15 | 67 | 4 | 0 | 0 | 0 | 0 | 0 | 71.0 | 71 |
| 18:15 - 18:30 | 50 | 4 | 0 | 1 | 0 | 0 | 1 | 56.7 | 56 |
| 18:30 - 18:45 | 50 | 3 | 1 | 0 | 0 | 0 | 1 | 54.9 | 55 |
| 18:45 - 19:00 | 58 | 8 | 3 | 0 | 0 | 0 | 1 | 70.9 | 70 |
| Hourly Total | 225 | 19 | 4 | 1 | 0 | 0 | 3 | 254 | 252 |
| Session Total | 1810 | 216 | 32 | 8 | 1 | 8 | 12 | 2101 | 2087 |

**To B**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 49 | 11 | 0 | 0 | 0 | 0 | 1 | 60.4 | 61 |
| 07:15 - 07:30 | 60 | 9 | 0 | 0 | 0 | 0 | 2 | 69.8 | 71 |
| 07:30 - 07:45 | 88 | 9 | 0 | 0 | 1 | 0 | 2 | 99.8 | 100 |
| 07:45 - 08:00 | 101 | 7 | 0 | 0 | 0 | 0 | 1 | 108.4 | 109 |
| Hourly Total | 298 | 36 | 0 | 0 | 1 | 0 | 6 | 338 | 341 |
| 08:00 - 08:15 | 163 | 7 | 1 | 0 | 0 | 0 | 1 | 171.9 | 172 |
| 08:15 - 08:30 | 108 | 6 | 1 | 0 | 0 | 0 | 0 | 115.5 | 115 |
| 08:30 - 08:45 | 111 | 5 | 1 | 0 | 0 | 0 | 1 | 117.9 | 118 |
| 08:45 - 09:00 | 93 | 3 | 2 | 0 | 0 | 0 | 0 | 99.0 | 98 |
| Hourly Total | 475 | 21 | 5 | 0 | 0 | 0 | 2 | 504 | 503 |
| 09:00 - 09:15 | 70 | 7 | 0 | 0 | 0 | 0 | 0 | 77.0 | 77 |
| 09:15 - 09:30 | 43 | 3 | 1 | 1 | 0 | 0 | 0 | 49.8 | 48 |
| 09:30 - 09:45 | 35 | 2 | 2 | 0 | 0 | 0 | 0 | 40.0 | 39 |
| 09:45 - 10:00 | 37 | 8 | 0 | 0 | 0 | 0 | 1 | 45.4 | 46 |
| Hourly Total | 185 | 20 | 3 | 1 | 0 | 0 | 1 | 212 | 210 |
| 10:00 - 10:15 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 |
| 10:15 - 10:30 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| 10:30 - 10:45 | 36 | 4 | 2 | 0 | 0 | 0 | 0 | 43.0 | 42 |
| 10:45 - 11:00 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 |
| Hourly Total | 140 | 17 | 2 | 0 | 0 | 0 | 0 | 160 | 159 |
| 11:00 - 11:15 | 40 | 6 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 |
| 11:15 - 11:30 | 34 | 7 | 1 | 0 | 0 | 1 | 0 | 42.7 | 43 |
| 11:30 - 11:45 | 41 | 4 | 2 | 0 | 0 | 0 | 0 | 48.0 | 47 |
| 11:45 - 12:00 | 46 | 4 | 0 | 1 | 0 | 0 | 0 | 52.3 | 51 |
| Hourly Total | 161 | 21 | 3 | 1 | 0 | 1 | 0 | 189 | 187 |
| 12:00 - 12:15 | 36 | 4 | 1 | 0 | 0 | 0 | 0 | 41.5 | 41 |
| 12:15 - 12:30 | 38 | 4 | 1 | 0 | 0 | 0 | 0 | 43.5 | 43 |
| 12:30 - 12:45 | 40 | 8 | 1 | 0 | 0 | 1 | 0 | 49.7 | 50 |
| 12:45 - 13:00 | 49 | 4 | 2 | 0 | 0 | 0 | 0 | 56.0 | 55 |
| Hourly Total | 163 | 20 | 5 | 0 | 0 | 1 | 0 | 191 | 189 |
| 13:00 - 13:15 | 42 | 2 | 0 | 0 | 0 | 0 | 1 | 44.4 | 45 |
| 13:15 - 13:30 | 37 | 7 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 |
| 13:30 - 13:45 | 33 | 8 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 |
| 13:45 - 14:00 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 |
| Hourly Total | 152 | 19 | 0 | 0 | 0 | 0 | 1 | 171 | 172 |
| 14:00 - 14:15 | 43 | 9 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 |
| 14:15 - 14:30 | 44 | 5 | 1 | 1 | 0 | 0 | 0 | 52.8 | 51 |
| 14:30 - 14:45 | 46 | 2 | 1 | 0 | 0 | 0 | 2 | 50.3 | 51 |
| 14:45 - 15:00 | 58 | 5 | 1 | 0 | 0 | 0 | 0 | 64.5 | 64 |
| Hourly Total | 191 | 21 | 3 | 1 | 0 | 0 | 2 | 220 | 218 |
| 15:00 - 15:15 | 66 | 7 | 0 | 1 | 0 | 0 | 0 | 75.3 | 74 |
| 15:15 - 15:30 | 49 | 6 | 0 | 0 | 0 | 1 | 0 | 55.2 | 56 |
| 15:30 - 15:45 | 77 | 3 | 0 | 0 | 0 | 0 | 1 | 80.4 | 81 |
| 15:45 - 16:00 | 51 | 4 | 0 | 1 | 0 | 0 | 0 | 57.3 | 56 |
| Hourly Total | 243 | 20 | 0 | 2 | 0 | 1 | 1 | 268 | 267 |
| 16:00 - 16:15 | 74 | 7 | 0 | 0 | 0 | 1 | 1 | 81.6 | 83 |
| 16:15 - 16:30 | 47 | 7 | 1 | 0 | 0 | 0 | 1 | 55.9 | 56 |
| 16:30 - 16:45 | 63 | 7 | 0 | 0 | 0 | 0 | 1 | 70.4 | 71 |
| 16:45 - 17:00 | 74 | 6 | 0 | 1 | 0 | 0 | 0 | 82.3 | 81 |
| Hourly Total | 258 | 27 | 1 | 1 | 0 | 1 | 3 | 290 | 291 |
| 17:00 - 17:15 | 78 | 6 | 1 | 0 | 0 | 0 | 2 | 86.3 | 87 |
| 17:15 - 17:30 | 64 | 5 | 1 | 0 | 0 | 0 | 0 | 70.5 | 70 |
| 17:30 - 17:45 | 75 | 4 | 0 | 0 | 0 | 0 | 0 | 79.0 | 79 |
| 17:45 - 18:00 | 65 | 6 | 0 | 1 | 0 | 0 | 0 | 73.3 | 72 |
| Hourly Total | 282 | 21 | 2 | 1 | 0 | 0 | 2 | 309 | 308 |
| 18:00 - 18:15 | 73 | 4 | 0 | 0 | 0 | 1 | 0 | 77.2 | 78 |
| 18:15 - 18:30 | 70 | 2 | 0 | 0 | 0 | 0 | 0 | 72.0 | 72 |
| 18:30 - 18:45 | 61 | 1 | 1 | 0 | 0 | 0 | 0 | 63.5 | 63 |
| 18:45 - 19:00 | 63 | 4 | 2 | 0 | 0 | 0 | 1 | 70.4 | 70 |
| Hourly Total | 267 | 11 | 3 | 0 | 0 | 1 | 1 | 283 | 283 |
| Session Total | 2815 | 254 | 27 | 7 | 1 | 5 | 19 | 3136 | 3128 |

streetwise

# Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

**Junction:** A - Great Ashby Way (North) / B - Great Ashby Way (South) / C - Cartwright Road

**Approach:** C - Cartwright Road

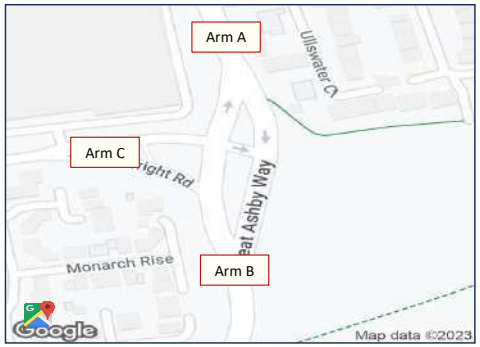
| | C to A | | | | | | | | | C to B | | | | | | | | | C to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 9 | 2 | 0 | 0 | 1 | 0 | 0 | 13.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 8.0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **33** | **4** | **1** | **0** | **1** | **0** | **0** | **41** | **39** | **10** | **1** | **0** | **0** | **0** | **0** | **0** | **11** | **11** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 21 | 2 | 0 | 0 | 1 | 0 | 0 | 25.0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 18.0 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **83** | **3** | **0** | **2** | **1** | **0** | **0** | **90** | **88** | **5** | **1** | **1** | **0** | **0** | **0** | **0** | **7** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 9 | 3 | 0 | 0 | 1 | 0 | 0 | 14.0 | 13 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 6.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **58** | **8** | **0** | **0** | **1** | **0** | **0** | **68** | **67** | **9** | **3** | **2** | **1** | **0** | **0** | **0** | **17** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 11.0 | 10 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 12.0 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 10 | 2 | 0 | 0 | 1 | 0 | 0 | 14.0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **40** | **4** | **0** | **0** | **3** | **0** | **0** | **50** | **47** | **7** | **4** | **0** | **0** | **1** | **0** | **0** | **11** | **11** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 18.0 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 17.0 | 16 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4.3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **53** | **5** | **2** | **0** | **1** | **0** | **0** | **63** | **61** | **10** | **2** | **2** | **1** | **0** | **0** | **0** | **17** | **15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 12:00 - 12:15 | 15 | 3 | 0 | 0 | 1 | 0 | 1 | 20.4 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 15 | 1 | 0 | 0 | 1 | 0 | 2 | 19.0 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13.0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **57** | **7** | **0** | **0** | **2** | **0** | **3** | **69** | **68** | **10** | **1** | **1** | **0** | **0** | **0** | **0** | **12** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 13:00 - 13:15 | 22 | 2 | 0 | 0 | 1 | 0 | 0 | 25.0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 16.0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 17 | 0 | 0 | 0 | 1 | 0 | 0 | 19.0 | 19 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **63** | **4** | **1** | **0** | **2** | **0** | **0** | **71** | **71** | **11** | **2** | **0** | **0** | **0** | **0** | **0** | **13** | **13** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 25 | 1 | 0 | 0 | 1 | 0 | 0 | 28.0 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 6.3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 13.0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 18 | 4 | 0 | 0 | 0 | 1 | 0 | 22.2 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **73** | **6** | **0** | **0** | **2** | **1** | **0** | **83** | **81** | **17** | **1** | **0** | **1** | **0** | **0** | **0** | **16** | **17** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 21 | 1 | 0 | 0 | 1 | 0 | 1 | 24.4 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 29 | 1 | 0 | 0 | 1 | 0 | 1 | 33.4 | 32 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 46 | 3 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **123** | **7** | **0** | **0** | **2** | **0** | **2** | **135** | **134** | **16** | **2** | **0** | **0** | **0** | **0** | **0** | **18** | **18** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 16:00 - 16:15 | 29 | 3 | 0 | 0 | 1 | 0 | 0 | 34.0 | 33 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 35 | 3 | 1 | 0 | 0 | 0 | 0 | 39.5 | 39 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 31 | 0 | 0 | 0 | 0 | 1 | 0 | 35.4 | 31 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 9.3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **116** | **7** | **1** | **0** | **1** | **0** | **1** | **131** | **125** | **33** | **4** | **0** | **1** | **0** | **0** | **0** | **39** | **39** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 41 | 1 | 0 | 0 | 1 | 0 | 0 | 44.0 | 43 | 24 | 2 | 1 | 0 | 0 | 0 | 1 | 27.9 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 39 | 4 | 0 | 0 | 0 | 1 | 0 | 43.7 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 38 | 3 | 0 | 0 | 1 | 0 | 1 | 43.4 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 12.3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **140** | **11** | **0** | **0** | **2** | **1** | **1** | **156** | **154** | **41** | **3** | **1** | **1** | **0** | **0** | **1** | **48** | **47** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 34 | 2 | 0 | 0 | 1 | 0 | 0 | 36.0 | 37 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 33 | 2 | 0 | 0 | 1 | 0 | 0 | 37.0 | 36 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 32 | 1 | 0 | 0 | 1 | 0 | 1 | 35.4 | 35 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **127** | **7** | **0** | **0** | **3** | **0** | **1** | **140** | **138** | **4** | **3** | **2** | **0** | **0** | **0** | **0** | **14** | **13** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Session Total** | **955** | **73** | **5** | **0** | **22** | **2** | **8** | **1063** | **1048** | **177** | **27** | **9** | **3** | **0** | **0** | **1** | **229** | **219** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | From C | | | | | | | | | To C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 07:15 - 07:30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 07:30 - 07:45 | 9 | 2 | 0 | 0 | 1 | 0 | 0 | 12.0 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 07:45 - 08:00 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 13.0 | 12 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| **Hourly Total** | **43** | **5** | **1** | **0** | **1** | **0** | **0** | **50** | **49** | **32** | **2** | **1** | **0** | **0** | **0** | **0** | **35** | **35** |
| 08:00 - 08:15 | 23 | 2 | 0 | 0 | 1 | 0 | 0 | 27.0 | 26 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 08:15 - 08:30 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 08:30 - 08:45 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 08:45 - 09:00 | 16 | 0 | 0 | 1 | 0 | 0 | 1 | 19.0 | 18 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| **Hourly Total** | **88** | **4** | **1** | **1** | **2** | **0** | **0** | **97** | **95** | **31** | **3** | **0** | **0** | **0** | **0** | **0** | **34** | **34** |
| 09:00 - 09:15 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 09:15 - 09:30 | 12 | 3 | 1 | 1 | 1 | 0 | 0 | 20.0 | 18 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 11.0 | 10 |
| 09:30 - 09:45 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 18.0 | 18 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 7.0 | 6 |
| 09:45 - 10:00 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 18.0 | 19 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| **Hourly Total** | **62** | **11** | **2** | **1** | **1** | **0** | **0** | **83** | **82** | **14** | **7** | **4** | **0** | **0** | **0** | **0** | **27** | **25** |
| 10:00 - 10:15 | 11 | 3 | 0 | 0 | 1 | 0 | 0 | 15.0 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 10:15 - 10:30 | 12 | 3 | 0 | 0 | 1 | 0 | 0 | 17.0 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 10:30 - 10:45 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:45 - 11:00 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 15.0 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4.0 | 3 |
| **Hourly Total** | **47** | **8** | **0** | **0** | **3** | **0** | **0** | **61** | **58** | **8** | **1** | **2** | **0** | **0** | **0** | **0** | **14** | **12** |
| 11:00 - 11:15 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 11:15 - 11:30 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 19.0 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 11:30 - 11:45 | 20 | 0 | 1 | 0 | 1 | 0 | 0 | 23.0 | 22 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 11:45 - 12:00 | 15 | 1 | 2 | 1 | 0 | 0 | 0 | 21.3 | 19 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| **Hourly Total** | **63** | **7** | **4** | **1** | **1** | **0** | **0** | **80** | **76** | **21** | **6** | **2** | **0** | **0** | **0** | **0** | **29** | **29** |
| 12:00 - 12:15 | 16 | 3 | 0 | 0 | 1 | 0 | 1 | 21.4 | 21 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 6.0 | 5 |
| 12:15 - 12:30 | 17 | 2 | 0 | 0 | 1 | 0 | 2 | 21.0 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 12:30 - 12:45 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.3 | 1 |
| 12:45 - 13:00 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 22.0 | 22 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 6.7 | 6 |
| **Hourly Total** | **67** | **8** | **1** | **0** | **2** | **0** | **3** | **82** | **81** | **10** | **1** | **3** | **1** | **0** | **1** | **1** | **16** | **15** |
| 13:00 - 13:15 | 25 | 2 | 0 | 0 | 1 | 0 | 0 | 29.0 | 28 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 13:15 - 13:30 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 17.0 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:30 - 13:45 | 20 | 2 | 0 | 0 | 1 | 0 | 0 | 24.0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 13:45 - 14:00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 11.3 | 10 |
| **Hourly Total** | **74** | **6** | **1** | **0** | **2** | **0** | **0** | **85** | **83** | **18** | **4** | **0** | **0** | **1** | **0** | **0** | **24** | **23** |
| 14:00 - 14:15 | 31 | 1 | 0 | 0 | 1 | 0 | 0 | 34.0 | 33 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 8.3 | 7 |
| 14:15 - 14:30 | 25 | 1 | 0 | 1 | 0 | 0 | 0 | 28.3 | 27 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 14:30 - 14:45 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 16.0 | 14 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4.3 | 3 |
| 14:45 - 15:00 | 22 | 4 | 0 | 0 | 0 | 1 | 0 | 26.2 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **90** | **7** | **0** | **1** | **3** | **1** | **0** | **104** | **101** | **11** | **4** | **0** | **0** | **2** | **0** | **0** | **19** | **17** |
| 15:00 - 15:15 | 27 | 1 | 0 | 0 | 1 | 0 | 1 | 30.4 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.2 | 2 |
| 15:15 - 15:30 | 35 | 3 | 0 | 0 | 1 | 0 | 1 | 40.4 | 40 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 15:30 - 15:45 | 48 | 3 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 15:45 - 16:00 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 6.3 | 7 |
| **Hourly Total** | **139** | **9** | **0** | **0** | **2** | **0** | **2** | **153** | **152** | **21** | **2** | **0** | **0** | **1** | **0** | **1** | **24** | **25** |
| 16:00 - 16:15 | 42 | 4 | 0 | 0 | 1 | 0 | 0 | 48.0 | 47 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 9.0 | 9 |
| 16:15 - 16:30 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 16:30 - 16:45 | 42 | 3 | 1 | 0 | 0 | 0 | 0 | 46.5 | 46 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 8.4 | 6 |
| 16:45 - 17:00 | 27 | 0 | 0 | 0 | 1 | 0 | 1 | 29.7 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| **Hourly Total** | **138** | **11** | **1** | **1** | **1** | **0** | **1** | **155** | **153** | **21** | **5** | **0** | **0** | **1** | **0** | **1** | **28** | **26** |
| 17:00 - 17:15 | 65 | 3 | 1 | 0 | 1 | 0 | 1 | 71.9 | 71 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 17:15 - 17:30 | 42 | 4 | 0 | 0 | 1 | 0 | 0 | 46.7 | 47 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 7.3 | 6 |
| 17:30 - 17:45 | 43 | 3 | 0 | 0 | 1 | 0 | 1 | 48.4 | 48 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 17:45 - 18:00 | 31 | 4 | 0 | 0 | 1 | 0 | 0 | 37.3 | 36 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| **Hourly Total** | **181** | **14** | **1** | **0** | **4** | **0** | **2** | **204** | **202** | **17** | **4** | **0** | **1** | **0** | **0** | **0** | **23** | **22** |
| 18:00 - 18:15 | 36 | 3 | 0 | 0 | 1 | 0 | 0 | 41.0 | 40 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 18:15 - 18:30 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 6.3 | 5 |
| 18:30 - 18:45 | 37 | 2 | 1 | 0 | 1 | 0 | 0 | 42.0 | 41 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 18:45 - 19:00 | 32 | 2 | 1 | 0 | 1 | 0 | 1 | 37.9 | 37 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 6.0 | 5 |
| **Hourly Total** | **135** | **10** | **2** | **0** | **3** | **0** | **1** | **154** | **151** | **11** | **1** | **0** | **0** | **3** | **0** | **0** | **19** | **16** |
| **Session Total** | **1132** | **100** | **14** | **5** | **22** | **2** | **9** | **1313** | **1284** | **219** | **43** | **15** | **2** | **8** | **0** | **2** | **204** | **209** |

## *Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** **A - Great Ashby Way (North) / B - Great Ashby Way (South) / C - Cartwright Road**




| | |
|---|---|
| **Matrix Totals:** | **Counts** |
| **Show single Session:** | **No** |
| | ***07:00 to 19:00*** |
| **Custom Start / End:** | **07:00** **19:00** |
| **Show Peak Times:** | **No** |

**Arm Destination**

| Arm Origin | A | B | C | Total | % Total |
|---|---|---|---|---|---|
| **A** | 0 | 2907 | 7 | **2914** | **100.00%** |
| **B** | 1803 | 2 | 282 | **2087** | **100.00%** |
| **C** | 1065 | 219 | 0 | **1284** | **100.00%** |
| **Total** | **2868** | **3128** | **289** | | |
| **% Total** | **100.00%** | **100.00%** | **100.00%** | | |

| Classifications | Include |
|---|---|
| CAR | **Yes** |
| LGV | **Yes** |
| OGV1 | **Yes** |
| OGV2 | **Yes** |
| BUS | **Yes** |
| P/CYCLE | **Yes** |
| M/CYCLE | **Yes** |

streetwise

*Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction: A - Great Ashby Way (North) / B - Great Ashby Way (South) / C - Cartwright Road**

| | A - Great Ashby Way (North) | B - Great Ashby Way (South) | C - Cartwright Road |
|---|---|---|---|
| | Lane 1 | Lane 1 | Lane 1 |
| Survey Period | MAX | MAX | MAX |
| 07:00 - 07:05 | 0 | 0 | 0 |
| 07:05 - 07:10 | 0 | 0 | 0 |
| 07:10 - 07:15 | 0 | 0 | 0 |
| 07:15 - 07:20 | 0 | 0 | 0 |
| 07:20 - 07:25 | 0 | 0 | 0 |
| 07:25 - 07:30 | 0 | 0 | 0 |
| 07:30 - 07:35 | 0 | 0 | 1 |
| 07:35 - 07:40 | 0 | 0 | 0 |
| 07:40 - 07:45 | 0 | 0 | 1 |
| 07:45 - 07:50 | 0 | 0 | 0 |
| 07:50 - 07:55 | 0 | 0 | 0 |
| 07:55 - 08:00 | 0 | 0 | 0 |
| 08:00 - 08:05 | 0 | 0 | 1 |
| 08:05 - 08:10 | 0 | 0 | 1 |
| 08:10 - 08:15 | 0 | 0 | 0 |
| 08:15 - 08:20 | 0 | 0 | 0 |
| 08:20 - 08:25 | 0 | 0 | 1 |
| 08:25 - 08:30 | 0 | 0 | 1 |
| 08:30 - 08:35 | 0 | 0 | 0 |
| 08:35 - 08:40 | 0 | 0 | 0 |
| 08:40 - 08:45 | 0 | 0 | 0 |
| 08:45 - 08:50 | 0 | 0 | 0 |
| 08:50 - 08:55 | 0 | 0 | 0 |
| 08:55 - 09:00 | 0 | 0 | 1 |
| 09:00 - 09:05 | 0 | 0 | 1 |
| 09:05 - 09:10 | 0 | 0 | 1 |
| 09:10 - 09:15 | 0 | 0 | 0 |
| 09:15 - 09:20 | 0 | 0 | 0 |
| 09:20 - 09:25 | 0 | 0 | 0 |
| 09:25 - 09:30 | 0 | 0 | 2 |
| 09:30 - 09:35 | 0 | 0 | 0 |
| 09:35 - 09:40 | 0 | 0 | 0 |
| 09:40 - 09:45 | 0 | 0 | 1 |
| 09:45 - 09:50 | 0 | 0 | 1 |
| 09:50 - 09:55 | 0 | 0 | 0 |
| 09:55 - 10:00 | 0 | 0 | 0 |
| 10:00 - 10:05 | 0 | 0 | 0 |
| 10:05 - 10:10 | 0 | 0 | 0 |
| 10:10 - 10:15 | 0 | 0 | 0 |
| 10:15 - 10:20 | 0 | 0 | 0 |
| 10:20 - 10:25 | 0 | 0 | 0 |
| 10:25 - 10:30 | 0 | 0 | 0 |
| 10:30 - 10:35 | 0 | 0 | 0 |
| 10:35 - 10:40 | 0 | 0 | 0 |
| 10:40 - 10:45 | 0 | 0 | 1 |
| 10:45 - 10:50 | 0 | 0 | 0 |
| 10:50 - 10:55 | 0 | 0 | 0 |
| 10:55 - 11:00 | 0 | 0 | 0 |
| 11:00 - 11:05 | 0 | 0 | 0 |
| 11:05 - 11:10 | 0 | 0 | 0 |
| 11:10 - 11:15 | 0 | 0 | 0 |
| 11:15 - 11:20 | 0 | 0 | 1 |
| 11:20 - 11:25 | 0 | 0 | 0 |
| 11:25 - 11:30 | 0 | 0 | 1 |
| 11:30 - 11:35 | 0 | 0 | 0 |
| 11:35 - 11:40 | 0 | 0 | 0 |
| 11:40 - 11:45 | 0 | 0 | 0 |
| 11:45 - 11:50 | 0 | 0 | 0 |
| 11:50 - 11:55 | 0 | 0 | 0 |
| 11:55 - 12:00 | 0 | 0 | 2 |
| 12:00 - 12:05 | 0 | 0 | 0 |
| 12:05 - 12:10 | 0 | 0 | 0 |
| 12:10 - 12:15 | 0 | 0 | 1 |
| 12:15 - 12:20 | 0 | 0 | 0 |
| 12:20 - 12:25 | 0 | 0 | 1 |
| 12:25 - 12:30 | 0 | 0 | 0 |
| 12:30 - 12:35 | 0 | 0 | 0 |
| 12:35 - 12:40 | 0 | 0 | 0 |
| 12:40 - 12:45 | 0 | 0 | 0 |
| 12:45 - 12:50 | 0 | 0 | 0 |
| 12:50 - 12:55 | 0 | 0 | 1 |
| 12:55 - 13:00 | 0 | 0 | 0 |
| 13:00 - 13:05 | 0 | 0 | 0 |
| 13:05 - 13:10 | 0 | 0 | 0 |
| 13:10 - 13:15 | 0 | 0 | 0 |
| 13:15 - 13:20 | 0 | 0 | 0 |
| 13:20 - 13:25 | 0 | 0 | 1 |
| 13:25 - 13:30 | 0 | 0 | 0 |
| 13:30 - 13:35 | 0 | 0 | 1 |
| 13:35 - 13:40 | 0 | 0 | 1 |
| 13:40 - 13:45 | 0 | 0 | 0 |
| 13:45 - 13:50 | 0 | 0 | 0 |
| 13:50 - 13:55 | 0 | 0 | 0 |
| 13:55 - 14:00 | 0 | 0 | 1 |
| 14:00 - 14:05 | 0 | 0 | 0 |
| 14:05 - 14:10 | 0 | 0 | 0 |
| 14:10 - 14:15 | 0 | 0 | 0 |
| 14:15 - 14:20 | 0 | 0 | 0 |
| 14:20 - 14:25 | 0 | 0 | 2 |
| 14:25 - 14:30 | 0 | 0 | 0 |
| 14:30 - 14:35 | 0 | 0 | 0 |
| 14:35 - 14:40 | 0 | 0 | 1 |
| 14:40 - 14:45 | 0 | 0 | 0 |
| 14:45 - 14:50 | 0 | 0 | 0 |
| 14:50 - 14:55 | 0 | 0 | 1 |
| 14:55 - 15:00 | 0 | 0 | 1 |
| 15:00 - 15:05 | 0 | 0 | 0 |
| 15:05 - 15:10 | 0 | 0 | 0 |
| 15:10 - 15:15 | 0 | 0 | 0 |
| 15:15 - 15:20 | 0 | 0 | 2 |
| 15:20 - 15:25 | 0 | 0 | 0 |
| 15:25 - 15:30 | 0 | 0 | 1 |
| 15:30 - 15:35 | 0 | 0 | 1 |
| 15:35 - 15:40 | 0 | 0 | 2 |
| 15:40 - 15:45 | 0 | 0 | 1 |
| 15:45 - 15:50 | 0 | 0 | 0 |
| 15:50 - 15:55 | 0 | 0 | 1 |
| 15:55 - 16:00 | 0 | 0 | 1 |
| 16:00 - 16:05 | 0 | 0 | 1 |
| 16:05 - 16:10 | 0 | 0 | 0 |
| 16:10 - 16:15 | 0 | 0 | 0 |
| 16:15 - 16:20 | 0 | 0 | 1 |
| 16:20 - 16:25 | 0 | 0 | 0 |
| 16:25 - 16:30 | 0 | 0 | 0 |
| 16:30 - 16:35 | 0 | 0 | 1 |
| 16:35 - 16:40 | 0 | 0 | 1 |
| 16:40 - 16:45 | 0 | 0 | 2 |
| 16:45 - 16:50 | 0 | 0 | 0 |
| 16:50 - 16:55 | 0 | 0 | 1 |
| 16:55 - 17:00 | 0 | 0 | 1 |
| 17:00 - 17:05 | 0 | 0 | 1 |
| 17:05 - 17:10 | 0 | 0 | 1 |
| 17:10 - 17:15 | 0 | 0 | 0 |
| 17:15 - 17:20 | 0 | 0 | 2 |
| 17:20 - 17:25 | 0 | 0 | 2 |
| 17:25 - 17:30 | 0 | 0 | 0 |
| 17:30 - 17:35 | 0 | 0 | 2 |
| 17:35 - 17:40 | 0 | 0 | 3 |
| 17:40 - 17:45 | 0 | 0 | 2 |
| 17:45 - 17:50 | 0 | 0 | 1 |
| 17:50 - 17:55 | 0 | 0 | 1 |
| 17:55 - 18:00 | 0 | 0 | 2 |
| 18:00 - 18:05 | 0 | 0 | 2 |
| 18:05 - 18:10 | 0 | 0 | 3 |
| 18:10 - 18:15 | 0 | 0 | 0 |
| 18:15 - 18:20 | 0 | 0 | 2 |
| 18:20 - 18:25 | 0 | 0 | 1 |
| 18:25 - 18:30 | 0 | 0 | 1 |
| 18:30 - 18:35 | 0 | 0 | 0 |
| 18:35 - 18:40 | 0 | 0 | 1 |
| 18:40 - 18:45 | 0 | 0 | 0 |
| 18:45 - 18:50 | 0 | 0 | 2 |
| 18:50 - 18:55 | 0 | 0 | 1 |
| 18:55 - 19:00 | 0 | 0 | 1 |

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Great Ashby Way / B - Gresley Way / C - Glanville Crescent**

| CLASSIFICATION | PCU |
|---|---|
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |
| P/CYCLE | 0.2 |
| M/CYCLE | 0.4 |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Great Ashby Way / B - Grosley Way / C - Glanville Crescent

**Approach:** A - Great Ashby Way

| | A to B | | | | | | | | | A to C | | | | | | | | | A to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 45 | 10 | 0 | 0 | 0 | 0 | 1 | 55.4 | 56 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 07:15 - 07:30 | 56 | 9 | 0 | 0 | 0 | 0 | 2 | 64.8 | 66 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 85 | 8 | 0 | 1 | 0 | 2 | 0 | 96.8 | 96 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 07:45 - 08:00 | 95 | 5 | 0 | 0 | 0 | 0 | 1 | 101.5 | 102 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 3 |
| **Hourly Total** | **280** | **33** | **0** | **1** | **0** | **4** | **4** | **317** | **320** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **5** | **10** | **1** | **0** | **0** | **0** | **0** | **0** | **11** | **11** |
| 08:00 - 08:15 | 155 | 7 | 0 | 0 | 0 | 1 | 1 | 162.4 | 163 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 08:15 - 08:30 | 107 | 5 | 1 | 0 | 0 | 0 | 0 | 113.5 | 113 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 08:30 - 08:45 | 108 | 4 | 1 | 0 | 0 | 0 | 1 | 113.9 | 114 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 08:45 - 09:00 | 91 | 2 | 1 | 0 | 0 | 0 | 0 | 94.5 | 94 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **461** | **18** | **2** | **0** | **0** | **1** | **2** | **484** | **484** | **5** | **1** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **10** | **2** | **1** | **0** | **0** | **0** | **0** | **14** | **13** |
| 09:00 - 09:15 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 70.0 | 70 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 09:15 - 09:30 | 39 | 1 | 0 | 1 | 0 | 0 | 0 | 43.3 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 8.0 | 7 |
| 09:30 - 09:45 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 36.5 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 4.5 | 3 |
| 09:45 - 10:00 | 38 | 6 | 0 | 0 | 0 | 0 | 1 | 44.4 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **177** | **13** | **0** | **1** | **0** | **0** | **1** | **193** | **192** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **7** | **4** | **4** | **0** | **0** | **0** | **0** | **19** | **17** |
| 10:00 - 10:15 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:15 - 10:30 | 27 | 2 | 0 | 0 | 0 | 1 | 0 | 29.2 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 10:30 - 10:45 | 35 | 2 | 2 | 0 | 0 | 0 | 0 | 40.0 | 39 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 10:45 - 11:00 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **130** | **14** | **2** | **0** | **0** | **1** | **0** | **147** | **147** | **4** | **3** | **0** | **0** | **0** | **0** | **0** | **7** | **7** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **6** |
| 11:00 - 11:15 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 11:15 - 11:30 | 34 | 6 | 1 | 0 | 0 | 1 | 0 | 41.7 | 42 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:30 - 11:45 | 36 | 3 | 2 | 0 | 0 | 0 | 0 | 42.0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 11:45 - 12:00 | 44 | 2 | 0 | 1 | 0 | 0 | 0 | 48.3 | 47 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| **Hourly Total** | **152** | **15** | **3** | **1** | **0** | **1** | **0** | **174** | **172** | **1** | **4** | **0** | **0** | **0** | **0** | **0** | **5** | **5** | **10** | **2** | **0** | **0** | **0** | **0** | **0** | **12** | **12** |
| 12:00 - 12:15 | 34 | 4 | 1 | 0 | 0 | 0 | 0 | 39.5 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:15 - 12:30 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2.5 | 2 |
| 12:30 - 12:45 | 35 | 6 | 1 | 0 | 0 | 0 | 0 | 42.5 | 42 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 3.5 | 4 |
| 12:45 - 13:00 | 47 | 4 | 2 | 0 | 0 | 0 | 0 | 54.0 | 53 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **153** | **18** | **4** | **0** | **0** | **0** | **0** | **177** | **175** | **4** | **2** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **7** | **0** | **1** | **0** | **0** | **1** | **0** | **9** | **9** |
| 13:00 - 13:15 | 39 | 0 | 0 | 0 | 0 | 0 | 1 | 39.4 | 40 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:15 - 13:30 | 35 | 7 | 0 | 0 | 0 | 0 | 0 | 42.0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 33 | 8 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:45 - 14:00 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **139** | **17** | **0** | **0** | **0** | **0** | **1** | **156** | **157** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **3** | **3** | **10** | **1** | **0** | **0** | **0** | **0** | **0** | **11** | **11** |
| 14:00 - 14:15 | 41 | 6 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 14:15 - 14:30 | 42 | 4 | 1 | 0 | 0 | 0 | 0 | 48.9 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 48 | 2 | 1 | 0 | 0 | 0 | 1 | 51.9 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 54 | 6 | 1 | 0 | 0 | 0 | 0 | 61.5 | 61 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **186** | **18** | **3** | **1** | **0** | **0** | **1** | **210** | **208** | **3** | **1** | **0** | **0** | **0** | **0** | **1** | **4** | **5** | **3** | **2** | **0** | **0** | **0** | **0** | **0** | **5** | **5** |
| 15:00 - 15:15 | 59 | 6 | 0 | 1 | 0 | 0 | 0 | 67.3 | 66 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 46 | 6 | 0 | 0 | 0 | 1 | 0 | 52.2 | 53 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:30 - 15:45 | 71 | 3 | 0 | 0 | 0 | 0 | 1 | 74.4 | 75 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 47 | 5 | 0 | 1 | 0 | 0 | 0 | 54.3 | 53 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **223** | **20** | **0** | **2** | **0** | **1** | **1** | **248** | **247** | **8** | **1** | **0** | **0** | **0** | **0** | **0** | **9** | **9** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **3** |
| 16:00 - 16:15 | 70 | 6 | 0 | 0 | 0 | 1 | 0 | 76.2 | 77 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 16:15 - 16:30 | 47 | 7 | 1 | 0 | 0 | 0 | 1 | 55.9 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 16:30 - 16:45 | 56 | 6 | 0 | 0 | 0 | 0 | 0 | 62.0 | 62 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 16:45 - 17:00 | 68 | 5 | 0 | 1 | 0 | 0 | 1 | 75.5 | 76 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| **Hourly Total** | **241** | **24** | **1** | **1** | **0** | **2** | **1** | **270** | **270** | **5** | **2** | **0** | **0** | **0** | **0** | **1** | **7** | **8** | **10** | **1** | **0** | **0** | **0** | **0** | **1** | **11** | **12** |
| 17:00 - 17:15 | 73 | 6 | 1 | 0 | 0 | 0 | 2 | 81.3 | 82 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:15 - 17:30 | 62 | 4 | 1 | 0 | 0 | 0 | 0 | 67.5 | 67 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 70 | 4 | 0 | 0 | 0 | 0 | 0 | 74.0 | 74 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 17:45 - 18:00 | 58 | 5 | 0 | 1 | 0 | 0 | 0 | 65.3 | 64 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **263** | **19** | **2** | **1** | **0** | **0** | **2** | **288** | **287** | **10** | **2** | **0** | **0** | **0** | **0** | **0** | **12** | **12** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **7** |
| 18:00 - 18:15 | 67 | 4 | 0 | 0 | 0 | 0 | 0 | 71.0 | 71 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 6.2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 68 | 2 | 0 | 0 | 0 | 0 | 0 | 70.0 | 70 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 18:30 - 18:45 | 58 | 1 | 0 | 0 | 0 | 0 | 0 | 59.0 | 59 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.5 | 1 |
| 18:45 - 19:00 | 58 | 3 | 0 | 0 | 0 | 0 | 1 | 61.4 | 62 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 6.0 | 7 |
| **Hourly Total** | **251** | **10** | **0** | **0** | **0** | **0** | **1** | **261** | **262** | **11** | **0** | **0** | **0** | **0** | **0** | **1** | **11** | **12** | **7** | **1** | **2** | **0** | **0** | **0** | **0** | **13** | **11** |
| **Session Total** | **2656** | **219** | **16** | **7** | **1** | **8** | **16** | **2927** | **2921** | **60** | **17** | **0** | **0** | **0** | **1** | **2** | **79** | **80** | **96** | **16** | **9** | **0** | **0** | **1** | **1** | **126** | **122** |

| | From A | | | | | | | | | To A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 49 | 10 | 0 | 0 | 0 | 0 | 1 | 59.4 | 60 | 22 | 1 | 1 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| 07:15 - 07:30 | 57 | 9 | 0 | 0 | 0 | 0 | 2 | 66.8 | 68 | 22 | 1 | 0 | 0 | 0 | 0 | 1 | 23.2 | 24 |
| 07:30 - 07:45 | 91 | 8 | 0 | 0 | 1 | 0 | 2 | 101.8 | 102 | 40 | 2 | 0 | 0 | 0 | 1 | 0 | 42.2 | 43 |
| 07:45 - 08:00 | 96 | 7 | 0 | 0 | 0 | 0 | 1 | 105.4 | 106 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | 40.8 | 40 |
| **Hourly Total** | **293** | **34** | **0** | **0** | **1** | **0** | **6** | **333** | **336** | **120** | **10** | **2** | **0** | **0** | **1** | **2** | **130** | **136** |
| 08:00 - 08:15 | 161 | 8 | 1 | 0 | 0 | 0 | 1 | 170.9 | 171 | 40 | 3 | 2 | 0 | 0 | 0 | 0 | 46.8 | 46 |
| 08:15 - 08:30 | 111 | 5 | 1 | 0 | 0 | 0 | 0 | 117.5 | 117 | 56 | 2 | 1 | 0 | 0 | 0 | 0 | 59.5 | 59 |
| 08:30 - 08:45 | 109 | 6 | 1 | 0 | 0 | 0 | 1 | 116.9 | 117 | 33 | 6 | 1 | 0 | 0 | 0 | 0 | 40.5 | 40 |
| 08:45 - 09:00 | 95 | 2 | 1 | 0 | 0 | 0 | 0 | 98.5 | 98 | 51 | 4 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 |
| **Hourly Total** | **476** | **21** | **4** | **0** | **0** | **0** | **2** | **504** | **503** | **180** | **15** | **4** | **0** | **0** | **0** | **0** | **201** | **199** |
| 09:00 - 09:15 | 70 | 7 | 0 | 0 | 0 | 0 | 0 | 77.0 | 77 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 |
| 09:15 - 09:30 | 43 | 2 | 2 | 1 | 0 | 0 | 0 | 50.3 | 48 | 27 | 5 | 3 | 0 | 0 | 0 | 0 | 36.5 | 35 |
| 09:30 - 09:45 | 35 | 2 | 2 | 0 | 0 | 0 | 0 | 43.0 | 39 | 19 | 2 | 2 | 0 | 0 | 0 | 1 | 24.4 | 24 |
| 09:45 - 10:00 | 38 | 8 | 0 | 0 | 0 | 0 | 1 | 46.4 | 47 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 27.0 | 26 |
| **Hourly Total** | **186** | **19** | **4** | **1** | **0** | **0** | **1** | **216** | **211** | **114** | **10** | **7** | **0** | **0** | **0** | **1** | **141** | **138** |
| 10:00 - 10:15 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 25.0 | 25 |
| 10:15 - 10:30 | 32 | 2 | 0 | 0 | 0 | 1 | 0 | 34.2 | 35 | 25 | 6 | 1 | 0 | 0 | 0 | 0 | 32.5 | 32 |
| 10:30 - 10:45 | 37 | 4 | 2 | 0 | 0 | 0 | 0 | 44.0 | 43 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 10:45 - 11:00 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 27 | 7 | 1 | 0 | 0 | 0 | 0 | 37.0 | 36 |
| **Hourly Total** | **140** | **17** | **2** | **0** | **0** | **1** | **0** | **160** | **160** | **95** | **17** | **3** | **0** | **0** | **0** | **0** | **118** | **116** |
| 11:00 - 11:15 | 40 | 6 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 |
| 11:15 - 11:30 | 35 | 7 | 1 | 0 | 0 | 0 | 0 | 43.7 | 44 | 27 | 6 | 3 | 0 | 0 | 0 | 0 | 37.0 | 36 |
| 11:30 - 11:45 | 41 | 4 | 2 | 0 | 0 | 0 | 0 | 46.0 | 47 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 |
| 11:45 - 12:00 | 47 | 4 | 0 | 0 | 0 | 0 | 0 | 50.3 | 52 | 33 | 7 | 1 | 0 | 0 | 0 | 1 | 41.7 | 42 |
| **Hourly Total** | **163** | **21** | **3** | **0** | **0** | **0** | **0** | **187** | **189** | **107** | **19** | **5** | **0** | **0** | **0** | **1** | **134** | **132** |
| 12:00 - 12:15 | 36 | 4 | 1 | 0 | 0 | 0 | 0 | 41.5 | 41 | 30 | 2 | 2 | 0 | 0 | 0 | 0 | 35.0 | 34 |
| 12:15 - 12:30 | 39 | 4 | 1 | 0 | 0 | 0 | 0 | 44.5 | 44 | 31 | 2 | 1 | 0 | 0 | 0 | 0 | 34.5 | 34 |
| 12:30 - 12:45 | 39 | 8 | 1 | 0 | 0 | 1 | 0 | 48.7 | 49 | 24 | 3 | 1 | 0 | 0 | 0 | 1 | 28.7 | 29 |
| 12:45 - 13:00 | 50 | 4 | 2 | 0 | 0 | 0 | 0 | 57.0 | 56 | 23 | 3 | 0 | 0 | 1 | 0 | 1 | 26.7 | 26 |
| **Hourly Total** | **164** | **20** | **5** | **0** | **0** | **1** | **0** | **192** | **190** | **108** | **10** | **4** | **1** | **0** | **1** | **1** | **127** | **123** |
| 13:00 - 13:15 | 42 | 2 | 0 | 0 | 0 | 0 | 1 | 44.4 | 45 | 22 | 7 | 1 | 0 | 0 | 0 | 0 | 30.5 | 30 |
| 13:15 - 13:30 | 35 | 7 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 |
| 13:30 - 13:45 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 |
| 13:45 - 14:00 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 41.0 | 40 | 26 | 3 | 0 | 0 | 1 | 0 | 0 | 40.3 | 39 |
| **Hourly Total** | **151** | **19** | **0** | **0** | **0** | **0** | **1** | **171** | **171** | **107** | **18** | **1** | **1** | **1** | **0** | **0** | **139** | **137** |
| 14:00 - 14:15 | 44 | 9 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 | 36 | 6 | 0 | 1 | 1 | 0 | 0 | 44.3 | 43 |
| 14:15 - 14:30 | 43 | 4 | 1 | 0 | 0 | 0 | 0 | 50.0 | 49 | 29 | 6 | 0 | 0 | 0 | 0 | 1 | 35.4 | 36 |
| 14:30 - 14:45 | 48 | 2 | 1 | 0 | 0 | 0 | 2 | 52.3 | 53 | 21 | 7 | 0 | 0 | 1 | 0 | 0 | 30.3 | 29 |
| 14:45 - 15:00 | 56 | 6 | 1 | 0 | 0 | 0 | 0 | 63.5 | 63 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 26.4 | 29 |
| **Hourly Total** | **191** | **21** | **3** | **0** | **0** | **0** | **2** | **219** | **218** | **109** | **24** | **0** | **2** | **2** | **0** | **1** | **136** | **137** |
| 15:00 - 15:15 | 61 | 6 | 0 | 1 | 0 | 0 | 0 | 69.3 | 68 | 20 | 2 | 1 | 0 | 0 | 0 | 1 | 23.7 | 24 |
| 15:15 - 15:30 | 47 | 7 | 0 | 0 | 0 | 1 | 0 | 54.2 | 55 | 67 | 3 | 0 | 0 | 0 | 0 | 0 | 70.0 | 70 |
| 15:30 - 15:45 | 60 | 3 | 0 | 0 | 0 | 0 | 1 | 63.4 | 64 | 73 | 4 | 0 | 0 | 0 | 0 | 0 | 77.0 | 77 |
| 15:45 - 16:00 | 61 | 5 | 0 | 0 | 1 | 0 | 0 | 68.3 | 67 | 49 | 2 | 0 | 0 | 1 | 0 | 0 | 53.3 | 52 |
| **Hourly Total** | **229** | **21** | **0** | **2** | **0** | **1** | **1** | **255** | **254** | **209** | **11** | **1** | **0** | **1** | **0** | **1** | **224** | **223** |
| 16:00 - 16:15 | 74 | 6 | 0 | 0 | 0 | 1 | 1 | 85.6 | 82 | 43 | 4 | 0 | 0 | 1 | 1 | 1 | 49.2 | 50 |
| 16:15 - 16:30 | 48 | 8 | 1 | 0 | 0 | 0 | 1 | 57.9 | 58 | 52 | 6 | 1 | 0 | 0 | 0 | 0 | 58.5 | 58 |
| 16:30 - 16:45 | 61 | 7 | 0 | 0 | 0 | 1 | 0 | 68.4 | 69 | 44 | 9 | 0 | 0 | 0 | 0 | 1 | 53.4 | 54 |
| 16:45 - 17:00 | 73 | 6 | 0 | 0 | 0 | 0 | 1 | 81.3 | 81 | 48 | 7 | 0 | 0 | 0 | 0 | 0 | 52.5 | 52 |
| **Hourly Total** | **256** | **27** | **1** | **1** | **0** | **2** | **3** | **293** | **290** | **186** | **26** | **1** | **0** | **1** | **1** | **1** | **213** | **213** |
| 17:00 - 17:15 | 79 | 6 | 1 | 0 | 0 | 2 | 0 | 87.3 | 88 | 45 | 9 | 0 | 0 | 0 | 0 | 0 | 54.0 | 54 |
| 17:15 - 17:30 | 63 | 5 | 1 | 0 | 0 | 1 | 0 | 69.5 | 69 | 52 | 7 | 0 | 0 | 1 | 0 | 1 | 61.7 | 61 |
| 17:30 - 17:45 | 76 | 4 | 0 | 0 | 0 | 0 | 0 | 80.0 | 80 | 65 | 7 | 0 | 0 | 0 | 0 | 3 | 73.2 | 76 |
| 17:45 - 18:00 | 62 | 6 | 0 | 0 | 1 | 0 | 0 | 70.3 | 69 | 82 | 7 | 0 | 0 | 0 | 0 | 0 | 89.0 | 89 |
| **Hourly Total** | **280** | **21** | **2** | **0** | **1** | **3** | **0** | **307** | **306** | **244** | **30** | **0** | **1** | **0** | **0** | **4** | **279** | **279** |
| 18:00 - 18:15 | 73 | 4 | 0 | 0 | 0 | 1 | 0 | 77.2 | 76 | 67 | 7 | 0 | 0 | 0 | 0 | 0 | 74.9 | 74 |
| 18:15 - 18:30 | 72 | 2 | 0 | 0 | 0 | 0 | 0 | 74.0 | 74 | 46 | 4 | 0 | 1 | 0 | 0 | 1 | 52.7 | 52 |
| 18:30 - 18:45 | 61 | 1 | 1 | 0 | 0 | 0 | 0 | 63.5 | 63 | 50 | 2 | 1 | 0 | 0 | 0 | 0 | 53.9 | 54 |
| 18:45 - 19:00 | 63 | 4 | 2 | 0 | 0 | 0 | 1 | 70.4 | 70 | 58 | 7 | 3 | 0 | 0 | 0 | 1 | 69.9 | 69 |
| **Hourly Total** | **269** | **11** | **3** | **0** | **0** | **1** | **1** | **285** | **283** | **221** | **20** | **4** | **1** | **0** | **0** | **2** | **251** | **249** |
| **Session Total** | **2810** | **252** | **27** | **7** | **1** | **7** | **19** | **3130** | **3123** | **1810** | **210** | **32** | **6** | **1** | **6** | **12** | **2099** | **2084** |

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Great Ashby Way / B - Gresley Way / C - Glanville Crescent

**Approach:** B - Gresley Way

**B to C**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 07:15 - 07:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 07:30 - 07:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 07:45 - 08:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **10** | **2** | **0** | **0** | **0** | **0** | **0** | **12** | **12** |
| 08:00 - 08:15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 6.5 | 6 |
| 08:15 - 08:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 08:30 - 08:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 08:45 - 09:00 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| **Hourly Total** | **27** | **3** | **1** | **0** | **0** | **0** | **0** | **32** | **31** |
| 09:00 - 09:15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 09:15 - 09:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 09:30 - 09:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 09:45 - 10:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| **Hourly Total** | **24** | **1** | **0** | **0** | **0** | **0** | **0** | **25** | **25** |
| 10:00 - 10:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 10:15 - 10:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 10:30 - 10:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 10:45 - 11:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| **Hourly Total** | **23** | **2** | **0** | **0** | **0** | **0** | **0** | **25** | **25** |
| 11:00 - 11:15 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 3.4 | 4 |
| 11:15 - 11:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:30 - 11:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:45 - 12:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| **Hourly Total** | **14** | **3** | **0** | **0** | **0** | **0** | **1** | **17** | **18** |
| 12:00 - 12:15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 12:45 - 13:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **17** | **2** | **0** | **0** | **0** | **0** | **0** | **19** | **19** |
| 13:00 - 13:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 13:15 - 13:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 13:30 - 13:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 13:45 - 14:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| **Hourly Total** | **17** | **1** | **0** | **0** | **0** | **0** | **0** | **18** | **18** |
| 14:00 - 14:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 14:15 - 14:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:30 - 14:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 14:45 - 15:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| **Hourly Total** | **17** | **1** | **0** | **0** | **0** | **0** | **0** | **18** | **18** |
| 15:00 - 15:15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 15:15 - 15:30 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 15:30 - 15:45 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 15:45 - 16:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| **Hourly Total** | **43** | **2** | **0** | **0** | **0** | **0** | **0** | **45** | **45** |
| 16:00 - 16:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 16:15 - 16:30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 16:30 - 16:45 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 16:45 - 17:00 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| **Hourly Total** | **41** | **3** | **0** | **0** | **0** | **0** | **0** | **44** | **44** |
| 17:00 - 17:15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 17:15 - 17:30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 17:30 - 17:45 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| 17:45 - 18:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| **Hourly Total** | **54** | **1** | **0** | **0** | **0** | **0** | **0** | **55** | **55** |
| 18:00 - 18:15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 18:15 - 18:30 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 18:30 - 18:45 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 18:45 - 19:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| **Hourly Total** | **48** | **1** | **0** | **0** | **0** | **0** | **0** | **49** | **49** |
| **Session Total** | **335** | **22** | **1** | **0** | **0** | **0** | **1** | **359** | **359** |

**B to A**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 21.5 | 21 |
| 07:15 - 07:30 | 22 | 1 | 0 | 0 | 0 | 1 | 0 | 23.2 | 24 |
| 07:30 - 07:45 | 32 | 2 | 0 | 0 | 0 | 1 | 0 | 34.2 | 35 |
| 07:45 - 08:00 | 35 | 4 | 1 | 0 | 0 | 0 | 0 | 40.5 | 40 |
| **Hourly Total** | **108** | **8** | **2** | **0** | **0** | **2** | **0** | **119** | **120** |
| 08:00 - 08:15 | 35 | 2 | 1 | 0 | 0 | 0 | 0 | 38.5 | 38 |
| 08:15 - 08:30 | 51 | 2 | 1 | 0 | 0 | 0 | 0 | 54.5 | 54 |
| 08:30 - 08:45 | 29 | 4 | 1 | 0 | 0 | 0 | 0 | 34.5 | 34 |
| 08:45 - 09:00 | 46 | 4 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 |
| **Hourly Total** | **161** | **12** | **3** | **0** | **0** | **0** | **0** | **178** | **176** |
| 09:00 - 09:15 | 45 | 2 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 |
| 09:15 - 09:30 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 28.5 | 28 |
| 09:30 - 09:45 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | 20.4 | 21 |
| 09:45 - 10:00 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 23.0 | 22 |
| **Hourly Total** | **105** | **9** | **3** | **0** | **0** | **0** | **1** | **119** | **118** |
| 10:00 - 10:15 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 |
| 10:15 - 10:30 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 28.5 | 28 |
| 10:30 - 10:45 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| 10:45 - 11:00 | 26 | 6 | 1 | 1 | 0 | 0 | 0 | 35.8 | 34 |
| **Hourly Total** | **87** | **15** | **3** | **1** | **0** | **0** | **0** | **109** | **106** |
| 11:00 - 11:15 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| 11:15 - 11:30 | 25 | 5 | 3 | 0 | 0 | 0 | 0 | 34.5 | 33 |
| 11:30 - 11:45 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 20.5 | 20 |
| 11:45 - 12:00 | 29 | 5 | 1 | 0 | 0 | 1 | 0 | 35.7 | 36 |
| **Hourly Total** | **93** | **14** | **5** | **0** | **0** | **1** | **0** | **115** | **113** |
| 12:00 - 12:15 | 29 | 2 | 2 | 0 | 0 | 0 | 0 | 34.0 | 33 |
| 12:15 - 12:30 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| 12:30 - 12:45 | 20 | 3 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 |
| 12:45 - 13:00 | 20 | 3 | 0 | 1 | 0 | 0 | 1 | 25.7 | 25 |
| **Hourly Total** | **97** | **10** | **3** | **1** | **0** | **0** | **1** | **114** | **112** |
| 13:00 - 13:15 | 20 | 4 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 |
| 13:15 - 13:30 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 |
| 13:30 - 13:45 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 |
| 13:45 - 14:00 | 30 | 2 | 0 | 1 | 0 | 0 | 0 | 34.3 | 33 |
| **Hourly Total** | **106** | **14** | **1** | **1** | **0** | **0** | **0** | **124** | **122** |
| 14:00 - 14:15 | 33 | 4 | 0 | 1 | 0 | 0 | 0 | 39.3 | 38 |
| 14:15 - 14:30 | 28 | 6 | 0 | 0 | 0 | 0 | 1 | 34.4 | 35 |
| 14:30 - 14:45 | 21 | 7 | 0 | 1 | 0 | 0 | 0 | 30.3 | 29 |
| 14:45 - 15:00 | 22 | 5 | 0 | 0 | 0 | 0 | 1 | 27.4 | 28 |
| **Hourly Total** | **104** | **22** | **0** | **2** | **0** | **0** | **2** | **131** | **130** |
| 15:00 - 15:15 | 17 | 2 | 1 | 0 | 0 | 1 | 0 | 20.7 | 21 |
| 15:15 - 15:30 | 66 | 3 | 0 | 0 | 0 | 0 | 0 | 69.0 | 69 |
| 15:30 - 15:45 | 67 | 4 | 0 | 0 | 0 | 0 | 0 | 71.0 | 71 |
| 15:45 - 16:00 | 45 | 2 | 0 | 1 | 0 | 0 | 0 | 49.3 | 48 |
| **Hourly Total** | **195** | **11** | **1** | **1** | **0** | **1** | **0** | **210** | **209** |
| 16:00 - 16:15 | 39 | 4 | 0 | 0 | 1 | 1 | 0 | 45.2 | 45 |
| 16:15 - 16:30 | 50 | 4 | 1 | 0 | 0 | 0 | 0 | 55.5 | 55 |
| 16:30 - 16:45 | 42 | 9 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 |
| 16:45 - 17:00 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 |
| **Hourly Total** | **169** | **23** | **1** | **0** | **1** | **1** | **0** | **196** | **195** |
| 17:00 - 17:15 | 43 | 9 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 |
| 17:15 - 17:30 | 51 | 7 | 0 | 1 | 0 | 0 | 1 | 60.7 | 60 |
| 17:30 - 17:45 | 61 | 7 | 0 | 0 | 0 | 0 | 3 | 69.2 | 71 |
| 17:45 - 18:00 | 78 | 6 | 0 | 0 | 0 | 0 | 0 | 84.0 | 84 |
| **Hourly Total** | **233** | **29** | **0** | **1** | **0** | **0** | **4** | **266** | **267** |
| 18:00 - 18:15 | 63 | 7 | 0 | 0 | 0 | 0 | 0 | 70.0 | 70 |
| 18:15 - 18:30 | 44 | 4 | 0 | 1 | 0 | 0 | 1 | 50.7 | 50 |
| 18:30 - 18:45 | 46 | 2 | 0 | 0 | 0 | 0 | 1 | 48.4 | 49 |
| 18:45 - 19:00 | 53 | 5 | 1 | 0 | 0 | 0 | 1 | 59.9 | 60 |
| **Hourly Total** | **206** | **18** | **1** | **1** | **0** | **0** | **3** | **229** | **229** |
| **Session Total** | **1664** | **185** | **23** | **8** | **1** | **5** | **11** | **1909** | **1897** |

**B to B**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 09:00 - 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:30 - 10:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:30 - 12:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 16:00 - 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:15 - 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 18:00 - 18:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **3** | **3** |
| **Session Total** | **12** | **4** | **0** | **0** | **0** | **0** | **0** | **16** | **16** |

**From B**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 23.5 | 23 |
| 07:15 - 07:30 | 26 | 1 | 0 | 0 | 0 | 1 | 0 | 27.2 | 28 |
| 07:30 - 07:45 | 35 | 3 | 0 | 0 | 0 | 1 | 0 | 38.2 | 39 |
| 07:45 - 08:00 | 37 | 4 | 1 | 0 | 0 | 0 | 0 | 42.5 | 42 |
| **Hourly Total** | **118** | **10** | **2** | **0** | **0** | **2** | **0** | **131** | **132** |
| 08:00 - 08:15 | 40 | 2 | 2 | 0 | 0 | 0 | 0 | 45.0 | 44 |
| 08:15 - 08:30 | 62 | 2 | 1 | 0 | 0 | 0 | 0 | 65.5 | 65 |
| 08:30 - 08:45 | 33 | 4 | 1 | 0 | 0 | 0 | 0 | 38.5 | 38 |
| 08:45 - 09:00 | 55 | 7 | 0 | 0 | 0 | 0 | 0 | 62.0 | 62 |
| **Hourly Total** | **190** | **15** | **4** | **0** | **0** | **0** | **0** | **211** | **209** |
| 09:00 - 09:15 | 58 | 2 | 0 | 0 | 0 | 0 | 0 | 60.0 | 60 |
| 09:15 - 09:30 | 29 | 4 | 1 | 0 | 0 | 0 | 0 | 34.5 | 34 |
| 09:30 - 09:45 | 21 | 2 | 0 | 0 | 0 | 0 | 1 | 23.4 | 24 |
| 09:45 - 10:00 | 22 | 2 | 2 | 0 | 0 | 0 | 0 | 27.0 | 26 |
| **Hourly Total** | **130** | **10** | **3** | **0** | **0** | **0** | **1** | **145** | **144** |
| 10:00 - 10:15 | 31 | 3 | 1 | 0 | 0 | 0 | 0 | 35.5 | 35 |
| 10:15 - 10:30 | 27 | 6 | 1 | 0 | 0 | 0 | 0 | 34.5 | 34 |
| 10:30 - 10:45 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 |
| 10:45 - 11:00 | 29 | 7 | 1 | 1 | 0 | 0 | 0 | 39.8 | 38 |
| **Hourly Total** | **111** | **18** | **3** | **1** | **0** | **0** | **0** | **136** | **133** |
| 11:00 - 11:15 | 25 | 2 | 0 | 0 | 0 | 0 | 1 | 27.4 | 28 |
| 11:15 - 11:30 | 30 | 5 | 3 | 0 | 0 | 0 | 0 | 39.5 | 38 |
| 11:30 - 11:45 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 |
| 11:45 - 12:00 | 32 | 7 | 1 | 0 | 0 | 1 | 0 | 40.7 | 41 |
| **Hourly Total** | **108** | **17** | **5** | **0** | **0** | **1** | **1** | **133** | **132** |
| 12:00 - 12:15 | 37 | 3 | 2 | 0 | 0 | 0 | 0 | 43.0 | 42 |
| 12:15 - 12:30 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 |
| 12:30 - 12:45 | 29 | 3 | 1 | 0 | 0 | 0 | 0 | 33.5 | 33 |
| 12:45 - 13:00 | 21 | 4 | 0 | 1 | 0 | 0 | 1 | 27.7 | 27 |
| **Hourly Total** | **115** | **13** | **3** | **1** | **0** | **0** | **1** | **135** | **133** |
| 13:00 - 13:15 | 24 | 4 | 1 | 0 | 0 | 0 | 0 | 29.5 | 29 |
| 13:15 - 13:30 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 |
| 13:30 - 13:45 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| 13:45 - 14:00 | 35 | 2 | 0 | 1 | 0 | 0 | 0 | 39.3 | 38 |
| **Hourly Total** | **123** | **15** | **1** | **1** | **0** | **0** | **0** | **142** | **140** |
| 14:00 - 14:15 | 39 | 4 | 0 | 1 | 0 | 0 | 0 | 45.3 | 44 |
| 14:15 - 14:30 | 31 | 6 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 |
| 14:30 - 14:45 | 26 | 7 | 0 | 1 | 0 | 0 | 0 | 35.3 | 34 |
| 14:45 - 15:00 | 26 | 6 | 0 | 0 | 0 | 0 | 1 | 32.4 | 33 |
| **Hourly Total** | **122** | **23** | **0** | **2** | **0** | **0** | **2** | **150** | **149** |
| 15:00 - 15:15 | 21 | 3 | 1 | 0 | 0 | 1 | 0 | 25.7 | 26 |
| 15:15 - 15:30 | 83 | 3 | 0 | 0 | 0 | 0 | 0 | 86.0 | 86 |
| 15:30 - 15:45 | 81 | 5 | 0 | 0 | 0 | 0 | 0 | 86.0 | 86 |
| 15:45 - 16:00 | 54 | 2 | 0 | 1 | 0 | 0 | 0 | 58.3 | 57 |
| **Hourly Total** | **239** | **13** | **1** | **1** | **0** | **1** | **0** | **256** | **255** |
| 16:00 - 16:15 | 47 | 5 | 0 | 0 | 1 | 1 | 0 | 54.2 | 54 |
| 16:15 - 16:30 | 60 | 4 | 1 | 0 | 0 | 0 | 0 | 65.5 | 65 |
| 16:30 - 16:45 | 54 | 9 | 0 | 0 | 0 | 0 | 0 | 63.0 | 63 |
| 16:45 - 17:00 | 51 | 8 | 0 | 0 | 0 | 0 | 0 | 59.0 | 59 |
| **Hourly Total** | **212** | **26** | **1** | **0** | **1** | **1** | **0** | **242** | **241** |
| 17:00 - 17:15 | 58 | 9 | 0 | 0 | 0 | 0 | 0 | 67.0 | 67 |
| 17:15 - 17:30 | 60 | 8 | 0 | 1 | 0 | 0 | 1 | 70.7 | 70 |
| 17:30 - 17:45 | 80 | 8 | 0 | 0 | 0 | 0 | 3 | 89.2 | 91 |
| 17:45 - 18:00 | 89 | 6 | 0 | 0 | 0 | 0 | 0 | 95.0 | 95 |
| **Hourly Total** | **287** | **31** | **0** | **1** | **0** | **0** | **4** | **322** | **323** |
| 18:00 - 18:15 | 79 | 8 | 0 | 0 | 0 | 0 | 0 | 87.0 | 87 |
| 18:15 - 18:30 | 56 | 5 | 0 | 1 | 0 | 0 | 1 | 63.7 | 63 |
| 18:30 - 18:45 | 55 | 2 | 0 | 0 | 0 | 0 | 1 | 57.4 | 58 |
| 18:45 - 19:00 | 66 | 5 | 1 | 0 | 0 | 0 | 1 | 72.9 | 73 |
| **Hourly Total** | **256** | **20** | **1** | **1** | **0** | **0** | **3** | **281** | **281** |
| **Session Total** | **2011** | **211** | **24** | **8** | **1** | **5** | **12** | **2284** | **2272** |

**To B**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 57 | 10 | 0 | 0 | 0 | 0 | 1 | 67.4 | 68 |
| 07:15 - 07:30 | 70 | 9 | 0 | 0 | 0 | 0 | 2 | 79.8 | 81 |
| 07:30 - 07:45 | 102 | 8 | 0 | 0 | 1 | 0 | 2 | 112.8 | 113 |
| 07:45 - 08:00 | 103 | 7 | 0 | 0 | 0 | 0 | 1 | 110.4 | 111 |
| **Hourly Total** | **332** | **34** | **0** | **0** | **1** | **0** | **6** | **370** | **373** |
| 08:00 - 08:15 | 178 | 8 | 0 | 0 | 0 | 0 | 1 | 186.4 | 187 |
| 08:15 - 08:30 | 125 | 7 | 2 | 0 | 0 | 0 | 0 | 135.0 | 134 |
| 08:30 - 08:45 | 124 | 4 | 1 | 0 | 0 | 0 | 1 | 129.9 | 130 |
| 08:45 - 09:00 | 109 | 4 | 1 | 0 | 0 | 0 | 0 | 114.5 | 114 |
| **Hourly Total** | **536** | **23** | **4** | **0** | **0** | **0** | **2** | **566** | **565** |
| 09:00 - 09:15 | 72 | 8 | 0 | 0 | 0 | 0 | 0 | 80.0 | 80 |
| 09:15 - 09:30 | 45 | 1 | 0 | 1 | 0 | 0 | 0 | 48.3 | 47 |
| 09:30 - 09:45 | 40 | 1 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 |
| 09:45 - 10:00 | 43 | 6 | 0 | 0 | 0 | 0 | 1 | 49.4 | 50 |
| **Hourly Total** | **200** | **16** | **0** | **1** | **0** | **0** | **1** | **219** | **218** |
| 10:00 - 10:15 | 40 | 6 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 |
| 10:15 - 10:30 | 30 | 4 | 0 | 0 | 0 | 1 | 0 | 34.2 | 35 |
| 10:30 - 10:45 | 41 | 3 | 2 | 0 | 0 | 0 | 0 | 47.0 | 46 |
| 10:45 - 11:00 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 |
| **Hourly Total** | **146** | **18** | **2** | **0** | **0** | **1** | **0** | **167** | **167** |
| 11:00 - 11:15 | 45 | 5 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 |
| 11:15 - 11:30 | 42 | 7 | 1 | 0 | 0 | 1 | 0 | 50.7 | 51 |
| 11:30 - 11:45 | 39 | 4 | 2 | 0 | 0 | 0 | 0 | 46.0 | 45 |
| 11:45 - 12:00 | 53 | 4 | 0 | 1 | 0 | 0 | 0 | 59.3 | 58 |
| **Hourly Total** | **179** | **20** | **3** | **1** | **0** | **1** | **0** | **206** | **204** |
| 12:00 - 12:15 | 44 | 6 | 1 | 0 | 0 | 0 | 0 | 51.5 | 51 |
| 12:15 - 12:30 | 40 | 5 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 |
| 12:30 - 12:45 | 37 | 7 | 1 | 0 | 0 | 0 | 0 | 45.5 | 45 |
| 12:45 - 13:00 | 52 | 4 | 2 | 0 | 0 | 0 | 0 | 59.0 | 58 |
| **Hourly Total** | **173** | **22** | **4** | **0** | **0** | **0** | **0** | **201** | **199** |
| 13:00 - 13:15 | 44 | 0 | 0 | 0 | 0 | 0 | 1 | 44.4 | 45 |
| 13:15 - 13:30 | 36 | 7 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 |
| 13:30 - 13:45 | 38 | 9 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 |
| 13:45 - 14:00 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| **Hourly Total** | **151** | **18** | **0** | **0** | **0** | **0** | **1** | **169** | **170** |
| 14:00 - 14:15 | 46 | 6 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 |
| 14:15 - 14:30 | 46 | 4 | 1 | 1 | 0 | 0 | 0 | 53.8 | 52 |
| 14:30 - 14:45 | 54 | 2 | 1 | 0 | 0 | 0 | 2 | 58.3 | 59 |
| 14:45 - 15:00 | 68 | 7 | 1 | 0 | 0 | 0 | 0 | 76.5 | 76 |
| **Hourly Total** | **214** | **19** | **3** | **1** | **0** | **0** | **2** | **241** | **239** |
| 15:00 - 15:15 | 70 | 7 | 0 | 1 | 0 | 0 | 0 | 79.3 | 78 |
| 15:15 - 15:30 | 54 | 6 | 0 | 0 | 0 | 1 | 0 | 60.2 | 61 |
| 15:30 - 15:45 | 74 | 4 | 0 | 0 | 0 | 0 | 1 | 78.4 | 79 |
| 15:45 - 16:00 | 57 | 6 | 0 | 1 | 0 | 0 | 0 | 65.3 | 64 |
| **Hourly Total** | **255** | **23** | **0** | **2** | **0** | **1** | **1** | **283** | **282** |
| 16:00 - 16:15 | 77 | 6 | 0 | 0 | 0 | 1 | 0 | 83.2 | 84 |
| 16:15 - 16:30 | 60 | 8 | 1 | 0 | 0 | 0 | 1 | 69.9 | 70 |
| 16:30 - 16:45 | 64 | 6 | 0 | 0 | 0 | 0 | 0 | 70.0 | 70 |
| 16:45 - 17:00 | 73 | 5 | 0 | 1 | 0 | 1 | 0 | 80.5 | 80 |
| **Hourly Total** | **274** | **25** | **1** | **1** | **0** | **2** | **1** | **304** | **304** |
| 17:00 - 17:15 | 82 | 6 | 1 | 0 | 0 | 0 | 2 | 90.3 | 91 |
| 17:15 - 17:30 | 71 | 5 | 1 | 0 | 0 | 0 | 0 | 77.5 | 77 |
| 17:30 - 17:45 | 83 | 4 | 0 | 0 | 0 | 0 | 0 | 87.0 | 87 |
| 17:45 - 18:00 | 65 | 6 | 0 | 1 | 0 | 0 | 0 | 73.3 | 72 |
| **Hourly Total** | **301** | **21** | **2** | **1** | **0** | **0** | **2** | **328** | **327** |
| 18:00 - 18:15 | 79 | 5 | 0 | 0 | 0 | 0 | 0 | 84.0 | 84 |
| 18:15 - 18:30 | 78 | 4 | 0 | 0 | 0 | 0 | 0 | 82.0 | 82 |
| 18:30 - 18:45 | 65 | 1 | 0 | 0 | 0 | 0 | 0 | 66.0 | 66 |
| 18:45 - 19:00 | 71 | 3 | 0 | 0 | 0 | 0 | 1 | 74.4 | 75 |
| **Hourly Total** | **293** | **13** | **0** | **0** | **0** | **0** | **1** | **306** | **307** |
| **Session Total** | **3054** | **252** | **19** | **7** | **1** | **5** | **17** | **3360** | **3355** |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Great Ashby Way / B - Greley Way / C - Glanville Crescent

**Approach:** C - Glanville Crescent

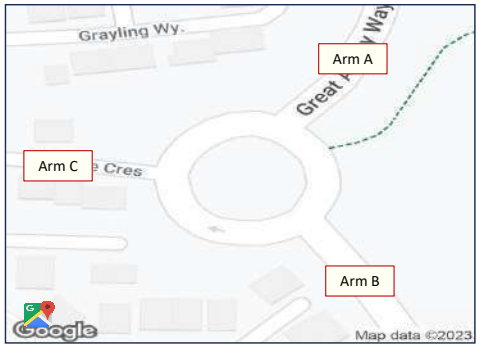
| | C to A | | | | | | | | | C to B | | | | | | | | | C to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **5** | **5** | **52** | **1** | **0** | **0** | **0** | **0** | **0** | **53** | **53** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 20.0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **9** | **1** | **0** | **0** | **0** | **0** | **0** | **10** | **10** | **73** | **5** | **1** | **0** | **0** | **0** | **0** | **79** | **79** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **3** | **3** | **22** | **3** | **0** | **0** | **0** | **0** | **0** | **25** | **25** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **2** | **2** | **0** | **0** | **0** | **0** | **0** | **4** | **4** | **15** | **3** | **0** | **0** | **0** | **0** | **0** | **18** | **18** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **4** | **3** | **0** | **0** | **0** | **0** | **0** | **7** | **7** | **26** | **5** | **0** | **0** | **0** | **0** | **0** | **31** | **31** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:30 - 12:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **4** | **19** | **3** | **0** | **0** | **0** | **0** | **0** | **22** | **22** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 13:00 - 13:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **1** | **3** | **0** | **0** | **0** | **0** | **0** | **4** | **4** | **12** | **1** | **0** | **0** | **0** | **0** | **0** | **13** | **13** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 6.4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **28** | **1** | **0** | **0** | **0** | **0** | **1** | **29** | **30** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **31** | **3** | **0** | **0** | **0** | **0** | **0** | **34** | **34** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 16:00 - 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **3** | **1** | **0** | **0** | **0** | **0** | **0** | **4** | **4** | **31** | **1** | **0** | **0** | **0** | **0** | **0** | **33** | **33** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **5** | **5** | **38** | **1** | **0** | **0** | **0** | **0** | **0** | **39** | **39** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **8** | **1** | **0** | **0** | **0** | **0** | **0** | **9** | **9** | **40** | **2** | **0** | **0** | **0** | **0** | **0** | **42** | **42** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Session Total** | **51** | **14** | **0** | **0** | **0** | **0** | **0** | **65** | **65** | **387** | **29** | **1** | **0** | **0** | **0** | **1** | **418** | **418** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **3** |

| | From C | | | | | | | | | To C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 07:15 - 07:30 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 07:30 - 07:45 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 07:45 - 08:00 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| **Hourly Total** | **56** | **2** | **0** | **0** | **0** | **0** | **0** | **58** | **58** | **15** | **2** | **0** | **0** | **0** | **0** | **0** | **17** | **17** |
| 08:00 - 08:15 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 08:15 - 08:30 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 23.5 | 22 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 08:30 - 08:45 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 08:45 - 09:00 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| **Hourly Total** | **82** | **6** | **1** | **0** | **0** | **0** | **0** | **90** | **88** | **32** | **4** | **1** | **0** | **0** | **0** | **0** | **37** | **37** |
| 09:00 - 09:15 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 09:15 - 09:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 09:30 - 09:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 09:45 - 10:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| **Hourly Total** | **25** | **4** | **0** | **0** | **0** | **0** | **0** | **29** | **29** | **27** | **1** | **0** | **0** | **0** | **0** | **0** | **28** | **28** |
| 10:00 - 10:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 10:15 - 10:30 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 10:30 - 10:45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 10:45 - 11:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| **Hourly Total** | **17** | **5** | **0** | **0** | **0** | **0** | **0** | **22** | **22** | **27** | **5** | **0** | **0** | **0** | **0** | **0** | **30** | **30** |
| 11:00 - 11:15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 5.4 | 6 |
| 11:15 - 11:30 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 11:30 - 11:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:45 - 12:00 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| **Hourly Total** | **30** | **8** | **0** | **0** | **0** | **0** | **0** | **38** | **38** | **15** | **7** | **0** | **0** | **0** | **0** | **1** | **22** | **23** |
| 12:00 - 12:15 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 12:15 - 12:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 12:30 - 12:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 12:45 - 13:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| **Hourly Total** | **25** | **3** | **0** | **0** | **0** | **0** | **0** | **28** | **28** | **23** | **4** | **0** | **0** | **0** | **0** | **0** | **27** | **27** |
| 13:00 - 13:15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 13:15 - 13:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 13:30 - 13:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 13:45 - 14:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| **Hourly Total** | **13** | **4** | **0** | **0** | **0** | **0** | **0** | **17** | **17** | **19** | **2** | **0** | **0** | **0** | **0** | **0** | **21** | **21** |
| 14:00 - 14:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 14:15 - 14:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 14:30 - 14:45 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 6.4 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 5.4 | 6 |
| 14:45 - 15:00 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| **Hourly Total** | **30** | **1** | **0** | **0** | **0** | **0** | **1** | **31** | **32** | **20** | **2** | **0** | **0** | **0** | **0** | **1** | **22** | **23** |
| 15:00 - 15:15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 15:15 - 15:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 15:30 - 15:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| 15:45 - 16:00 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| **Hourly Total** | **37** | **3** | **0** | **0** | **0** | **0** | **0** | **40** | **40** | **51** | **3** | **0** | **0** | **0** | **0** | **0** | **54** | **54** |
| 16:00 - 16:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 9.4 | 10 |
| 16:15 - 16:30 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 16:30 - 16:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 16:45 - 17:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| **Hourly Total** | **36** | **2** | **0** | **0** | **0** | **0** | **0** | **38** | **38** | **46** | **5** | **0** | **0** | **0** | **0** | **1** | **51** | **52** |
| 17:00 - 17:15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| 17:15 - 17:30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 17:30 - 17:45 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 17:45 - 18:00 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| **Hourly Total** | **42** | **2** | **0** | **0** | **0** | **0** | **0** | **44** | **44** | **64** | **3** | **0** | **0** | **0** | **0** | **0** | **67** | **67** |
| 18:00 - 18:15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 20.2 | 21 |
| 18:15 - 18:30 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 18:30 - 18:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 18:45 - 19:00 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| **Hourly Total** | **48** | **2** | **0** | **0** | **0** | **0** | **0** | **51** | **51** | **59** | **1** | **0** | **0** | **0** | **0** | **1** | **60** | **61** |
| **Session Total** | **441** | **43** | **1** | **0** | **0** | **0** | **1** | **486** | **486** | **346** | **39** | **1** | **0** | **0** | **0** | **1** | **392** | **392** |

## *Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** **A - Great Ashby Way / B - Gresley Way / C - Glanville Crescent**




| | |
|---|---|
| **Matrix Totals:** | **Counts** |
| **Show single Session:** | **No** |
| | ***07:00 to 19:00*** |
| **Custom Start / End:** | **07:00** **19:00** |
| **Show Peak Times:** | **No** |

**Arm Destination**

| Arm Origin | A | B | C | Total | % Total |
|---|---|---|---|---|---|
| A | 122 | 2921 | 80 | **3123** | **100.00%** |
| B | 1897 | 16 | 359 | **2272** | **100.00%** |
| C | 65 | 418 | 3 | **486** | **100.00%** |
| **Total** | **2084** | **3355** | **442** | | |
| **% Total** | **100.00%** | **100.00%** | **100.00%** | | |

| Classifications | Include |
|---|---|
| CAR | **Yes** |
| LGV | **Yes** |
| OGV1 | **Yes** |
| OGV2 | **Yes** |
| BUS | **Yes** |
| P/CYCLE | **Yes** |
| M/CYCLE | **Yes** |

*Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction: A - Great Ashby Way / B - Gresley Way / C - Glanville Crescent**

| | A - Great Ashby Way | B - Gresley Way | C - Glanville Crescent |
|---|---|---|---|
| | Lane 1 | Lane 1 | Lane 1 |
| Survey Period | MAX | MAX | MAX |
| 07:00 - 07:05 | 0 | 0 | 0 |
| 07:05 - 07:10 | 0 | 0 | 0 |
| 07:10 - 07:15 | 0 | 0 | 0 |
| 07:15 - 07:20 | 0 | 0 | 0 |
| 07:20 - 07:25 | 0 | 0 | 1 |
| 07:25 - 07:30 | 1 | 0 | 0 |
| 07:30 - 07:35 | 1 | 0 | 1 |
| 07:35 - 07:40 | 1 | 0 | 0 |
| 07:40 - 07:45 | 0 | 0 | 0 |
| 07:45 - 07:50 | 2 | 0 | 0 |
| 07:50 - 07:55 | 0 | 0 | 0 |
| 07:55 - 08:00 | 0 | 0 | 0 |
| 08:00 - 08:05 | 2 | 1 | 0 |
| 08:05 - 08:10 | 0 | 0 | 0 |
| 08:10 - 08:15 | 0 | 1 | 0 |
| 08:15 - 08:20 | 3 | 0 | 0 |
| 08:20 - 08:25 | 7 | 0 | 0 |
| 08:25 - 08:30 | 3 | 0 | 1 |
| 08:30 - 08:35 | 1 | 0 | 0 |
| 08:35 - 08:40 | 0 | 0 | 0 |
| 08:40 - 08:45 | 0 | 0 | 0 |
| 08:45 - 08:50 | 0 | 0 | 1 |
| 08:50 - 08:55 | 2 | 0 | 1 |
| 08:55 - 09:00 | 0 | 0 | 0 |
| 09:00 - 09:05 | 1 | 0 | 0 |
| 09:05 - 09:10 | 0 | 0 | 0 |
| 09:10 - 09:15 | 0 | 0 | 2 |
| 09:15 - 09:20 | 0 | 1 | 0 |
| 09:20 - 09:25 | 0 | 0 | 0 |
| 09:25 - 09:30 | 0 | 1 | 0 |
| 09:30 - 09:35 | 0 | 0 | 1 |
| 09:35 - 09:40 | 0 | 0 | 0 |
| 09:40 - 09:45 | 0 | 0 | 0 |
| 09:45 - 09:50 | 0 | 0 | 0 |
| 09:50 - 09:55 | 0 | 0 | 0 |
| 09:55 - 10:00 | 0 | 0 | 0 |
| 10:00 - 10:05 | 0 | 0 | 0 |
| 10:05 - 10:10 | 0 | 0 | 0 |
| 10:10 - 10:15 | 1 | 0 | 0 |
| 10:15 - 10:20 | 0 | 0 | 0 |
| 10:20 - 10:25 | 0 | 0 | 0 |
| 10:25 - 10:30 | 0 | 0 | 0 |
| 10:30 - 10:35 | 0 | 0 | 0 |
| 10:35 - 10:40 | 0 | 0 | 0 |
| 10:40 - 10:45 | 0 | 0 | 0 |
| 10:45 - 10:50 | 0 | 0 | 0 |
| 10:50 - 10:55 | 0 | 0 | 0 |
| 10:55 - 11:00 | 0 | 0 | 1 |
| 11:00 - 11:05 | 0 | 0 | 0 |
| 11:05 - 11:10 | 0 | 0 | 0 |
| 11:10 - 11:15 | 0 | 0 | 0 |
| 11:15 - 11:20 | 0 | 0 | 0 |
| 11:20 - 11:25 | 0 | 0 | 0 |
| 11:25 - 11:30 | 0 | 1 | 0 |
| 11:30 - 11:35 | 0 | 0 | 1 |
| 11:35 - 11:40 | 0 | 0 | 0 |
| 11:40 - 11:45 | 0 | 0 | 0 |
| 11:45 - 11:50 | 0 | 0 | 0 |
| 11:50 - 11:55 | 0 | 0 | 1 |
| 11:55 - 12:00 | 3 | 0 | 0 |
| 12:00 - 12:05 | 0 | 0 | 0 |
| 12:05 - 12:10 | 0 | 0 | 0 |
| 12:10 - 12:15 | 2 | 1 | 0 |
| 12:15 - 12:20 | 1 | 0 | 1 |
| 12:20 - 12:25 | 0 | 0 | 0 |
| 12:25 - 12:30 | 0 | 0 | 0 |
| 12:30 - 12:35 | 0 | 0 | 0 |
| 12:35 - 12:40 | 2 | 0 | 0 |
| 12:40 - 12:45 | 0 | 0 | 0 |
| 12:45 - 12:50 | 0 | 0 | 0 |
| 12:50 - 12:55 | 0 | 0 | 0 |
| 12:55 - 13:00 | 0 | 0 | 0 |
| 13:00 - 13:05 | 0 | 1 | 0 |
| 13:05 - 13:10 | 1 | 0 | 1 |
| 13:10 - 13:15 | 0 | 0 | 0 |
| 13:15 - 13:20 | 0 | 0 | 0 |
| 13:20 - 13:25 | 0 | 0 | 0 |
| 13:25 - 13:30 | 0 | 0 | 0 |
| 13:30 - 13:35 | 1 | 0 | 0 |
| 13:35 - 13:40 | 0 | 0 | 0 |
| 13:40 - 13:45 | 0 | 0 | 0 |
| 13:45 - 13:50 | 0 | 0 | 0 |
| 13:50 - 13:55 | 0 | 0 | 0 |
| 13:55 - 14:00 | 0 | 0 | 0 |
| 14:00 - 14:05 | 1 | 1 | 0 |
| 14:05 - 14:10 | 0 | 0 | 0 |
| 14:10 - 14:15 | 0 | 1 | 0 |
| 14:15 - 14:20 | 0 | 0 | 0 |
| 14:20 - 14:25 | 0 | 0 | 0 |
| 14:25 - 14:30 | 0 | 0 | 0 |
| 14:30 - 14:35 | 0 | 0 | 0 |
| 14:35 - 14:40 | 0 | 0 | 0 |
| 14:40 - 14:45 | 0 | 1 | 0 |
| 14:45 - 14:50 | 1 | 0 | 0 |
| 14:50 - 14:55 | 0 | 0 | 0 |
| 14:55 - 15:00 | 1 | 0 | 0 |
| 15:00 - 15:05 | 1 | 0 | 0 |
| 15:05 - 15:10 | 0 | 0 | 0 |
| 15:10 - 15:15 | 0 | 0 | 0 |
| 15:15 - 15:20 | 0 | 0 | 1 |
| 15:20 - 15:25 | 0 | 0 | 0 |
| 15:25 - 15:30 | 0 | 0 | 0 |
| 15:30 - 15:35 | 1 | 1 | 0 |
| 15:35 - 15:40 | 0 | 2 | 0 |
| 15:40 - 15:45 | 0 | 0 | 0 |
| 15:45 - 15:50 | 0 | 0 | 0 |
| 15:50 - 15:55 | 0 | 0 | 1 |
| 15:55 - 16:00 | 5 | 1 | 0 |
| 16:00 - 16:05 | 0 | 0 | 1 |
| 16:05 - 16:10 | 0 | 0 | 0 |
| 16:10 - 16:15 | 0 | 0 | 1 |
| 16:15 - 16:20 | 0 | 0 | 0 |
| 16:20 - 16:25 | 0 | 0 | 0 |
| 16:25 - 16:30 | 0 | 0 | 0 |
| 16:30 - 16:35 | 0 | 0 | 0 |
| 16:35 - 16:40 | 0 | 2 | 0 |
| 16:40 - 16:45 | 0 | 2 | 0 |
| 16:45 - 16:50 | 1 | 1 | 0 |
| 16:50 - 16:55 | 0 | 0 | 0 |
| 16:55 - 17:00 | 2 | 0 | 0 |
| 17:00 - 17:05 | 0 | 0 | 0 |
| 17:05 - 17:10 | 1 | 0 | 0 |
| 17:10 - 17:15 | 0 | 0 | 0 |
| 17:15 - 17:20 | 0 | 1 | 1 |
| 17:20 - 17:25 | 3 | 0 | 0 |
| 17:25 - 17:30 | 0 | 0 | 0 |
| 17:30 - 17:35 | 0 | 0 | 1 |
| 17:35 - 17:40 | 1 | 1 | 0 |
| 17:40 - 17:45 | 0 | 0 | 1 |
| 17:45 - 17:50 | 0 | 0 | 0 |
| 17:50 - 17:55 | 0 | 1 | 0 |
| 17:55 - 18:00 | 0 | 0 | 1 |
| 18:00 - 18:05 | 3 | 0 | 0 |
| 18:05 - 18:10 | 0 | 0 | 0 |
| 18:10 - 18:15 | 0 | 0 | 0 |
| 18:15 - 18:20 | 0 | 2 | 0 |
| 18:20 - 18:25 | 0 | 0 | 0 |
| 18:25 - 18:30 | 0 | 0 | 0 |
| 18:30 - 18:35 | 0 | 0 | 0 |
| 18:35 - 18:40 | 0 | 0 | 0 |
| 18:40 - 18:45 | 0 | 1 | 1 |
| 18:45 - 18:50 | 0 | 3 | 0 |
| 18:50 - 18:55 | 0 | 3 | 0 |
| 18:55 - 19:00 | 0 | 0 | 0 |

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Gresley Way (North) / B - Gresley Way (South East) / C - Martins Way**

| CLASSIFICATION | PCU |
|---|---|
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |
| P/CYCLE | 0.2 |
| M/CYCLE | 0.4 |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Greeley Way (North) / B - Greeley Way (South East) / C - Martins Way

**Approach:** A - Greeley Way (North)

| | A to B | | | | | | | | | A to C | | | | | | | | | A to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 | 27 | 3 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 44 | 4 | 0 | 0 | 0 | 0 | 1 | 49.4 | 49 | 24 | 7 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 63 | 7 | 0 | 0 | 1 | 0 | 1 | 72.4 | 72 | 37 | 1 | 0 | 0 | 0 | 0 | 1 | 38.4 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:45 - 08:00 | 82 | 4 | 0 | 0 | 0 | 0 | 0 | 86.0 | 86 | 40 | 3 | 0 | 0 | 0 | 0 | 1 | 43.4 | 44 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **221** | **20** | **0** | **0** | **1** | **0** | **2** | **244** | **244** | **128** | **14** | **0** | **0** | **0** | **0** | **4** | **144** | **146** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 08:00 - 08:15 | 136 | 7 | 0 | 0 | 0 | 0 | 0 | 143.0 | 143 | 39 | 1 | 0 | 0 | 0 | 0 | 1 | 40.4 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 89 | 4 | 0 | 0 | 0 | 0 | 0 | 93.0 | 93 | 39 | 3 | 2 | 0 | 0 | 0 | 0 | 43.0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 73 | 2 | 0 | 0 | 0 | 0 | 0 | 75.0 | 75 | 53 | 1 | 1 | 0 | 0 | 0 | 1 | 55.9 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 49 | 2 | 1 | 0 | 0 | 0 | 0 | 52.5 | 52 | 58 | 2 | 0 | 0 | 0 | 0 | 0 | 60.0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **347** | **15** | **1** | **0** | **0** | **0** | **0** | **364** | **363** | **189** | **7** | **3** | **0** | **0** | **0** | **2** | **201** | **201** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 24.3 | 23 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 27 | 3 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **117** | **10** | **0** | **1** | **0** | **0** | **1** | **130** | **129** | **81** | **6** | **0** | **0** | **0** | **0** | **0** | **87** | **87** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:15 - 10:30 | 21 | 3 | 0 | 0 | 0 | 1 | 0 | 24.2 | 25 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 13.5 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **92** | **12** | **1** | **0** | **0** | **1** | **0** | **106** | **106** | **54** | **5** | **1** | **0** | **0** | **0** | **0** | **61** | **60** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 11:00 - 11:15 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 32 | 5 | 1 | 0 | 0 | 1 | 0 | 38.7 | 39 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 25 | 2 | 1 | 0 | 0 | 0 | 0 | 28.0 | 28 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 16.0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:45 - 12:00 | 35 | 4 | 0 | 1 | 0 | 0 | 0 | 41.3 | 40 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **124** | **14** | **2** | **1** | **0** | **1** | **0** | **144** | **142** | **55** | **3** | **1** | **0** | **0** | **0** | **0** | **62** | **62** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 12:00 - 12:15 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 29.5 | 29 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.5 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 33 | 2 | 1 | 0 | 0 | 0 | 0 | 36.5 | 35 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 23.5 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **107** | **11** | **2** | **0** | **0** | **0** | **0** | **117** | **118** | **72** | **10** | **1** | **0** | **0** | **0** | **0** | **84** | **83** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 13:00 - 13:15 | 39 | 5 | 0 | 0 | 0 | 0 | 1 | 45.4 | 46 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 27 | 8 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23.5 | 23 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **101** | **13** | **0** | **0** | **0** | **0** | **1** | **114** | **113** | **53** | **4** | **0** | **0** | **0** | **0** | **0** | **57** | **57** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 34.0 | 33 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 35 | 2 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 | 20 | 0 | 1 | 0 | 0 | 0 | 1 | 21.9 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 37 | 3 | 1 | 0 | 0 | 0 | 0 | 41.5 | 41 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **132** | **10** | **2** | **1** | **0** | **0** | **1** | **149** | **146** | **80** | **8** | **1** | **0** | **0** | **0** | **1** | **90** | **90** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 48 | 5 | 0 | 1 | 0 | 0 | 0 | 55.3 | 54 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 27 | 5 | 0 | 0 | 0 | 1 | 0 | 32.2 | 33 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 51 | 2 | 0 | 0 | 0 | 0 | 1 | 53.4 | 54 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 34 | 2 | 0 | 1 | 0 | 0 | 0 | 38.3 | 37 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **160** | **14** | **0** | **2** | **0** | **1** | **1** | **179** | **178** | **96** | **7** | **0** | **0** | **0** | **0** | **0** | **103** | **103** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 16:00 - 16:15 | 48 | 3 | 0 | 0 | 0 | 1 | 0 | 51.2 | 52 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:15 - 16:30 | 35 | 8 | 1 | 0 | 0 | 0 | 0 | 44.8 | 44 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 47 | 5 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 19.4 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 52 | 2 | 0 | 0 | 0 | 1 | 0 | 54.0 | 54 | 23 | 4 | 0 | 1 | 0 | 0 | 1 | 29.3 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **182** | **18** | **1** | **0** | **0** | **1** | **0** | **202** | **202** | **92** | **10** | **0** | **1** | **0** | **0** | **1** | **105** | **104** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 17:00 - 17:15 | 64 | 5 | 1 | 0 | 0 | 0 | 1 | 70.9 | 71 | 18 | 1 | 0 | 0 | 0 | 0 | 1 | 19.4 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 54 | 3 | 1 | 0 | 0 | 0 | 0 | 58.5 | 58 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 19.5 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 56 | 1 | 0 | 0 | 0 | 0 | 0 | 57.0 | 57 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 42 | 4 | 0 | 1 | 0 | 0 | 0 | 49.3 | 47 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **216** | **13** | **2** | **1** | **0** | **0** | **1** | **236** | **233** | **85** | **8** | **0** | **0** | **0** | **0** | **1** | **95** | **94** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 26 | 1 | 0 | 0 | 0 | 0 | 1 | 26.4 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **176** | **8** | **0** | **0** | **0** | **0** | **0** | **184** | **184** | **119** | **6** | **0** | **0** | **0** | **0** | **1** | **124** | **125** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Session Total** | **1949** | **156** | **12** | **6** | **1** | **4** | **7** | **2144** | **2127** | **1103** | **93** | **7** | **1** | **0** | **0** | **10** | **1213** | **1214** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **5** |

| | From A | | | | | | | | | To A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 59 | 8 | 0 | 0 | 0 | 0 | 1 | 67.4 | 68 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 07:15 - 07:30 | 68 | 11 | 0 | 0 | 0 | 0 | 2 | 79.8 | 81 | 27 | 1 | 0 | 0 | 0 | 1 | 0 | 28.2 | 29 |
| 07:30 - 07:45 | 101 | 8 | 0 | 0 | 1 | 0 | 2 | 111.8 | 112 | 35 | 3 | 0 | 0 | 0 | 1 | 0 | 39.2 | 39 |
| 07:45 - 08:00 | 103 | 7 | 0 | 0 | 0 | 0 | 1 | 115.4 | 111 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | 44.5 | 44 |
| **Hourly Total** | **331** | **34** | **0** | **0** | **1** | **0** | **6** | **374** | **372** | **120** | **11** | **2** | **0** | **0** | **2** | **0** | **134** | **135** |
| 08:00 - 08:15 | 175 | 8 | 0 | 0 | 0 | 0 | 1 | 183.4 | 184 | 42 | 1 | 2 | 0 | 0 | 0 | 0 | 46.0 | 46 |
| 08:15 - 08:30 | 128 | 7 | 2 | 0 | 0 | 0 | 0 | 139.0 | 137 | 60 | 2 | 1 | 0 | 0 | 0 | 0 | 62.5 | 63 |
| 08:30 - 08:45 | 126 | 3 | 1 | 0 | 0 | 0 | 1 | 130.9 | 131 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 38.5 | 39 |
| 08:45 - 09:00 | 107 | 4 | 1 | 0 | 0 | 0 | 0 | 112.5 | 112 | 58 | 7 | 0 | 0 | 0 | 0 | 0 | 66.0 | 66 |
| **Hourly Total** | **536** | **22** | **4** | **0** | **0** | **0** | **2** | **565** | **564** | **193** | **10** | **4** | **0** | **0** | **0** | **0** | **213** | **212** |
| 09:00 - 09:15 | 71 | 8 | 0 | 0 | 0 | 0 | 0 | 79.0 | 79 | 56 | 2 | 0 | 0 | 0 | 0 | 0 | 58.0 | 58 |
| 09:15 - 09:30 | 43 | 1 | 0 | 1 | 0 | 0 | 0 | 46.3 | 46 | 28 | 3 | 1 | 0 | 0 | 0 | 0 | 32.5 | 32 |
| 09:30 - 09:45 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 20 | 3 | 1 | 0 | 0 | 0 | 1 | 24.9 | 25 |
| 09:45 - 10:00 | 43 | 0 | 0 | 0 | 0 | 0 | 1 | 45.4 | 45 | 23 | 2 | 1 | 0 | 0 | 0 | 0 | 26.3 | 26 |
| **Hourly Total** | **198** | **11** | **0** | **1** | **0** | **0** | **1** | **217** | **216** | **127** | **10** | **3** | **0** | **0** | **0** | **1** | **142** | **141** |
| 10:00 - 10:15 | 40 | 6 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 31 | 4 | 1 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| 10:15 - 10:30 | 33 | 3 | 0 | 0 | 0 | 1 | 0 | 36.2 | 37 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 |
| 10:30 - 10:45 | 38 | 4 | 2 | 0 | 0 | 0 | 0 | 46.0 | 44 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 |
| 10:45 - 11:00 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 | 27 | 7 | 1 | 0 | 0 | 0 | 0 | 27.8 | 28 |
| **Hourly Total** | **147** | **17** | **2** | **0** | **0** | **1** | **0** | **168** | **167** | **109** | **17** | **3** | **0** | **0** | **0** | **0** | **121** | **120** |
| 11:00 - 11:15 | 45 | 4 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 26 | 2 | 0 | 0 | 0 | 0 | 1 | 27.4 | 28 |
| 11:15 - 11:30 | 44 | 7 | 1 | 0 | 0 | 1 | 0 | 52.7 | 53 | 30 | 6 | 3 | 0 | 0 | 0 | 0 | 40.0 | 39 |
| 11:30 - 11:45 | 38 | 7 | 2 | 0 | 0 | 0 | 0 | 46.0 | 47 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 |
| 11:45 - 12:00 | 53 | 4 | 0 | 1 | 0 | 0 | 0 | 59.3 | 59 | 31 | 7 | 1 | 0 | 0 | 1 | 0 | 39.7 | 40 |
| **Hourly Total** | **180** | **22** | **3** | **1** | **0** | **1** | **0** | **207** | **208** | **110** | **18** | **5** | **0** | **0** | **1** | **1** | **135** | **134** |
| 12:00 - 12:15 | 41 | 7 | 1 | 0 | 0 | 0 | 0 | 49.5 | 49 | 37 | 3 | 2 | 0 | 0 | 0 | 0 | 43.0 | 42 |
| 12:15 - 12:30 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 |
| 12:30 - 12:45 | 37 | 6 | 1 | 0 | 0 | 0 | 0 | 44.5 | 44 | 29 | 3 | 1 | 0 | 0 | 0 | 0 | 33.5 | 33 |
| 12:45 - 13:00 | 53 | 4 | 2 | 0 | 0 | 0 | 0 | 60.0 | 59 | 21 | 4 | 0 | 1 | 0 | 0 | 1 | 27.7 | 27 |
| **Hourly Total** | **173** | **21** | **4** | **0** | **0** | **0** | **0** | **200** | **198** | **115** | **13** | **3** | **1** | **0** | **0** | **1** | **135** | **133** |
| 13:00 - 13:15 | 45 | 3 | 0 | 0 | 0 | 0 | 1 | 48.4 | 48 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| 13:15 - 13:30 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 |
| 13:30 - 13:45 | 39 | 9 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 |
| 13:45 - 14:00 | 33 | 2 | 0 | 0 | 0 | 0 | 1 | 35.5 | 35 | 33 | 2 | 0 | 0 | 0 | 1 | 0 | 36.3 | 35 |
| **Hourly Total** | **154** | **17** | **0** | **0** | **0** | **0** | **1** | **171** | **172** | **123** | **14** | **1** | **1** | **0** | **0** | **0** | **141** | **139** |
| 14:00 - 14:15 | 47 | 5 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 | 38 | 4 | 0 | 1 | 0 | 0 | 0 | 44.3 | 43 |
| 14:15 - 14:30 | 44 | 4 | 1 | 0 | 0 | 0 | 0 | 51.0 | 50 | 31 | 6 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 |
| 14:30 - 14:45 | 55 | 2 | 1 | 0 | 0 | 0 | 2 | 59.3 | 60 | 27 | 6 | 0 | 1 | 0 | 0 | 0 | 35.3 | 34 |
| 14:45 - 15:00 | 66 | 7 | 1 | 0 | 0 | 0 | 0 | 74.5 | 74 | 36 | 5 | 0 | 0 | 0 | 0 | 1 | 41.4 | 42 |
| **Hourly Total** | **212** | **18** | **3** | **0** | **0** | **0** | **2** | **236** | **236** | **132** | **21** | **0** | **2** | **0** | **0** | **2** | **158** | **157** |
| 15:00 - 15:15 | 72 | 7 | 0 | 1 | 0 | 0 | 0 | 81.3 | 80 | 22 | 3 | 1 | 0 | 0 | 0 | 1 | 26.7 | 27 |
| 15:15 - 15:30 | 53 | 5 | 0 | 0 | 0 | 1 | 0 | 60.2 | 59 | 64 | 3 | 0 | 0 | 0 | 0 | 0 | 67.0 | 67 |
| 15:30 - 15:45 | 77 | 5 | 0 | 0 | 0 | 0 | 1 | 82.4 | 83 | 89 | 5 | 0 | 0 | 0 | 0 | 0 | 93.0 | 93 |
| 15:45 - 16:00 | 64 | 4 | 0 | 1 | 0 | 0 | 0 | 69.3 | 69 | 54 | 2 | 0 | 1 | 0 | 0 | 0 | 58.3 | 57 |
| **Hourly Total** | **266** | **21** | **0** | **2** | **0** | **1** | **1** | **293** | **291** | **249** | **13** | **1** | **1** | **0** | **0** | **1** | **237** | **244** |
| 16:00 - 16:15 | 78 | 8 | 0 | 0 | 0 | 1 | 0 | 86.2 | 87 | 48 | 5 | 0 | 0 | 1 | 1 | 1 | 55.2 | 56 |
| 16:15 - 16:30 | 58 | 8 | 1 | 0 | 0 | 0 | 0 | 67.5 | 67 | 61 | 5 | 1 | 0 | 0 | 0 | 0 | 67.5 | 67 |
| 16:30 - 16:45 | 64 | 6 | 0 | 0 | 0 | 1 | 0 | 70.4 | 71 | 51 | 8 | 0 | 0 | 0 | 0 | 0 | 59.0 | 59 |
| 16:45 - 17:00 | 75 | 4 | 0 | 1 | 0 | 1 | 0 | 83.3 | 82 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 60.5 | 60 |
| **Hourly Total** | **275** | **26** | **1** | **1** | **0** | **3** | **0** | **307** | **307** | **212** | **20** | **1** | **0** | **1** | **1** | **1** | **242** | **241** |
| 17:00 - 17:15 | 82 | 6 | 1 | 0 | 0 | 2 | 0 | 90.3 | 91 | 56 | 9 | 0 | 0 | 0 | 0 | 0 | 65.0 | 65 |
| 17:15 - 17:30 | 72 | 3 | 1 | 0 | 0 | 0 | 0 | 76.5 | 76 | 68 | 8 | 0 | 1 | 0 | 0 | 1 | 79.7 | 79 |
| 17:30 - 17:45 | 81 | 5 | 0 | 0 | 0 | 0 | 0 | 86.0 | 86 | 81 | 8 | 0 | 0 | 0 | 0 | 3 | 90.2 | 92 |
| 17:45 - 18:00 | 66 | 7 | 0 | 0 | 1 | 0 | 0 | 75.3 | 74 | 89 | 6 | 0 | 0 | 0 | 0 | 0 | 95.0 | 95 |
| **Hourly Total** | **301** | **21** | **2** | **1** | **1** | **2** | **0** | **328** | **327** | **294** | **31** | **0** | **1** | **0** | **0** | **4** | **331** | **331** |
| 18:00 - 18:15 | 78 | 3 | 0 | 0 | 0 | 0 | 0 | 83.0 | 83 | 77 | 7 | 0 | 0 | 0 | 0 | 0 | 84.9 | 84 |
| 18:15 - 18:30 | 79 | 5 | 0 | 0 | 0 | 0 | 0 | 84.0 | 84 | 56 | 5 | 0 | 1 | 0 | 0 | 1 | 62.7 | 62 |
| 18:30 - 18:45 | 65 | 1 | 0 | 0 | 0 | 1 | 0 | 68.0 | 66 | 55 | 3 | 0 | 1 | 0 | 0 | 0 | 58.4 | 59 |
| 18:45 - 19:00 | 72 | 3 | 0 | 0 | 0 | 0 | 1 | 76.4 | 76 | 68 | 4 | 1 | 0 | 0 | 0 | 1 | 73.9 | 74 |
| **Hourly Total** | **294** | **14** | **0** | **0** | **0** | **1** | **1** | **309** | **309** | **255** | **19** | **1** | **1** | **0** | **0** | **2** | **279** | **279** |
| **Session Total** | **2037** | **201** | **19** | **7** | **1** | **4** | **17** | **2292** | **2286** | **2011** | **208** | **24** | **8** | **1** | **5** | **12** | **2281** | **2269** |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Greeley Way (North) / B - Greeley Way (South East) / C - Martins Way

**Approach:** B - Greeley Way (South East)

| | B to C | | | | | | | | | B to A | | | | | | | | | B to B | | | | | | | | | From B | | | | | | | | | To B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 38 | 10 | 1 | 0 | 0 | 0 | 0 | 49.5 | 49 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 18.5 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 07:00 - 07:15 | 55 | 11 | 2 | 0 | 0 | 0 | 1 | 74.4 | 79 | 61 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 74.4 | 79 |
| 07:15 - 07:30 | 33 | 10 | 1 | 0 | 0 | 0 | 0 | 44.5 | 44 | 26 | 1 | 0 | 0 | 0 | 1 | 0 | 27.2 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 07:15 - 07:30 | 60 | 11 | 1 | 0 | 0 | 1 | 0 | 72.7 | 73 | 72 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 88.4 | 88 |
| 07:30 - 07:45 | 46 | 13 | 1 | 0 | 0 | 0 | 0 | 60.5 | 60 | 28 | 3 | 0 | 0 | 0 | 1 | 0 | 31.2 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 07:30 - 07:45 | 74 | 16 | 1 | 0 | 0 | 1 | 0 | 91.7 | 92 | 95 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 109.4 | 109 |
| 07:45 - 08:00 | 62 | 9 | 0 | 1 | 0 | 0 | 0 | 70.3 | 69 | 36 | 3 | 1 | 0 | 0 | 0 | 0 | 40.5 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 07:45 - 08:00 | 98 | 9 | 1 | 1 | 0 | 0 | 0 | 110.8 | 109 | 96 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 110.5 | 110 |
| **Hourly Total** | **179** | **39** | **2** | **1** | **0** | **0** | **0** | **224** | **222** | **106** | **8** | **2** | **0** | **0** | **2** | **0** | **117** | **118** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **Hourly Total** | **287** | **47** | **5** | **1** | **0** | **2** | **0** | **344** | **342** | **328** | **48** | **3** | **0** | **1** | **0** | **2** | **0** | **1** | **332** | **332** |
| 08:00 - 08:15 | 58 | 6 | 2 | 0 | 0 | 0 | 1 | 67.4 | 67 | 37 | 1 | 2 | 0 | 0 | 0 | 0 | 41.0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 08:00 - 08:15 | 66 | 7 | 4 | 0 | 0 | 0 | 1 | 108.4 | 107 | 169 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 183.2 | 182 |
| 08:15 - 08:30 | 61 | 9 | 2 | 1 | 0 | 0 | 0 | 75.3 | 73 | 50 | 3 | 1 | 0 | 0 | 0 | 0 | 53.5 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 08:15 - 08:30 | 111 | 11 | 3 | 1 | 0 | 0 | 0 | 128.8 | 126 | 139 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 156.8 | 156 |
| 08:30 - 08:45 | 83 | 8 | 0 | 0 | 0 | 0 | 1 | 91.4 | 92 | 29 | 4 | 1 | 0 | 0 | 0 | 0 | 34.5 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 08:30 - 08:45 | 112 | 12 | 1 | 1 | 0 | 0 | 0 | 126.9 | 126 | 123 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 138.9 | 136 |
| 08:45 - 09:00 | 77 | 9 | 0 | 0 | 0 | 0 | 0 | 86.0 | 86 | 47 | 4 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 08:45 - 09:00 | 124 | 13 | 0 | 0 | 0 | 0 | 0 | 137.0 | 137 | 97 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 113.3 | 111 |
| **Hourly Total** | **279** | **32** | **4** | **1** | **0** | **0** | **2** | **320** | **318** | **163** | **11** | **4** | **0** | **0** | **0** | **0** | **180** | **178** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **413** | **43** | **8** | **2** | **0** | **0** | **1** | **501** | **499** | **528** | **51** | **6** | **1** | **0** | **0** | **0** | **0** | **1** | **589** | **585** |
| 09:00 - 09:15 | 57 | 7 | 1 | 0 | 0 | 0 | 0 | 65.5 | 65 | 45 | 1 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 09:00 - 09:15 | 102 | 8 | 1 | 0 | 0 | 0 | 0 | 111.8 | 111 | 91 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102.5 | 102 |
| 09:15 - 09:30 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 22 | 3 | 1 | 0 | 0 | 0 | 0 | 26.0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 09:15 - 09:30 | 65 | 8 | 1 | 0 | 0 | 0 | 0 | 74.6 | 74 | 57 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 68.3 | 67 |
| 09:30 - 09:45 | 39 | 6 | 1 | 0 | 0 | 0 | 0 | 46.5 | 46 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 21.5 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 09:30 - 09:45 | 46 | 9 | 2 | 0 | 0 | 0 | 0 | 58.9 | 57 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58.8 | 58 |
| 09:45 - 10:00 | 40 | 9 | 1 | 0 | 0 | 0 | 0 | 50.5 | 50 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 21.5 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 09:45 - 10:00 | 58 | 11 | 2 | 0 | 0 | 0 | 0 | 72.0 | 71 | 49 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 59.9 | 60 |
| **Hourly Total** | **199** | **27** | **3** | **0** | **0** | **0** | **0** | **231** | **230** | **102** | **9** | **3** | **0** | **0** | **0** | **0** | **116** | **114** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **271** | **36** | **6** | **0** | **0** | **0** | **0** | **316** | **313** | **249** | **34** | **2** | **1** | **0** | **0** | **1** | **0** | **1** | **289** | **287** |
| 10:00 - 10:15 | 42 | 5 | 1 | 0 | 0 | 0 | 0 | 50.9 | 49 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10:00 - 10:15 | 63 | 7 | 2 | 1 | 0 | 0 | 0 | 75.3 | 73 | 47 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 57.8 | 56 |
| 10:15 - 10:30 | 22 | 6 | 1 | 0 | 0 | 0 | 1 | 29.9 | 30 | 20 | 3 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10:15 - 10:30 | 42 | 9 | 2 | 0 | 0 | 0 | 1 | 54.4 | 54 | 39 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 51.2 | 52 |
| 10:30 - 10:45 | 44 | 6 | 3 | 0 | 0 | 0 | 0 | 54.5 | 53 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10:30 - 10:45 | 62 | 7 | 3 | 0 | 0 | 0 | 0 | 73.6 | 72 | 49 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 64.3 | 62 |
| 10:45 - 11:00 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 24 | 7 | 1 | 1 | 0 | 0 | 0 | 34.0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10:45 - 11:00 | 64 | 11 | 1 | 1 | 0 | 0 | 0 | 79.0 | 77 | 42 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 48.2 | 47 |
| **Hourly Total** | **148** | **21** | **5** | **1** | **0** | **0** | **1** | **179** | **176** | **83** | **13** | **3** | **1** | **0** | **0** | **0** | **102** | **100** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **231** | **34** | **8** | **2** | **0** | **0** | **1** | **282** | **276** | **177** | **31** | **4** | **3** | **0** | **0** | **1** | **0** | **1** | **222** | **217** |
| 11:00 - 11:15 | 33 | 3 | 0 | 1 | 0 | 0 | 0 | 38.3 | 37 | 21 | 2 | 0 | 0 | 0 | 1 | 0 | 23.4 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 11:00 - 11:15 | 54 | 5 | 0 | 1 | 0 | 0 | 1 | 61.7 | 61 | 63 | 5 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 73.7 | 72 |
| 11:15 - 11:30 | 32 | 4 | 1 | 0 | 0 | 0 | 1 | 40.9 | 41 | 23 | 6 | 2 | 0 | 0 | 0 | 0 | 32.0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 11:15 - 11:30 | 38 | 10 | 2 | 0 | 0 | 0 | 1 | 72.9 | 72 | 63 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 79.7 | 79 |
| 11:30 - 11:45 | 39 | 2 | 3 | 0 | 0 | 0 | 0 | 35.8 | 34 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 11:30 - 11:45 | 43 | 4 | 4 | 0 | 0 | 0 | 0 | 53.0 | 51 | 54 | 12 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 70.9 | 70 |
| 11:45 - 12:00 | 42 | 7 | 2 | 0 | 0 | 0 | 0 | 52.0 | 51 | 26 | 4 | 1 | 0 | 0 | 1 | 0 | 31.7 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 11:45 - 12:00 | 68 | 11 | 3 | 0 | 0 | 0 | 0 | 83.7 | 83 | 57 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 74.6 | 71 |
| **Hourly Total** | **139** | **16** | **6** | **1** | **0** | **0** | **1** | **167** | **163** | **84** | **14** | **4** | **0** | **0** | **1** | **1** | **103** | **104** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **223** | **30** | **10** | **1** | **0** | **0** | **3** | **271** | **267** | **237** | **36** | **12** | **3** | **0** | **0** | **1** | **0** | **2** | **299** | **291** |
| 12:00 - 12:15 | 29 | 4 | 4 | 1 | 0 | 0 | 1 | 41.7 | 39 | 29 | 3 | 2 | 0 | 0 | 0 | 0 | 35.0 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 12:00 - 12:15 | 59 | 7 | 6 | 1 | 0 | 0 | 1 | 77.7 | 74 | 55 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63.5 | 63 |
| 12:15 - 12:30 | 20 | 1 | 3 | 1 | 0 | 0 | 2 | 29.6 | 27 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 12:15 - 12:30 | 45 | 4 | 3 | 1 | 0 | 0 | 2 | 56.6 | 55 | 64 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75.0 | 75 |
| 12:30 - 12:45 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 12:30 - 12:45 | 62 | 8 | 1 | 0 | 0 | 0 | 0 | 71.5 | 71 | 57 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64.5 | 64 |
| 12:45 - 13:00 | 41 | 2 | 1 | 0 | 0 | 0 | 0 | 44.9 | 45 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 23.4 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 12:45 - 13:00 | 60 | 6 | 1 | 0 | 0 | 0 | 2 | 69.3 | 69 | 72 | 6 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 82.4 | 82 |
| **Hourly Total** | **128** | **13** | **8** | **2** | **0** | **0** | **4** | **159** | **155** | **97** | **12** | **3** | **0** | **0** | **0** | **1** | **114** | **113** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **Hourly Total** | **226** | **25** | **11** | **2** | **0** | **0** | **5** | **274** | **269** | **248** | **30** | **3** | **1** | **0** | **1** | **0** | **1** | **1** | **285** | **284** |
| 13:00 - 13:15 | 39 | 5 | 0 | 0 | 0 | 0 | 1 | 46.4 | 46 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 21.5 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13:00 - 13:15 | 53 | 8 | 1 | 0 | 0 | 0 | 1 | 59.9 | 60 | 75 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 84.3 | 85 |
| 13:15 - 13:30 | 35 | 8 | 0 | 0 | 0 | 0 | 1 | 43.4 | 44 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13:15 - 13:30 | 65 | 11 | 0 | 0 | 0 | 0 | 1 | 76.4 | 77 | 60 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67.0 | 67 |
| 13:30 - 13:45 | 30 | 7 | 1 | 0 | 0 | 0 | 1 | 38.9 | 39 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13:30 - 13:45 | 56 | 11 | 1 | 0 | 0 | 0 | 1 | 68.9 | 69 | 60 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73.5 | 73 |
| 13:45 - 14:00 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 37.5 | 37 | 26 | 1 | 0 | 1 | 0 | 0 | 0 | 29.7 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13:45 - 14:00 | 58 | 4 | 0 | 1 | 0 | 0 | 0 | 65.3 | 65 | 53 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60.5 | 60 |
| **Hourly Total** | **136** | **25** | **1** | **0** | **0** | **0** | **3** | **166** | **166** | **99** | **11** | **1** | **1** | **0** | **0** | **0** | **114** | **113** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **232** | **36** | **2** | **1** | **0** | **0** | **3** | **272** | **271** | **248** | **33** | **2** | **0** | **0** | **0** | **2** | **0** | **2** | **285** | **285** |
| 14:00 - 14:15 | 22 | 6 | 0 | 0 | 0 | 0 | 1 | 28.4 | 29 | 33 | 3 | 0 | 1 | 0 | 0 | 0 | 38.3 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14:00 - 14:15 | 55 | 9 | 0 | 1 | 0 | 0 | 1 | 66.7 | 66 | 60 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69.5 | 69 |
| 14:15 - 14:30 | 39 | 8 | 2 | 0 | 0 | 0 | 0 | 50.0 | 49 | 29 | 6 | 0 | 0 | 0 | 1 | 0 | 36.4 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14:15 - 14:30 | 68 | 14 | 2 | 0 | 0 | 0 | 1 | 85.4 | 85 | 79 | 7 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 84.2 | 82 |
| 14:30 - 14:45 | 36 | 6 | 1 | 0 | 0 | 0 | 0 | 42.8 | 42 | 26 | 5 | 0 | 1 | 0 | 0 | 0 | 27.3 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14:30 - 14:45 | 55 | 11 | 1 | 1 | 0 | 0 | 0 | 69.0 | 68 | 60 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 87.4 | 88 |
| 14:45 - 15:00 | 59 | 7 | 2 | 0 | 0 | 0 | 1 | 69.4 | 69 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 27.4 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14:45 - 15:00 | 82 | 11 | 2 | 0 | 0 | 0 | 0 | 96.8 | 97 | 80 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 91.0 | 90 |
| **Hourly Total** | **156** | **27** | **5** | **0** | **0** | **0** | **2** | **190** | **189** | **105** | **18** | **0** | **2** | **0** | **1** | **0** | **129** | **127** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **260** | **45** | **5** | **2** | **0** | **0** | **3** | **319** | **316** | **280** | **30** | **6** | **1** | **0** | **0** | **2** | **0** | **2** | **332** | **329** |
| 15:00 - 15:15 | 55 | 7 | 2 | 0 | 0 | 0 | 0 | 65.0 | 64 | 20 | 2 | 0 | 0 | 0 | 1 | 0 | 22.2 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 15:00 - 15:15 | 75 | 9 | 2 | 0 | 0 | 1 | 0 | 87.2 | 87 | 93 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 104.3 | 103 |
| 15:15 - 15:30 | 63 | 8 | 0 | 1 | 0 | 0 | 0 | 73.3 | 72 | 70 | 3 | 0 | 0 | 0 | 0 | 0 | 73.0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 15:15 - 15:30 | 133 | 11 | 0 | 1 | 0 | 0 | 0 | 146.3 | 145 | 80 | 12 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 94.7 | 96 |
| 15:30 - 15:45 | 66 | 4 | 0 | 0 | 0 | 0 | 1 | 72.4 | 73 | 63 | 3 | 0 | 0 | 0 | 0 | 0 | 66.0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 15:30 - 15:45 | 129 | 9 | 0 | 0 | 0 | 0 | 1 | 138.4 | 139 | 115 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 122.9 | 123 |
| 15:45 - 16:00 | 38 | 13 | 0 | 0 | 0 | 0 | 1 | 51.4 | 52 | 46 | 1 | 0 | 1 | 0 | 0 | 0 | 49.3 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 15:45 - 16:00 | 84 | 14 | 0 | 0 | 1 | 0 | 0 | 100.7 | 100 | 66 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 97.5 | 96 |
| **Hourly Total** | **222** | **32** | **2** | **1** | **0** | **0** | **2** | **262** | **261** | **199** | **9** | **0** | **1** | **0** | **1** | **0** | **211** | **210** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **421** | **43** | **2** | **2** | **1** | **0** | **1** | **473** | **471** | **373** | **36** | **5** | **2** | **0** | **1** | **1** | **0** | **1** | **422** | **418** |
| 16:00 - 16:15 | 48 | 6 | 0 | 0 | 0 | 0 | 0 | 54.5 | 54 | 38 | 5 | 0 | 0 | 1 | 1 | 0 | 45.2 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16:00 - 16:15 | 86 | 11 | 0 | 0 | 1 | 1 | 0 | 99.2 | 99 | 56 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 104.7 | 105 |
| 16:15 - 16:30 | 42 | 7 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 54 | 5 | 1 | 0 | 0 | 0 | 0 | 60.0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16:15 - 16:30 | 96 | 12 | 1 | 0 | 0 | 0 | 0 | 109.8 | 109 | 93 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 109.5 | 109 |
| 16:30 - 16:45 | 43 | 7 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 | 37 | 7 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16:30 - 16:45 | 80 | 14 | 0 | 0 | 0 | 0 | 0 | 94.0 | 94 | 96 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 111.5 | 111 |
| 16:45 - 17:00 | 41 | 9 | 1 | 0 | 0 | 0 | 2 | 53.1 | 52 | 41 | 6 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16:45 - 17:00 | 62 | 15 | 0 | 0 | 1 | 0 | 0 | 105.1 | 105 | 106 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115.6 | 115 |
| **Hourly Total** | **174** | **29** | **1** | **0** | **0** | **0** | **2** | **206** | **205** | **170** | **23** | **1** | **0** | **1** | **1** | **0** | **196** | **196** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **324** | **52** | **1** | **0** | **1** | **1** | **0** | **408** | **407** | **351** | **55** | **3** | **0** | **0** | **0** | **1** | **0** | **1** | **441** | **440** |
| 17:00 - 17:15 | 41 | 5 | 1 | 0 | 0 | 0 | 0 | 47.5 | 47 | 49 | 8 | 0 | 0 | 0 | 0 | 0 | 57.0 | 57 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 17:00 - 17:15 | 91 | 13 | 1 | 0 | 0 | 0 | 0 | 105.5 | 105 | 110 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 123.9 | 124 |
| 17:15 - 17:30 | 38 | 4 | 0 | 0 | 0 | 0 | 1 | 42.4 | 43 | 53 | 7 | 0 | 1 | 0 | 0 | 1 | 62.7 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 17:15 - 17:30 | 91 | 11 | 0 | 1 | 0 | 0 | 2 | 105.1 | 105 | 119 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 132.2 | 132 |
| 17:30 - 17:45 | 49 | 6 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 | 69 | 7 | 0 | 0 | 0 | 0 | 2 | 76.0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 17:30 - 17:45 | 118 | 13 | 0 | 0 | 0 | 0 | 2 | 131.8 | 133 | 99 | 4 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 107.6 | 107 |
| 17:45 - 18:00 | 49 | 7 | 0 | 0 | 0 | 1 | 0 | 56.2 | 57 | 78 | 6 | 0 | 0 | 0 | 0 | 0 | 84.0 | 84 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 17:45 - 18:00 | 128 | 13 | 0 | 0 | 0 | 1 | 0 | 141.2 | 142 | 100 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 116.3 | 116 |
| **Hourly Total** | **177** | **22** | **1** | **0** | **0** | **1** | **1** | **201** | **202** | **249** | **28** | **0** | **1** | **0** | **0** | **3** | **281** | **281** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **Hourly Total** | **428** | **50** | **1** | **1** | **0** | **1** | **4** | **484** | **485** | **428** | **42** | **3** | **2** | **0** | **0** | **2** | **0** | **3** | **469** | **470** |
| 18:00 - 18:15 | 44 | 6 | 0 | 0 | 0 | 0 | 0 | 50.3 | 50 | 63 | 7 | 0 | 0 | 0 | 0 | 0 | 70.0 | 70 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 18:00 - 18:15 | 108 | 13 | 0 | 0 | 0 | 0 | 0 | 121.3 | 121 | 90 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96.0 | 96 |
| 18:15 - 18:30 | 47 | 4 | 0 | 0 | 0 | 0 | 3 | 52.2 | 54 | 44 | 5 | 0 | 0 | 0 | 0 | 1 | 49.4 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 18:15 - 18:30 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 101.6 | 104 | 96 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 103.4 | 104 |
| 18:30 - 18:45 | 45 | 6 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 | 46 | 3 | 1 | 0 | 0 | 0 | 1 | 49.4 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 18:30 - 18:45 | 91 | 8 | 0 | 0 | 0 | 0 | 2 | 100.4 | 101 | 80 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84.0 | 84 |
| 18:45 - 19:00 | 47 | 4 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 | 52 | 3 | 1 | 0 | 0 | 0 | 0 | 56.5 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 18:45 - 19:00 | 99 | 7 | 1 | 0 | 0 | 0 | 0 | 107.5 | 107 | 97 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108.2 | 110 |
| **Hourly Total** | **183** | **20** | **0** | **0** | **0** | **0** | **3** | **204** | **206** | **205** | **18** | **1** | **0** | **0** | **0** | **2** | **225** | **226** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **Hourly Total** | **389** | **36** | **1** | **0** | **0** | **0** | **6** | **431** | **433** | **363** | **23** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **389** | **394** |
| **Session Total** | **2083** | **305** | **39** | **8** | **0** | **1** | **21** | **2472** | **2456** | **1662** | **174** | **22** | **6** | **1** | **5** | **9** | **1889** | **1879** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **Session Total** | **3751** | **479** | **60** | **14** | **1** | **6** | **30** | **4367** | **4341** | **3648** | **449** | **46** | **13** | **1** | **5** | **26** | **0** | **4414** | **4390** |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** A - Greeley Way (North) / B - Greeley Way (South East) / C - Martins Way

**Approach:** C - Martins Way

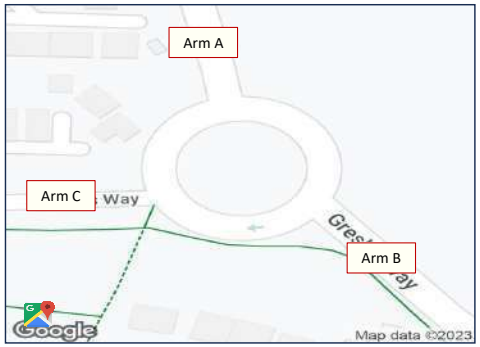
| | C to A | | | | | | | | | C to B | | | | | | | | | C to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 28 | 8 | 0 | 0 | 0 | 0 | 1 | 36.4 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 | 27 | 9 | 2 | 0 | 0 | 0 | 0 | 39.0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 36 | 7 | 1 | 0 | 0 | 0 | 0 | 44.5 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **12** | **3** | **0** | **0** | **0** | **0** | **0** | **15** | **15** | **123** | **29** | **3** | **0** | **0** | **0** | **1** | **157** | **156** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 33 | 5 | 0 | 1 | 0 | 0 | 0 | 40.3 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 50 | 13 | 0 | 0 | 0 | 0 | 0 | 63.5 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 69 | 9 | 1 | 0 | 0 | 0 | 1 | 85.9 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 48 | 9 | 1 | 1 | 0 | 0 | 0 | 60.8 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **30** | **4** | **0** | **0** | **0** | **0** | **0** | **34** | **34** | **197** | **36** | **2** | **2** | **0** | **0** | **1** | **220** | **212** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 45 | 5 | 1 | 0 | 0 | 0 | 0 | 51.5 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 5.4 | 4 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 34.5 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 22 | 6 | 1 | 0 | 0 | 0 | 0 | 29.5 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **25** | **1** | **0** | **0** | **0** | **0** | **1** | **28** | **27** | **132** | **24** | **2** | **0** | **0** | **0** | **0** | **159** | **158** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 24 | 4 | 1 | 1 | 0 | 0 | 0 | 31.8 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 23 | 6 | 1 | 1 | 0 | 0 | 0 | 32.8 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 20 | 0 | 1 | 1 | 0 | 0 | 1 | 24.2 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **25** | **4** | **0** | **0** | **0** | **0** | **0** | **29** | **29** | **85** | **19** | **3** | **3** | **0** | **0** | **1** | **116** | **111** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 31 | 2 | 2 | 1 | 0 | 0 | 1 | 38.7 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:15 - 11:30 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 8.0 | 8 | 21 | 4 | 4 | 0 | 0 | 0 | 0 | 41.0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 29 | 10 | 2 | 0 | 0 | 0 | 1 | 42.4 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 22 | 6 | 2 | 1 | 0 | 0 | 0 | 33.3 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **24** | **4** | **1** | **0** | **0** | **0** | **0** | **29** | **29** | **103** | **22** | **10** | **2** | **0** | **0** | **2** | **155** | **149** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 12:00 - 12:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 37 | 9 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39.5 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4.3 | 3 | 38 | 6 | 0 | 1 | 0 | 0 | 1 | 48.9 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **18** | **1** | **0** | **1** | **0** | **0** | **0** | **21** | **20** | **145** | **19** | **0** | **1** | **0** | **0** | **1** | **169** | **168** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 13:00 - 13:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 42 | 7 | 1 | 0 | 0 | 0 | 1 | 50.9 | 50 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:15 - 13:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:30 - 13:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 33 | 4 | 1 | 0 | 0 | 0 | 0 | 38.5 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 37.5 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **26** | **3** | **0** | **0** | **0** | **0** | **0** | **27** | **27** | **147** | **20** | **2** | **0** | **0** | **0** | **1** | **170** | **170** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 14:00 - 14:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 29 | 5 | 1 | 0 | 0 | 0 | 0 | 35.5 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 41 | 5 | 2 | 0 | 0 | 0 | 1 | 49.4 | 49 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 14:30 - 14:45 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 45 | 5 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 43 | 5 | 1 | 0 | 0 | 0 | 0 | 49.5 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **17** | **3** | **0** | **0** | **0** | **0** | **0** | **20** | **20** | **158** | **20** | **4** | **0** | **0** | **0** | **1** | **184** | **183** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 15:00 - 15:15 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 4.0 | 4 | 45 | 4 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 53 | 7 | 3 | 0 | 0 | 0 | 0 | 64.0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 64 | 4 | 1 | 0 | 0 | 0 | 0 | 69.5 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 61 | 7 | 1 | 0 | 0 | 0 | 0 | 69.3 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **41** | **4** | **1** | **0** | **0** | **0** | **0** | **47** | **46** | **213** | **22** | **5** | **0** | **0** | **0** | **0** | **243** | **240** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 16:00 - 16:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 38 | 14 | 1 | 0 | 0 | 0 | 0 | 53.5 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 58 | 7 | 0 | 0 | 0 | 0 | 0 | 65.0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 49 | 9 | 1 | 0 | 0 | 0 | 0 | 59.5 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 54 | 7 | 0 | 0 | 0 | 0 | 0 | 61.0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **41** | **3** | **0** | **0** | **0** | **0** | **0** | **44** | **44** | **199** | **37** | **2** | **0** | **0** | **0** | **0** | **239** | **238** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 45 | 7 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 65 | 9 | 0 | 0 | 0 | 0 | 0 | 74.0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 13.4 | 14 | 43 | 3 | 1 | 1 | 0 | 0 | 2 | 55.6 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 57 | 10 | 0 | 0 | 0 | 0 | 0 | 67.0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **37** | **3** | **0** | **0** | **0** | **0** | **1** | **40** | **41** | **210** | **29** | **1** | **1** | **0** | **0** | **2** | **248** | **249** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 13.3 | 12 | 56 | 5 | 0 | 0 | 0 | 0 | 1 | 66.4 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 16 | 1 | 0 | 0 | 0 | 0 | 1 | 17.4 | 18 | 60 | 3 | 0 | 0 | 0 | 0 | 6 | 86.2 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **50** | **1** | **0** | **1** | **0** | **0** | **1** | **54** | **53** | **186** | **14** | **0** | **0** | **0** | **0** | **9** | **264** | **259** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Session Total** | **346** | **34** | **2** | **2** | **0** | **0** | **3** | **387** | **380** | **1892** | **291** | **34** | **9** | **0** | **1** | **19** | **2264** | **2247** | **3** | **1** | **0** | **0** | **0** | **0** | **0** | **4** | **4** |

| | From C | | | | | | | | | To C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 32 | 9 | 0 | 0 | 0 | 0 | 1 | 41.4 | 42 | 65 | 13 | 1 | 0 | 0 | 0 | 0 | 79.9 | 80 |
| 07:15 - 07:30 | 38 | 8 | 2 | 0 | 0 | 0 | 0 | 46.0 | 39 | 57 | 17 | 1 | 0 | 0 | 0 | 1 | 76.8 | 76 |
| 07:30 - 07:45 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 83 | 14 | 1 | 0 | 0 | 0 | 1 | 98.9 | 99 |
| 07:45 - 08:00 | 37 | 9 | 1 | 0 | 0 | 0 | 0 | 47.5 | 47 | 102 | 9 | 0 | 1 | 0 | 0 | 0 | 113.7 | 113 |
| **Hourly Total** | **145** | **32** | **3** | **0** | **0** | **0** | **1** | **178** | **171** | **307** | **53** | **3** | **1** | **0** | **0** | **2** | **369** | **368** |
| 08:00 - 08:15 | 38 | 5 | 0 | 1 | 0 | 0 | 0 | 46.3 | 44 | 97 | 7 | 2 | 0 | 0 | 0 | 3 | 107.9 | 108 |
| 08:15 - 08:30 | 60 | 13 | 0 | 0 | 0 | 0 | 0 | 73.5 | 73 | 100 | 12 | 4 | 1 | 0 | 0 | 0 | 120.3 | 117 |
| 08:30 - 08:45 | 54 | 10 | 1 | 0 | 0 | 0 | 1 | 66.9 | 66 | 136 | 9 | 1 | 0 | 0 | 0 | 2 | 147.2 | 148 |
| 08:45 - 09:00 | 59 | 12 | 1 | 1 | 0 | 0 | 0 | 74.8 | 73 | 135 | 11 | 0 | 0 | 0 | 0 | 0 | 146.0 | 146 |
| **Hourly Total** | **211** | **40** | **2** | **2** | **0** | **0** | **1** | **261** | **256** | **469** | **39** | **7** | **1** | **0** | **0** | **5** | **521** | **519** |
| 09:00 - 09:15 | 56 | 6 | 1 | 0 | 0 | 0 | 0 | 63.5 | 63 | 82 | 10 | 1 | 0 | 0 | 0 | 0 | 93.5 | 93 |
| 09:15 - 09:30 | 41 | 9 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 | 64 | 6 | 0 | 0 | 0 | 0 | 0 | 70.0 | 70 |
| 09:30 - 09:45 | 33 | 4 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 | 48 | 6 | 1 | 0 | 0 | 0 | 0 | 55.5 | 55 |
| 09:45 - 10:00 | 27 | 6 | 1 | 0 | 0 | 0 | 0 | 34.0 | 34 | 68 | 11 | 1 | 0 | 0 | 0 | 0 | 88.5 | 88 |
| **Hourly Total** | **157** | **25** | **2** | **0** | **0** | **0** | **1** | **185** | **185** | **262** | **33** | **3** | **0** | **0** | **0** | **0** | **308** | **306** |
| 10:00 - 10:15 | 33 | 8 | 1 | 1 | 0 | 0 | 0 | 42.8 | 41 | 58 | 8 | 1 | 1 | 0 | 0 | 0 | 69.8 | 69 |
| 10:15 - 10:30 | 34 | 10 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 | 34 | 6 | 1 | 0 | 0 | 0 | 1 | 41.9 | 42 |
| 10:30 - 10:45 | 30 | 7 | 1 | 1 | 0 | 0 | 0 | 40.0 | 39 | 56 | 6 | 4 | 0 | 0 | 0 | 0 | 68.0 | 66 |
| 10:45 - 11:00 | 23 | 8 | 1 | 1 | 0 | 0 | 1 | 37.2 | 36 | 54 | 6 | 0 | 0 | 0 | 0 | 0 | 60.0 | 60 |
| **Hourly Total** | **120** | **33** | **3** | **3** | **0** | **0** | **1** | **145** | **149** | **202** | **26** | **6** | **1** | **0** | **0** | **1** | **240** | **236** |
| 11:00 - 11:15 | 36 | 2 | 2 | 1 | 0 | 0 | 1 | 43.7 | 42 | 47 | 4 | 0 | 1 | 0 | 0 | 0 | 53.3 | 52 |
| 11:15 - 11:30 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 28.0 | 47 | 47 | 6 | 1 | 0 | 0 | 0 | 1 | 54.0 | 55 |
| 11:30 - 11:45 | 37 | 11 | 2 | 0 | 0 | 0 | 1 | 51.4 | 51 | 41 | 7 | 4 | 0 | 0 | 0 | 0 | 54.0 | 52 |
| 11:45 - 12:00 | 27 | 9 | 2 | 1 | 0 | 0 | 0 | 41.3 | 39 | 60 | 7 | 2 | 0 | 0 | 0 | 0 | 70.0 | 69 |
| **Hourly Total** | **128** | **26** | **11** | **2** | **0** | **0** | **2** | **169** | **179** | **195** | **24** | **7** | **1** | **0** | **0** | **1** | **233** | **229** |
| 12:00 - 12:15 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 | 60 | 7 | 4 | 1 | 0 | 0 | 1 | 80.7 | 83 |
| 12:15 - 12:30 | 40 | 9 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 35 | 3 | 3 | 1 | 0 | 0 | 2 | 45.6 | 44 |
| 12:30 - 12:45 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 | 54 | 9 | 0 | 0 | 0 | 0 | 0 | 63.0 | 63 |
| 12:45 - 13:00 | 41 | 4 | 0 | 2 | 0 | 0 | 1 | 50.2 | 49 | 61 | 4 | 2 | 0 | 0 | 0 | 1 | 66.4 | 66 |
| **Hourly Total** | **164** | **20** | **0** | **2** | **0** | **1** | **1** | **189** | **188** | **209** | **23** | **9** | **2** | **0** | **0** | **4** | **243** | **239** |
| 13:00 - 13:15 | 49 | 8 | 1 | 0 | 0 | 0 | 1 | 58.9 | 59 | 46 | 5 | 0 | 0 | 0 | 0 | 1 | 51.4 | 52 |
| 13:15 - 13:30 | 46 | 6 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 | 52 | 10 | 0 | 0 | 0 | 0 | 1 | 64.4 | 66 |
| 13:30 - 13:45 | 39 | 4 | 1 | 0 | 0 | 0 | 0 | 44.5 | 44 | 42 | 8 | 1 | 0 | 0 | 0 | 1 | 51.9 | 52 |
| 13:45 - 14:00 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 |
| **Hourly Total** | **172** | **24** | **2** | **0** | **0** | **0** | **1** | **199** | **199** | **184** | **30** | **1** | **0** | **0** | **0** | **3** | **217** | **219** |
| 14:00 - 14:15 | 34 | 6 | 1 | 0 | 0 | 0 | 0 | 41.5 | 41 | 38 | 8 | 0 | 0 | 0 | 0 | 1 | 46.4 | 47 |
| 14:15 - 14:30 | 44 | 5 | 2 | 0 | 0 | 0 | 1 | 52.4 | 52 | 56 | 10 | 2 | 0 | 0 | 0 | 0 | 68.0 | 67 |
| 14:30 - 14:45 | 52 | 4 | 0 | 0 | 0 | 0 | 0 | 56.0 | 56 | 56 | 6 | 2 | 0 | 0 | 0 | 1 | 64.4 | 64 |
| 14:45 - 15:00 | 46 | 6 | 1 | 0 | 0 | 0 | 0 | 53.5 | 53 | 88 | 11 | 2 | 0 | 0 | 0 | 1 | 102.4 | 102 |
| **Hourly Total** | **176** | **23** | **4** | **0** | **0** | **0** | **1** | **203** | **202** | **238** | **35** | **6** | **0** | **0** | **0** | **3** | **281** | **280** |
| 15:00 - 15:15 | 47 | 5 | 1 | 0 | 0 | 0 | 0 | 53.5 | 53 | 79 | 9 | 2 | 0 | 0 | 0 | 0 | 91.0 | 90 |
| 15:15 - 15:30 | 67 | 7 | 3 | 0 | 0 | 0 | 0 | 78.3 | 77 | 88 | 8 | 0 | 1 | 0 | 0 | 0 | 99.3 | 98 |
| 15:30 - 15:45 | 61 | 6 | 1 | 0 | 0 | 0 | 0 | 68.5 | 68 | 92 | 9 | 0 | 0 | 0 | 0 | 1 | 101.4 | 102 |
| 15:45 - 16:00 | 59 | 8 | 1 | 0 | 0 | 0 | 0 | 68.3 | 68 | 58 | 10 | 0 | 0 | 0 | 0 | 1 | 73.4 | 74 |
| **Hourly Total** | **254** | **26** | **6** | **0** | **0** | **0** | **0** | **289** | **286** | **317** | **36** | **2** | **1** | **0** | **0** | **2** | **365** | **364** |
| 16:00 - 16:15 | 47 | 14 | 1 | 0 | 0 | 0 | 0 | 62.5 | 62 | 77 | 11 | 0 | 0 | 0 | 0 | 0 | 88.0 | 88 |
| 16:15 - 16:30 | 55 | 7 | 0 | 0 | 0 | 0 | 0 | 72.0 | 72 | 65 | 7 | 0 | 0 | 0 | 0 | 0 | 72.0 | 72 |
| 16:30 - 16:45 | 63 | 10 | 1 | 0 | 0 | 0 | 0 | 74.5 | 74 | 60 | 8 | 0 | 0 | 0 | 0 | 1 | 68.4 | 69 |
| 16:45 - 17:00 | 65 | 9 | 0 | 0 | 0 | 0 | 0 | 74.0 | 74 | 64 | 13 | 0 | 0 | 2 | 0 | 2 | 82.4 | 81 |
| **Hourly Total** | **240** | **40** | **2** | **0** | **0** | **0** | **0** | **283** | **282** | **266** | **39** | **0** | **2** | **0** | **0** | **3** | **311** | **310** |
| 17:00 - 17:15 | 52 | 8 | 0 | 0 | 0 | 0 | 0 | 60.0 | 60 | 59 | 6 | 1 | 0 | 0 | 0 | 1 | 66.9 | 67 |
| 17:15 - 17:30 | 72 | 10 | 0 | 0 | 0 | 0 | 0 | 82.0 | 82 | 56 | 4 | 0 | 0 | 0 | 0 | 1 | 60.4 | 61 |
| 17:30 - 17:45 | 55 | 4 | 1 | 1 | 0 | 0 | 3 | 64.0 | 64 | 74 | 10 | 0 | 0 | 0 | 0 | 0 | 84.0 | 84 |
| 17:45 - 18:00 | 68 | 10 | 0 | 0 | 0 | 0 | 0 | 78.0 | 78 | 73 | 10 | 0 | 0 | 0 | 0 | 1 | 83.2 | 84 |
| **Hourly Total** | **247** | **32** | **1** | **1** | **0** | **0** | **3** | **284** | **284** | **262** | **30** | **1** | **0** | **0** | **0** | **3** | **295** | **296** |
| 18:00 - 18:15 | 58 | 3 | 0 | 0 | 0 | 0 | 0 | 61.0 | 61 | 77 | 8 | 0 | 0 | 0 | 0 | 0 | 85.0 | 85 |
| 18:15 - 18:30 | 61 | 5 | 0 | 1 | 0 | 0 | 1 | 68.7 | 68 | 80 | 7 | 0 | 0 | 0 | 0 | 3 | 88.2 | 90 |
| 18:30 - 18:45 | 51 | 3 | 0 | 0 | 0 | 0 | 0 | 54.0 | 54 | 72 | 6 | 0 | 0 | 0 | 0 | 0 | 78.0 | 78 |
| 18:45 - 19:00 | 66 | 4 | 0 | 0 | 0 | 0 | 0 | 73.6 | 70 | 72 | 6 | 0 | 0 | 0 | 0 | 1 | 77.4 | 78 |
| **Hourly Total** | **236** | **15** | **0** | **1** | **0** | **0** | **1** | **257** | **252** | **301** | **26** | **0** | **0** | **0** | **0** | **4** | **329** | **331** |
| **Session Total** | **2240** | **326** | **36** | **11** | **0** | **1** | **22** | **2654** | **2636** | **3159** | **399** | **45** | **9** | **0** | **1** | **31** | **3889** | **3874** |

# Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023

**Produced by Streetwise Services Ltd.**

**Junction:** A - Gresley Way (North) / B - Gresley Way (South East) / C - Martins Way




| | | |
|---|---|---|
| Matrix Totals: | Counts | |
| Show single Session: | No | |
| | *07:00 to 19:00* | |
| Custom Start / End: | 07:00 | 19:00 |
| Show Peak Times: | No | |

Arm Destination

| Arm Origin | A | B | C | Total | % Total |
|---|---|---|---|---|---|
| A | 5 | 2137 | 1214 | 3356 | 100.00% |
| B | 1879 | 6 | 2456 | 4341 | 100.00% |
| C | 385 | 2247 | 4 | 2636 | 100.00% |
| Total | 2269 | 4390 | 3674 | | |
| % Total | 100.00% | 100.00% | 100.00% | | |

| Classifications | Include |
|---|---|
| CAR | Yes |
| LGV | Yes |
| OGV1 | Yes |
| OGV2 | Yes |
| BUS | Yes |
| P/CYCLE | Yes |
| M/CYCLE | Yes |

*Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction: A - Gresley Way (North) / B - Gresley Way (South East) / C - Martins Way**

| | A - Gresley Way (North) | B - Gresley Way (South East) | C - Martins Way | |
|---|---|---|---|---|
| | Lane 1 | Lane 1 | Lane 1 | Lane 2 |
| Survey Period | MAX | MAX | MAX | MAX |
| 07:00 - 07:05 | 0 | 0 | 0 | 0 |
| 07:05 - 07:10 | 0 | 0 | 0 | 0 |
| 07:10 - 07:15 | 0 | 0 | 0 | 0 |
| 07:15 - 07:20 | 2 | 0 | 1 | 0 |
| 07:20 - 07:25 | 2 | 0 | 0 | 1 |
| 07:25 - 07:30 | 3 | 0 | 0 | 0 |
| 07:30 - 07:35 | 0 | 2 | 1 | 0 |
| 07:35 - 07:40 | 1 | 1 | 1 | 0 |
| 07:40 - 07:45 | 1 | 2 | 0 | 0 |
| 07:45 - 07:50 | 1 | 0 | 0 | 1 |
| 07:50 - 07:55 | 1 | 1 | 0 | 0 |
| 07:55 - 08:00 | 3 | 1 | 0 | 0 |
| 08:00 - 08:05 | 5 | 2 | 0 | 2 |
| 08:05 - 08:10 | 1 | 3 | 0 | 1 |
| 08:10 - 08:15 | 0 | 3 | 1 | 0 |
| 08:15 - 08:20 | 6 | 2 | 0 | 0 |
| 08:20 - 08:25 | 4 | 6 | 0 | 0 |
| 08:25 - 08:30 | 5 | 4 | 1 | 0 |
| 08:30 - 08:35 | 6 | 2 | 0 | 1 |
| 08:35 - 08:40 | 4 | 0 | 0 | 0 |
| 08:40 - 08:45 | 1 | 0 | 1 | 1 |
| 08:45 - 08:50 | 3 | 2 | 0 | 0 |
| 08:50 - 08:55 | 1 | 2 | 2 | 1 |
| 08:55 - 09:00 | 6 | 0 | 1 | 1 |
| 09:00 - 09:05 | 2 | 1 | 1 | 0 |
| 09:05 - 09:10 | 2 | 0 | 1 | 1 |
| 09:10 - 09:15 | 2 | 0 | 0 | 0 |
| 09:15 - 09:20 | 1 | 2 | 0 | 0 |
| 09:20 - 09:25 | 0 | 1 | 0 | 0 |
| 09:25 - 09:30 | 0 | 0 | 0 | 0 |
| 09:30 - 09:35 | 0 | 1 | 0 | 0 |
| 09:35 - 09:40 | 0 | 0 | 0 | 0 |
| 09:40 - 09:45 | 0 | 0 | 1 | 1 |
| 09:45 - 09:50 | 0 | 0 | 0 | 0 |
| 09:50 - 09:55 | 1 | 0 | 0 | 1 |
| 09:55 - 10:00 | 1 | 0 | 0 | 0 |
| 10:00 - 10:05 | 0 | 0 | 0 | 0 |
| 10:05 - 10:10 | 0 | 0 | 0 | 0 |
| 10:10 - 10:15 | 1 | 1 | 0 | 0 |
| 10:15 - 10:20 | 1 | 0 | 2 | 0 |
| 10:20 - 10:25 | 0 | 1 | 0 | 0 |
| 10:25 - 10:30 | 0 | 0 | 0 | 1 |
| 10:30 - 10:35 | 0 | 1 | 0 | 0 |
| 10:35 - 10:40 | 1 | 0 | 0 | 0 |
| 10:40 - 10:45 | 0 | 0 | 0 | 1 |
| 10:45 - 10:50 | 0 | 0 | 0 | 1 |
| 10:50 - 10:55 | 0 | 0 | 1 | 0 |
| 10:55 - 11:00 | 0 | 0 | 0 | 0 |
| 11:00 - 11:05 | 1 | 0 | 2 | 0 |
| 11:05 - 11:10 | 0 | 0 | 1 | 1 |
| 11:10 - 11:15 | 0 | 0 | 0 | 0 |
| 11:15 - 11:20 | 0 | 1 | 1 | 0 |
| 11:20 - 11:25 | 0 | 0 | 1 | 0 |
| 11:25 - 11:30 | 0 | 0 | 0 | 0 |
| 11:30 - 11:35 | 1 | 0 | 0 | 0 |
| 11:35 - 11:40 | 0 | 0 | 1 | 0 |
| 11:40 - 11:45 | 0 | 2 | 0 | 0 |
| 11:45 - 11:50 | 0 | 1 | 1 | 0 |
| 11:50 - 11:55 | 0 | 0 | 0 | 0 |
| 11:55 - 12:00 | 0 | 0 | 0 | 0 |
| 12:00 - 12:05 | 1 | 0 | 0 | 0 |
| 12:05 - 12:10 | 1 | 0 | 1 | 0 |
| 12:10 - 12:15 | 0 | 0 | 1 | 1 |
| 12:15 - 12:20 | 0 | 0 | 0 | 0 |
| 12:20 - 12:25 | 2 | 0 | 2 | 0 |
| 12:25 - 12:30 | 1 | 0 | 0 | 0 |
| 12:30 - 12:35 | 0 | 1 | 0 | 0 |
| 12:35 - 12:40 | 0 | 0 | 1 | 0 |
| 12:40 - 12:45 | 0 | 0 | 1 | 0 |
| 12:45 - 12:50 | 3 | 2 | 0 | 0 |
| 12:50 - 12:55 | 1 | 0 | 0 | 0 |
| 12:55 - 13:00 | 1 | 0 | 1 | 0 |
| 13:00 - 13:05 | 2 | 0 | 0 | 0 |
| 13:05 - 13:10 | 1 | 0 | 1 | 0 |
| 13:10 - 13:15 | 0 | 0 | 0 | 0 |
| 13:15 - 13:20 | 0 | 0 | 0 | 0 |
| 13:20 - 13:25 | 1 | 0 | 0 | 0 |
| 13:25 - 13:30 | 2 | 3 | 0 | 2 |
| 13:30 - 13:35 | 2 | 1 | 0 | 0 |
| 13:35 - 13:40 | 0 | 0 | 1 | 0 |
| 13:40 - 13:45 | 2 | 0 | 1 | 0 |
| 13:45 - 13:50 | 0 | 0 | 2 | 0 |
| 13:50 - 13:55 | 0 | 0 | 1 | 0 |
| 13:55 - 14:00 | 1 | 0 | 0 | 0 |
| 14:00 - 14:05 | 0 | 1 | 1 | 0 |
| 14:05 - 14:10 | 0 | 1 | 0 | 2 |
| 14:10 - 14:15 | 0 | 1 | 0 | 1 |
| 14:15 - 14:20 | 1 | 0 | 0 | 0 |
| 14:20 - 14:25 | 0 | 0 | 0 | 0 |
| 14:25 - 14:30 | 1 | 1 | 0 | 0 |
| 14:30 - 14:35 | 2 | 0 | 0 | 0 |
| 14:35 - 14:40 | 2 | 0 | 0 | 1 |
| 14:40 - 14:45 | 0 | 0 | 1 | 0 |
| 14:45 - 14:50 | 0 | 3 | 0 | 0 |
| 14:50 - 14:55 | 2 | 0 | 0 | 0 |
| 14:55 - 15:00 | 1 | 4 | 1 | 0 |
| 15:00 - 15:05 | 1 | 0 | 1 | 0 |
| 15:05 - 15:10 | 1 | 3 | 0 | 0 |
| 15:10 - 15:15 | 0 | 1 | 0 | 0 |
| 15:15 - 15:20 | 1 | 0 | 0 | 1 |
| 15:20 - 15:25 | 1 | 0 | 1 | 0 |
| 15:25 - 15:30 | 1 | 2 | 1 | 2 |
| 15:30 - 15:35 | 1 | 0 | 1 | 0 |
| 15:35 - 15:40 | 1 | 2 | 0 | 0 |
| 15:40 - 15:45 | 0 | 1 | 0 | 0 |
| 15:45 - 15:50 | 0 | 0 | 1 | 0 |
| 15:50 - 15:55 | 1 | 0 | 1 | 2 |
| 15:55 - 16:00 | 0 | 2 | 2 | 0 |
| 16:00 - 16:05 | 6 | 2 | 2 | 0 |
| 16:05 - 16:10 | 4 | 0 | 0 | 1 |
| 16:10 - 16:15 | 2 | 0 | 0 | 0 |
| 16:15 - 16:20 | 2 | 4 | 1 | 1 |
| 16:20 - 16:25 | 1 | 0 | 0 | 1 |
| 16:25 - 16:30 | 1 | 0 | 0 | 1 |
| 16:30 - 16:35 | 0 | 0 | 1 | 2 |
| 16:35 - 16:40 | 4 | 0 | 0 | 0 |
| 16:40 - 16:45 | 1 | 1 | 1 | 2 |
| 16:45 - 16:50 | 6 | 2 | 0 | 0 |
| 16:50 - 16:55 | 2 | 3 | 0 | 1 |
| 16:55 - 17:00 | 0 | 1 | 1 | 1 |
| 17:00 - 17:05 | 0 | 0 | 2 | 0 |
| 17:05 - 17:10 | 1 | 1 | 1 | 4 |
| 17:10 - 17:15 | 0 | 0 | 0 | 0 |
| 17:15 - 17:20 | 5 | 1 | 1 | 1 |
| 17:20 - 17:25 | 2 | 2 | 0 | 0 |
| 17:25 - 17:30 | 4 | 0 | 2 | 0 |
| 17:30 - 17:35 | 0 | 2 | 0 | 0 |
| 17:35 - 17:40 | 1 | 1 | 1 | 1 |
| 17:40 - 17:45 | 1 | 3 | 1 | 1 |
| 17:45 - 17:50 | 1 | 0 | 1 | 0 |
| 17:50 - 17:55 | 3 | 4 | 2 | 2 |
| 17:55 - 18:00 | 1 | 5 | 2 | 1 |
| 18:00 - 18:05 | 1 | 1 | 2 | 6 |
| 18:05 - 18:10 | 0 | 0 | 0 | 1 |
| 18:10 - 18:15 | 1 | 2 | 0 | 0 |
| 18:15 - 18:20 | 2 | 0 | 0 | 0 |
| 18:20 - 18:25 | 2 | 2 | 0 | 1 |
| 18:25 - 18:30 | 1 | 0 | 0 | 0 |
| 18:30 - 18:35 | 1 | 2 | 1 | 1 |
| 18:35 - 18:40 | 0 | 0 | 1 | 1 |
| 18:40 - 18:45 | 0 | 0 | 0 | 0 |
| 18:45 - 18:50 | 2 | 0 | 0 | 2 |
| 18:50 - 18:55 | 1 | 1 | 1 | 1 |
| 18:55 - 19:00 | 1 | 0 | 1 | 1 |

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Pilgrims Way / B - Martins Way / C - A1155 Verity Way / D - A1072 Martins Way**

| CLASSIFICATION | PCU |
|---|---|
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |
| P/CYCLE | 0.2 |
| M/CYCLE | 0.4 |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

Junction: A - Pilgrims Way / B - Martins Way / C - A1155 Verity Way / D - A1072 Martins Way

Approach: A - Pilgrims Way

| | A to B | | | | | | | | A to C | | | | | | | | A to D | | | | | | | | A to A | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 25 | 3 | 0 | 0 | 0 | 0 | 2 | 25.0 | 30 | 16 | 3 | 0 | 0 | 0 | 0 | 1 | 19.4 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 20 | 1 | 1 | 0 | 1 | 0 | 0 | 24.5 | 23 | 23 | 8 | 1 | 0 | 0 | 0 | 0 | 33.0 | 32 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 24 | 7 | 1 | 0 | 0 | 0 | 0 | 34.0 | 32 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 12.5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 13 | 1 | 1 | 0 | 0 | 1 | 0 | 16.7 | 16 | 27 | 7 | 1 | 0 | 0 | 0 | 0 | 35.5 | 35 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **55** | **4** | **2** | **0** | **1** | **1** | **0** | **74** | **73** | **99** | **25** | **3** | **0** | **0** | **0** | **2** | **128** | **129** | **56** | **6** | **1** | **0** | **0** | **0** | **1** | **69** | **67** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 20.0 | 21 | 35 | 2 | 0 | 0 | 1 | 0 | 0 | 37.5 | 38 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 23.5 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 17 | 1 | 0 | 0 | 1 | 0 | 0 | 20.0 | 19 | 34 | 4 | 0 | 0 | 0 | 0 | 1 | 36.0 | 39 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19.4 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 24.5 | 23 | 43 | 4 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 23.5 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 37.5 | 35 | 49 | 7 | 0 | 0 | 0 | 0 | 0 | 56.0 | 56 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **93** | **4** | **0** | **0** | **1** | **0** | **0** | **102** | **98** | **160** | **17** | **0** | **0** | **1** | **0** | **1** | **177** | **180** | **88** | **8** | **1** | **0** | **0** | **0** | **0** | **90** | **92** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 46 | 2 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 10.0 | 10 | 38 | 2 | 2 | 0 | 0 | 0 | 0 | 47.0 | 42 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 11.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 18 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 11 | 2 | 0 | 0 | 0 | 0 | 1 | 12.4 | 14 | 27 | 3 | 1 | 0 | 0 | 0 | 1 | 31.0 | 33 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **48** | **4** | **0** | **0** | **1** | **0** | **1** | **55** | **55** | **142** | **9** | **3** | **0** | **0** | **0** | **1** | **159** | **156** | **41** | **4** | **1** | **0** | **1** | **0** | **0** | **49** | **47** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 24 | 2 | 0 | 0 | 0 | 0 | 1 | 26.0 | 24 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 21.0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 9.4 | 9 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **37** | **0** | **0** | **0** | **0** | **0** | **1** | **42** | **42** | **80** | **4** | **0** | **0** | **0** | **0** | **1** | **92** | **86** | **30** | **1** | **0** | **0** | **0** | **0** | **0** | **36** | **36** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 31.0 | 30 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 8.5 | 7 | 23 | 3 | 0 | 0 | 0 | 0 | 1 | 29.0 | 27 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 10.5 | 10 | 36 | 1 | 2 | 0 | 0 | 0 | 0 | 40.0 | 39 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 10.0 | 6 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23.0 | 46 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **21** | **2** | **1** | **0** | **3** | **0** | **0** | **33** | **27** | **107** | **6** | **2** | **0** | **0** | **0** | **1** | **123** | **142** | **48** | **6** | **0** | **0** | **0** | **0** | **0** | **52** | **52** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 12:00 - 12:15 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 23 | 3 | 0 | 0 | 0 | 0 | 2 | 28.0 | 30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 29 | 3 | 1 | 0 | 0 | 0 | 1 | 34.0 | 34 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 15.0 | 14 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 34.0 | 34 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 10.0 | 10 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **46** | **1** | **1** | **0** | **1** | **0** | **0** | **52** | **51** | **104** | **6** | **2** | **0** | **0** | **0** | **3** | **115** | **117** | **32** | **7** | **0** | **0** | **0** | **0** | **0** | **41** | **41** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 13:00 - 13:15 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 13.4 | 14 | 24 | 2 | 0 | 0 | 0 | 0 | 1 | 28.0 | 27 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 10.0 | 10 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 11 | 0 | 0 | 0 | 1 | 1 | 1 | 13.4 | 14 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 17.0 | 17 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **48** | **1** | **0** | **0** | **3** | **1** | **2** | **53** | **55** | **83** | **4** | **0** | **0** | **0** | **0** | **2** | **91** | **90** | **28** | **1** | **0** | **0** | **0** | **0** | **0** | **41** | **40** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 10.5 | 12 | 24 | 4 | 0 | 0 | 0 | 0 | 1 | 27.0 | 32 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 39.0 | 39 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 20.0 | 18 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 15.0 | 14 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **49** | **2** | **0** | **0** | **2** | **0** | **0** | **55** | **54** | **127** | **6** | **1** | **0** | **0** | **0** | **1** | **133** | **138** | **31** | **6** | **0** | **0** | **0** | **0** | **0** | **41** | **41** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 40 | 0 | 0 | 0 | 0 | 0 | 1 | 41.0 | 40 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 43 | 4 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 36 | 5 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **84** | **2** | **0** | **0** | **0** | **0** | **0** | **106** | **86** | **155** | **12** | **0** | **0** | **0** | **0** | **1** | **168** | **167** | **49** | **3** | **0** | **0** | **0** | **0** | **0** | **52** | **52** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 16:00 - 16:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 34 | 4 | 0 | 0 | 0 | 0 | 1 | 41.0 | 42 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 20 | 1 | 0 | 0 | 0 | 0 | 1 | 21.4 | 22 | 39 | 7 | 1 | 0 | 0 | 0 | 0 | 49.0 | 44 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 24 | 0 | 0 | 0 | 1 | 0 | 0 | 25.5 | 25 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.5 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 18 | 4 | 0 | 0 | 1 | 0 | 0 | 22.0 | 21 | 39 | 0 | 1 | 0 | 0 | 0 | 0 | 42.0 | 43 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **69** | **5** | **0** | **0** | **2** | **0** | **1** | **76** | **75** | **136** | **13** | **2** | **0** | **0** | **0** | **1** | **159** | **156** | **43** | **4** | **0** | **0** | **0** | **0** | **0** | **48** | **48** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 15.5 | 16 | 45 | 3 | 1 | 0 | 0 | 0 | 0 | 47.0 | 49 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 21 | 33 | 3 | 1 | 0 | 0 | 0 | 0 | 39.0 | 39 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 11.4 | 12 | 44 | 0 | 0 | 0 | 0 | 0 | 1 | 47.0 | 44 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 32 | 2 | 0 | 0 | 0 | 0 | 1 | 35.0 | 34 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **52** | **6** | **0** | **0** | **0** | **0** | **1** | **57** | **59** | **154** | **8** | **2** | **0** | **0** | **0** | **3** | **168** | **166** | **47** | **7** | **0** | **0** | **0** | **0** | **0** | **45** | **45** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 12.0 | 13 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 19.0 | 20 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 27.0 | 26 | 43 | 1 | 1 | 0 | 0 | 0 | 0 | 47.0 | 47 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **69** | **5** | **0** | **0** | **0** | **0** | **0** | **72** | **73** | **168** | **5** | **1** | **0** | **0** | **0** | **0** | **176** | **176** | **31** | **2** | **0** | **0** | **0** | **0** | **0** | **32** | **32** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| Session Total | 840 | 49 | 4 | 0 | 20 | 2 | 6 | 972 | 799 | 1810 | 146 | 21 | 0 | 1 | 0 | 16 | 1993 | 1990 | 568 | 47 | 4 | 0 | 2 | 0 | 4 | 678 | 677 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Free A | | | | | | | | Fre A | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 66 | 9 | 0 | 0 | 0 | 0 | 5 | 83.2 | 80 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 |
| 07:15 - 07:30 | 97 | 12 | 2 | 0 | 1 | 0 | 0 | 114.0 | 112 | 24 | 6 | 2 | 0 | 1 | 0 | 1 | 33.0 | 32 |
| 07:30 - 07:45 | 91 | 11 | 1 | 0 | 0 | 0 | 1 | 113.0 | 104 | 32 | 10 | 1 | 0 | 1 | 0 | 0 | 44.0 | 34 |
| 07:45 - 08:00 | 98 | 8 | 0 | 0 | 0 | 1 | 0 | 112.7 | 73 | 36 | 6 | 1 | 0 | 0 | 0 | 0 | 43.5 | 48 |
| **Hourly Total** | **370** | **52** | **4** | **0** | **2** | **1** | **6** | **423** | **369** | **112** | **25** | **4** | **0** | **2** | **0** | **1** | **146** | **140** |
| 08:00 - 08:15 | 109 | 9 | 0 | 0 | 0 | 0 | 0 | 118.0 | 96 | 41 | 8 | 2 | 0 | 0 | 0 | 0 | 51.0 | 51 |
| 08:15 - 08:30 | 86 | 7 | 1 | 0 | 0 | 0 | 0 | 94.0 | 118 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 |
| 08:30 - 08:45 | 110 | 9 | 0 | 0 | 0 | 0 | 2 | 121.0 | 109 | 43 | 7 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 |
| 08:45 - 09:00 | 73 | 3 | 0 | 0 | 0 | 0 | 0 | 73.0 | 73 | 31 | 3 | 2 | 0 | 1 | 0 | 0 | 37.0 | 37 |
| **Hourly Total** | **378** | **28** | **1** | **0** | **0** | **0** | **2** | **406** | **396** | **147** | **24** | **4** | **0** | **1** | **0** | **0** | **176** | **176** |
| 09:00 - 09:15 | 66 | 7 | 2 | 0 | 0 | 0 | 0 | 75.0 | 87 | 25 | 7 | 0 | 0 | 1 | 0 | 0 | 33.0 | 33 |
| 09:15 - 09:30 | 69 | 5 | 1 | 0 | 0 | 0 | 0 | 75.0 | 67 | 29 | 5 | 1 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| 09:30 - 09:45 | 69 | 6 | 1 | 0 | 0 | 0 | 0 | 76.0 | 70 | 30 | 5 | 1 | 0 | 0 | 0 | 0 | 36.0 | 36 |
| 09:45 - 10:00 | 44 | 7 | 1 | 0 | 0 | 0 | 2 | 53.3 | 50 | 35 | 3 | 1 | 0 | 0 | 0 | 0 | 39.0 | 39 |
| **Hourly Total** | **248** | **25** | **5** | **0** | **0** | **0** | **2** | **280** | **274** | **119** | **20** | **3** | **0** | **1** | **0** | **0** | **143** | **143** |
| 10:00 - 10:15 | 59 | 6 | 2 | 0 | 0 | 0 | 0 | 69.0 | 68 | 38 | 6 | 1 | 0 | 0 | 0 | 0 | 45.0 | 45 |
| 10:15 - 10:30 | 62 | 6 | 0 | 0 | 0 | 1 | 0 | 69.4 | 68 | 40 | 8 | 2 | 0 | 0 | 0 | 0 | 50.0 | 50 |
| 10:30 - 10:45 | 69 | 6 | 0 | 0 | 0 | 1 | 0 | 76.4 | 68 | 43 | 7 | 2 | 0 | 0 | 0 | 0 | 52.0 | 52 |
| 10:45 - 11:00 | 68 | 4 | 0 | 0 | 0 | 0 | 2 | 74.0 | 68 | 43 | 6 | 1 | 0 | 0 | 0 | 0 | 50.0 | 50 |
| **Hourly Total** | **258** | **22** | **2** | **0** | **0** | **2** | **2** | **289** | **272** | **164** | **27** | **6** | **0** | **0** | **0** | **0** | **197** | **197** |
| 11:00 - 11:15 | 67 | 4 | 3 | 0 | 0 | 0 | 0 | 80.0 | 68 | 49 | 2 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 |
| 11:15 - 11:30 | 68 | 2 | 3 | 0 | 0 | 0 | 1 | 82.0 | 68 | 46 | 1 | 2 | 0 | 1 | 0 | 0 | 54.0 | 54 |
| 11:30 - 11:45 | 69 | 2 | 3 | 0 | 0 | 0 | 1 | 83.0 | 68 | 48 | 1 | 2 | 0 | 1 | 0 | 0 | 56.0 | 56 |
| 11:45 - 12:00 | 66 | 11 | 1 | 0 | 1 | 0 | 0 | 80.0 | 80 | 50 | 3 | 1 | 0 | 1 | 0 | 0 | 71.0 | 75 |
| **Hourly Total** | **270** | **19** | **9** | **0** | **1** | **0** | **2** | **325** | **284** | **193** | **7** | **5** | **0** | **3** | **0** | **0** | **236** | **240** |
| 12:00 - 12:15 | 67 | 9 | 0 | 0 | 0 | 0 | 2 | 80.0 | 69 | 49 | 7 | 2 | 0 | 0 | 0 | 0 | 60.0 | 60 |
| 12:15 - 12:30 | 68 | 8 | 1 | 0 | 0 | 0 | 1 | 81.0 | 68 | 49 | 5 | 1 | 0 | 0 | 0 | 0 | 57.0 | 57 |
| 12:30 - 12:45 | 69 | 7 | 1 | 0 | 0 | 0 | 0 | 81.0 | 69 | 48 | 6 | 1 | 0 | 0 | 0 | 0 | 56.0 | 56 |
| 12:45 - 13:00 | 71 | 3 | 1 | 0 | 0 | 0 | 0 | 80.0 | 68 | 51 | 3 | 0 | 0 | 0 | 0 | 0 | 57.0 | 57 |
| **Hourly Total** | **275** | **27** | **3** | **0** | **0** | **0** | **3** | **322** | **274** | **197** | **21** | **4** | **0** | **0** | **0** | **0** | **230** | **230** |
| 13:00 - 13:15 | 67 | 4 | 0 | 0 | 0 | 0 | 2 | 81.0 | 69 | 57 | 3 | 0 | 0 | 0 | 0 | 2 | 66.0 | 66 |
| 13:15 - 13:30 | 67 | 2 | 0 | 0 | 0 | 0 | 0 | 69.0 | 69 | 53 | 3 | 1 | 0 | 0 | 0 | 1 | 59.0 | 59 |
| 13:30 - 13:45 | 69 | 0 | 0 | 0 | 1 | 1 | 1 | 82.4 | 69 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 |
| 13:45 - 14:00 | 69 | 2 | 0 | 0 | 0 | 0 | 1 | 76.0 | 69 | 47 | 5 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 |
| **Hourly Total** | **272** | **8** | **0** | **0** | **1** | **1** | **4** | **309** | **276** | **206** | **15** | **1** | **0** | **0** | **0** | **3** | **221** | **221** |
| 14:00 - 14:15 | 69 | 2 | 0 | 0 | 0 | 0 | 1 | 67.4 | 69 | 54 | 4 | 0 | 0 | 0 | 0 | 0 | 58.0 | 58 |
| 14:15 - 14:30 | 67 | 6 | 1 | 0 | 0 | 0 | 0 | 80.0 | 69 | 66 | 4 | 0 | 0 | 0 | 0 | 0 | 70.0 | 70 |
| 14:30 - 14:45 | 69 | 6 | 0 | 0 | 1 | 0 | 0 | 81.0 | 69 | 79 | 2 | 0 | 0 | 0 | 0 | 0 | 81.0 | 81 |
| 14:45 - 15:00 | 69 | 4 | 0 | 0 | 0 | 0 | 1 | 81.0 | 69 | 69 | 4 | 0 | 0 | 0 | 0 | 1 | 74.0 | 74 |
| **Hourly Total** | **274** | **18** | **1** | **0** | **1** | **0** | **2** | **310** | **274** | **268** | **14** | **0** | **0** | **0** | **0** | **1** | **283** | **283** |
| 15:00 - 15:15 | 77 | 7 | 0 | 0 | 0 | 0 | 1 | 92.0 | 87 | 108 | 5 | 0 | 0 | 0 | 0 | 1 | 113.0 | 113 |
| 15:15 - 15:30 | 99 | 8 | 0 | 0 | 0 | 0 | 0 | 109.0 | 106 | 94 | 12 | 0 | 0 | 0 | 1 | 0 | 109.4 | 108 |
| 15:30 - 15:45 | 81 | 6 | 1 | 0 | 0 | 0 | 0 | 90.0 | 90 | 110 | 12 | 0 | 0 | 0 | 0 | 2 | 122.0 | 124 |
| 15:45 - 16:00 | 88 | 8 | 0 | 0 | 0 | 0 | 0 | 96.0 | 96 | 78 | 15 | 0 | 0 | 0 | 2 | 0 | 95.0 | 95 |
| **Hourly Total** | **345** | **27** | **1** | **0** | **1** | **0** | **1** | **386** | **379** | **390** | **44** | **0** | **0** | **0** | **3** | **3** | **439** | **440** |
| 16:00 - 16:15 | 73 | 2 | 0 | 0 | 0 | 0 | 0 | 77.0 | 77 | 77 | 9 | 1 | 0 | 0 | 0 | 0 | 86.0 | 86 |
| 16:15 - 16:30 | 69 | 5 | 1 | 0 | 0 | 0 | 1 | 76.8 | 75 | 89 | 20 | 0 | 0 | 0 | 0 | 2 | 109.0 | 109 |
| 16:30 - 16:45 | 73 | 2 | 0 | 0 | 0 | 0 | 0 | 79.0 | 79 | 89 | 13 | 1 | 0 | 0 | 0 | 0 | 103.0 | 103 |
| 16:45 - 17:00 | 66 | 8 | 1 | 0 | 1 | 0 | 2 | 77.2 | 77 | 77 | 9 | 1 | 0 | 0 | 0 | 2 | 98.0 | 99 |
| **Hourly Total** | **282** | **17** | **2** | **0** | **1** | **0** | **3** | **310** | **308** | **332** | **51** | **3** | **0** | **0** | **0** | **4** | **396** | **397** |
| 17:00 - 17:15 | 75 | 5 | 1 | 0 | 0 | 0 | 1 | 83.0 | 82 | 87 | 14 | 0 | 0 | 0 | 0 | 0 | 101.0 | 101 |
| 17:15 - 17:30 | 61 | 6 | 1 | 0 | 0 | 0 | 0 | 70.0 | 70 | 81 | 12 | 0 | 0 | 0 | 0 | 0 | 93.0 | 93 |
| 17:30 - 17:45 | 69 | 7 | 1 | 0 | 0 | 0 | 0 | 78.0 | 78 | 89 | 7 | 1 | 0 | 0 | 0 | 0 | 100.0 | 100 |
| 17:45 - 18:00 | 62 | 6 | 0 | 0 | 1 | 0 | 0 | 70.4 | 70 | 80 | 10 | 0 | 0 | 1 | 0 | 0 | 95.0 | 95 |
| **Hourly Total** | **271** | **24** | **2** | **0** | **1** | **0** | **1** | **301** | **300** | **337** | **43** | **1** | **0** | **1** | **0** | **0** | **389** | **389** |
| 18:00 - 18:15 | 73 | 3 | 0 | 0 | 0 | 0 | 0 | 76.0 | 76 | 83 | 5 | 0 | 0 | 0 | 0 | 0 | 88.0 | 88 |
| 18:15 - 18:30 | 69 | 4 | 0 | 0 | 0 | 0 | 0 | 73.0 | 73 | 84 | 7 | 1 | 0 | 0 | 0 | 0 | 97.0 | 97 |
| 18:30 - 18:45 | 69 | 4 | 0 | 0 | 0 | 0 | 0 | 77.0 | 77 | 83 | 6 | 1 | 0 | 0 | 0 | 0 | 94.0 | 94 |
| 18:45 - 19:00 | 73 | 1 | 1 | 0 | 0 | 0 | 0 | 76.0 | 74 | 83 | 6 | 0 | 0 | 1 | 0 | 0 | 91.0 | 91 |
| **Hourly Total** | **284** | **12** | **1** | **0** | **0** | **0** | **0** | **302** | **300** | **333** | **24** | **2** | **0** | **1** | **0** | **0** | **370** | **370** |
| Session Total | 2574 | 221 | 21 | 0 | 20 | 3 | 29 | 3052 | 2859 | 2599 | 340 | 29 | 0 | 36 | 0 | 20 | 3439 | 3417 |

streetwise

## *Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Pilgrims Way / B - Martins Way / C - A1155 Verity Way / D - A1072 Martins Way

**Approach:** B - Martins Way

| | B to C | | | | | | | | | B to D | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 22 | 2 | 0 | 0 | 0 | 0 | 2 | 24.8 | 26 | 55 | 12 | 0 | 0 | 0 | 0 | 1 | 67.4 | 68 |
| 07:15 - 07:30 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 59 | 17 | 2 | 0 | 0 | 0 | 1 | 79.4 | 79 |
| 07:30 - 07:45 | 25 | 7 | 0 | 0 | 0 | 0 | 1 | 32.4 | 33 | 94 | 15 | 4 | 1 | 0 | 0 | 0 | 117.3 | 114 |
| 07:45 - 08:00 | 32 | 4 | 1 | 0 | 0 | 0 | 0 | 37.5 | 37 | 89 | 12 | 0 | 1 | 0 | 0 | 1 | 103.7 | 103 |
| Hourly Total | 97 | 22 | 1 | 0 | 0 | 0 | 3 | 122 | 123 | 297 | 56 | 6 | 2 | 0 | 0 | 3 | 368 | 364 |
| 08:00 - 08:15 | 39 | 8 | 0 | 0 | 0 | 0 | 1 | 47.4 | 48 | 87 | 6 | 3 | 0 | 0 | 0 | 2 | 98.3 | 98 |
| 08:15 - 08:30 | 37 | 9 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 74 | 8 | 3 | 1 | 0 | 0 | 0 | 88.8 | 86 |
| 08:30 - 08:45 | 43 | 6 | 1 | 0 | 0 | 0 | 2 | 51.3 | 52 | 81 | 12 | 2 | 1 | 0 | 0 | 1 | 98.7 | 97 |
| 08:45 - 09:00 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 | 79 | 9 | 5 | 0 | 0 | 0 | 0 | 95.5 | 93 |
| Hourly Total | 155 | 27 | 1 | 0 | 0 | 0 | 3 | 185 | 186 | 321 | 35 | 13 | 2 | 0 | 0 | 3 | 381 | 374 |
| 09:00 - 09:15 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 65 | 14 | 2 | 0 | 1 | 0 | 0 | 84.0 | 82 |
| 09:15 - 09:30 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 53 | 13 | 3 | 0 | 0 | 0 | 0 | 70.5 | 69 |
| 09:30 - 09:45 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 16.0 | 15 | 51 | 12 | 2 | 0 | 0 | 0 | 0 | 66.0 | 65 |
| 09:45 - 10:00 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 | 60 | 10 | 1 | 2 | 0 | 0 | 0 | 76.1 | 73 |
| Hourly Total | 87 | 14 | 3 | 0 | 0 | 0 | 0 | 106 | 104 | 229 | 49 | 8 | 2 | 1 | 0 | 0 | 297 | 289 |
| 10:00 - 10:15 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 55 | 5 | 4 | 0 | 0 | 0 | 1 | 66.4 | 65 |
| 10:15 - 10:30 | 19 | 1 | 2 | 0 | 0 | 0 | 0 | 23.0 | 22 | 46 | 9 | 2 | 1 | 0 | 0 | 1 | 60.7 | 59 |
| 10:30 - 10:45 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 46 | 11 | 3 | 0 | 0 | 0 | 0 | 61.5 | 60 |
| 10:45 - 11:00 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 21.5 | 21 | 53 | 8 | 2 | 0 | 0 | 0 | 1 | 64.4 | 64 |
| Hourly Total | 75 | 8 | 3 | 0 | 0 | 0 | 0 | 88 | 86 | 200 | 33 | 11 | 1 | 0 | 0 | 3 | 253 | 248 |
| 11:00 - 11:15 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 | 39 | 11 | 2 | 2 | 0 | 0 | 1 | 58.0 | 55 |
| 11:15 - 11:30 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 34 | 12 | 0 | 0 | 0 | 0 | 1 | 46.4 | 47 |
| 11:30 - 11:45 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 25.5 | 25 | 43 | 9 | 3 | 2 | 0 | 0 | 0 | 61.1 | 57 |
| 11:45 - 12:00 | 20 | 4 | 2 | 0 | 0 | 0 | 1 | 27.4 | 27 | 49 | 7 | 2 | 0 | 0 | 0 | 0 | 59.0 | 58 |
| Hourly Total | 76 | 11 | 4 | 0 | 0 | 0 | 1 | 93 | 92 | 165 | 39 | 7 | 4 | 0 | 0 | 2 | 225 | 217 |
| 12:00 - 12:15 | 27 | 4 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 | 54 | 15 | 2 | 1 | 0 | 0 | 0 | 74.3 | 72 |
| 12:15 - 12:30 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 37 | 11 | 5 | 0 | 0 | 0 | 1 | 55.9 | 54 |
| 12:30 - 12:45 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 38 | 9 | 1 | 2 | 0 | 0 | 1 | 53.5 | 51 |
| 12:45 - 13:00 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 20.5 | 20 | 46 | 11 | 1 | 1 | 0 | 0 | 2 | 61.6 | 61 |
| Hourly Total | 80 | 16 | 1 | 0 | 0 | 0 | 1 | 98 | 98 | 175 | 46 | 9 | 4 | 0 | 0 | 4 | 245 | 238 |
| 13:00 - 13:15 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 20.4 | 21 | 45 | 8 | 1 | 0 | 0 | 0 | 0 | 54.5 | 54 |
| 13:15 - 13:30 | 26 | 5 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 | 50 | 12 | 2 | 0 | 0 | 0 | 1 | 65.4 | 65 |
| 13:30 - 13:45 | 16 | 1 | 1 | 0 | 0 | 0 | 1 | 18.9 | 19 | 45 | 9 | 4 | 0 | 0 | 0 | 1 | 60.4 | 59 |
| 13:45 - 14:00 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 44 | 9 | 1 | 1 | 0 | 0 | 0 | 56.8 | 55 |
| Hourly Total | 84 | 9 | 1 | 0 | 0 | 0 | 3 | 96 | 97 | 184 | 38 | 8 | 1 | 0 | 0 | 2 | 237 | 233 |
| 14:00 - 14:15 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 22.5 | 22 | 34 | 14 | 2 | 0 | 0 | 0 | 0 | 51.0 | 50 |
| 14:15 - 14:30 | 29 | 6 | 1 | 0 | 0 | 0 | 0 | 36.5 | 36 | 44 | 10 | 3 | 0 | 0 | 0 | 1 | 58.9 | 58 |
| 14:30 - 14:45 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 | 50 | 13 | 1 | 0 | 0 | 0 | 1 | 64.9 | 65 |
| 14:45 - 15:00 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 23.5 | 23 | 64 | 10 | 3 | 0 | 0 | 0 | 1 | 78.9 | 78 |
| Hourly Total | 80 | 21 | 4 | 0 | 0 | 0 | 0 | 107 | 105 | 192 | 47 | 9 | 0 | 0 | 0 | 3 | 254 | 251 |
| 15:00 - 15:15 | 28 | 5 | 0 | 0 | 0 | 0 | 2 | 33.8 | 35 | 69 | 15 | 1 | 0 | 0 | 0 | 1 | 85.9 | 86 |
| 15:15 - 15:30 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 22.0 | 21 | 51 | 12 | 1 | 0 | 0 | 0 | 0 | 64.5 | 64 |
| 15:30 - 15:45 | 24 | 1 | 1 | 1 | 0 | 0 | 1 | 29.2 | 28 | 98 | 13 | 1 | 1 | 0 | 0 | 1 | 115.2 | 114 |
| 15:45 - 16:00 | 20 | 1 | 1 | 0 | 0 | 0 | 1 | 22.9 | 23 | 64 | 15 | 0 | 0 | 0 | 0 | 2 | 79.8 | 81 |
| Hourly Total | 90 | 9 | 2 | 1 | 1 | 0 | 4 | 108 | 107 | 282 | 55 | 3 | 1 | 0 | 0 | 4 | 345 | 345 |
| 16:00 - 16:15 | 45 | 6 | 0 | 1 | 0 | 0 | 0 | 53.3 | 52 | 92 | 11 | 0 | 0 | 0 | 0 | 0 | 103.0 | 103 |
| 16:15 - 16:30 | 44 | 4 | 1 | 0 | 0 | 0 | 0 | 49.5 | 49 | 46 | 6 | 1 | 0 | 0 | 0 | 0 | 53.5 | 53 |
| 16:30 - 16:45 | 34 | 5 | 1 | 0 | 0 | 0 | 2 | 41.3 | 42 | 75 | 5 | 1 | 0 | 0 | 0 | 0 | 81.5 | 81 |
| 16:45 - 17:00 | 38 | 9 | 1 | 0 | 0 | 0 | 3 | 49.7 | 51 | 57 | 12 | 2 | 2 | 0 | 0 | 2 | 77.4 | 75 |
| Hourly Total | 161 | 24 | 3 | 1 | 0 | 0 | 5 | 194 | 194 | 270 | 34 | 4 | 2 | 0 | 0 | 2 | 315 | 312 |
| 17:00 - 17:15 | 54 | 1 | 0 | 0 | 0 | 0 | 3 | 56.2 | 58 | 83 | 6 | 0 | 0 | 0 | 0 | 1 | 89.4 | 90 |
| 17:15 - 17:30 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 56 | 3 | 0 | 1 | 0 | 0 | 0 | 61.3 | 60 |
| 17:30 - 17:45 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 89 | 10 | 1 | 0 | 0 | 0 | 1 | 100.9 | 101 |
| 17:45 - 18:00 | 44 | 3 | 1 | 0 | 0 | 0 | 0 | 48.5 | 48 | 71 | 10 | 0 | 0 | 0 | 0 | 1 | 81.4 | 82 |
| Hourly Total | 159 | 7 | 1 | 0 | 0 | 0 | 3 | 169 | 170 | 299 | 29 | 1 | 1 | 0 | 0 | 3 | 333 | 333 |
| 18:00 - 18:15 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 61 | 5 | 0 | 0 | 0 | 0 | 0 | 66.0 | 66 |
| 18:15 - 18:30 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 66 | 9 | 0 | 0 | 0 | 0 | 0 | 75.0 | 75 |
| 18:30 - 18:45 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 | 65 | 8 | 0 | 0 | 0 | 0 | 0 | 73.0 | 73 |
| 18:45 - 19:00 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 59 | 5 | 2 | 0 | 0 | 0 | 1 | 67.4 | 67 |
| Hourly Total | 118 | 10 | 0 | 0 | 0 | 0 | 0 | 128 | 128 | 251 | 27 | 2 | 0 | 0 | 0 | 1 | 281 | 281 |
| Session Total | 1262 | 178 | 24 | 2 | 1 | 0 | 23 | 1492 | 1490 | 2865 | 488 | 81 | 20 | 1 | 0 | 30 | 3535 | 3485 |

| | B to A | | | | | | | | | B to B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 11.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 11.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 33 | 11 | 0 | 0 | 2 | 0 | 0 | 48 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 23 | 4 | 0 | 0 | 1 | 0 | 0 | 29.0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 42 | 3 | 0 | 0 | 1 | 0 | 0 | 47.0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 126 | 11 | 0 | 0 | 2 | 0 | 0 | 141 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 20 | 1 | 0 | 0 | 1 | 0 | 0 | 23.0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 15.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 52 | 4 | 0 | 0 | 2 | 0 | 0 | 60 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 11 | 2 | 1 | 0 | 1 | 0 | 0 | 16.5 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 9 | 2 | 0 | 0 | 1 | 0 | 0 | 13.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 16.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 43 | 6 | 1 | 0 | 3 | 0 | 0 | 57 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 16.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5.5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 14 | 1 | 0 | 0 | 1 | 0 | 0 | 17.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 41 | 1 | 1 | 0 | 2 | 0 | 0 | 48 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 9 | 0 | 2 | 0 | 1 | 0 | 0 | 14.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 10.5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 9 | 3 | 0 | 0 | 1 | 0 | 0 | 14.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 14 | 2 | 0 | 0 | 1 | 0 | 0 | 18.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 40 | 6 | 3 | 0 | 3 | 0 | 0 | 57 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 17.4 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 11.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 43 | 4 | 0 | 0 | 1 | 0 | 1 | 49 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 8 | 3 | 0 | 0 | 1 | 0 | 1 | 13.4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 14 | 1 | 0 | 0 | 1 | 0 | 1 | 17.4 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 26 | 3 | 0 | 0 | 1 | 0 | 0 | 31.0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 63 | 7 | 0 | 0 | 3 | 0 | 2 | 77 | 75 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 15:00 - 15:15 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 22 | 3 | 0 | 0 | 1 | 0 | 0 | 27.0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 17 | 4 | 0 | 0 | 1 | 0 | 0 | 23.0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 113 | 15 | 0 | 0 | 2 | 0 | 0 | 132 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 13 | 5 | 1 | 0 | 1 | 0 | 0 | 21.5 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 23 | 5 | 0 | 0 | 0 | 0 | 1 | 28.4 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 15 | 3 | 0 | 0 | 0 | 0 | 1 | 18.4 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 67 | 15 | 1 | 0 | 1 | 0 | 2 | 86 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 12 | 3 | 0 | 0 | 1 | 0 | 0 | 17.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 17 | 1 | 0 | 0 | 1 | 0 | 0 | 20.0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:45 - 18:00 | 17 | 0 | 0 | 0 | 1 | 0 | 0 | 19.0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 57 | 8 | 0 | 0 | 3 | 0 | 0 | 71 | 68 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00 - 18:15 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 22.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 26 | 3 | 0 | 0 | 1 | 0 | 1 | 31.4 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 16 | 3 | 0 | 0 | 1 | 0 | 0 | 21.0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 82 | 8 | 0 | 0 | 3 | 0 | 1 | 96 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Session Total | 760 | 96 | 6 | 0 | 27 | 0 | 6 | 921 | 895 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |

| | From B | | | | | | | | | To B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 87 | 15 | 0 | 0 | 0 | 0 | 3 | 103.2 | 105 | 59 | 15 | 2 | 0 | 0 | 0 | 1 | 77.4 | 77 |
| 07:15 - 07:30 | 82 | 30 | 2 | 0 | 1 | 0 | 1 | 117.4 | 116 | 90 | 12 | 3 | 0 | 1 | 0 | 0 | 108.5 | 106 |
| 07:30 - 07:45 | 124 | 26 | 4 | 1 | 1 | 0 | 1 | 160.7 | 157 | 78 | 20 | 2 | 0 | 2 | 0 | 0 | 105.0 | 102 |
| 07:45 - 08:00 | 134 | 18 | 1 | 1 | 0 | 0 | 1 | 156.2 | 155 | 99 | 23 | 3 | 0 | 0 | 1 | 1 | 127.1 | 127 |
| Hourly Total | 427 | 89 | 7 | 2 | 2 | 0 | 6 | 538 | 533 | 326 | 70 | 10 | 0 | 3 | 1 | 2 | 418 | 412 |
| 08:00 - 08:15 | 144 | 16 | 3 | 0 | 0 | 0 | 3 | 165.7 | 166 | 99 | 17 | 1 | 1 | 2 | 0 | 3 | 125.0 | 123 |
| 08:15 - 08:30 | 134 | 21 | 3 | 1 | 1 | 0 | 0 | 163.8 | 160 | 136 | 14 | 1 | 0 | 1 | 0 | 1 | 153.9 | 153 |
| 08:30 - 08:45 | 167 | 20 | 3 | 1 | 0 | 0 | 3 | 195.0 | 194 | 124 | 21 | 5 | 0 | 0 | 0 | 3 | 153.7 | 153 |
| 08:45 - 09:00 | 157 | 16 | 5 | 0 | 1 | 0 | 0 | 182.5 | 179 | 146 | 14 | 5 | 2 | 3 | 0 | 0 | 178.1 | 170 |
| Hourly Total | 602 | 73 | 14 | 2 | 2 | 0 | 6 | 707 | 699 | 505 | 66 | 12 | 3 | 6 | 0 | 7 | 611 | 599 |
| 09:00 - 09:15 | 117 | 18 | 2 | 0 | 2 | 0 | 0 | 142.0 | 139 | 96 | 15 | 5 | 2 | 0 | 0 | 0 | 123.1 | 118 |
| 09:15 - 09:30 | 86 | 20 | 3 | 0 | 1 | 0 | 0 | 112.5 | 110 | 76 | 19 | 2 | 0 | 2 | 0 | 1 | 102.4 | 100 |
| 09:30 - 09:45 | 72 | 14 | 4 | 0 | 0 | 0 | 0 | 92.0 | 90 | 60 | 12 | 6 | 2 | 1 | 0 | 0 | 87.6 | 81 |
| 09:45 - 10:00 | 93 | 15 | 2 | 2 | 0 | 0 | 0 | 115.6 | 112 | 66 | 12 | 3 | 1 | 0 | 0 | 2 | 85.6 | 84 |
| Hourly Total | 368 | 67 | 11 | 2 | 3 | 0 | 0 | 462 | 451 | 298 | 58 | 16 | 5 | 3 | 0 | 3 | 399 | 383 |
| 10:00 - 10:15 | 89 | 9 | 5 | 0 | 1 | 0 | 1 | 107.9 | 105 | 87 | 13 | 5 | 1 | 1 | 0 | 0 | 111.8 | 107 |
| 10:15 - 10:30 | 74 | 12 | 4 | 1 | 1 | 0 | 1 | 96.7 | 93 | 47 | 15 | 2 | 1 | 1 | 0 | 0 | 69.3 | 66 |
| 10:30 - 10:45 | 72 | 14 | 3 | 0 | 0 | 0 | 0 | 90.5 | 89 | 66 | 15 | 1 | 1 | 1 | 0 | 1 | 87.2 | 85 |
| 10:45 - 11:00 | 83 | 12 | 3 | 0 | 1 | 0 | 1 | 101.9 | 100 | 56 | 11 | 4 | 1 | 1 | 0 | 0 | 77.3 | 73 |
| Hourly Total | 318 | 47 | 15 | 1 | 3 | 0 | 3 | 397 | 387 | 256 | 54 | 12 | 4 | 4 | 0 | 1 | 346 | 331 |
| 11:00 - 11:15 | 65 | 12 | 3 | 2 | 0 | 0 | 1 | 86.5 | 83 | 66 | 12 | 8 | 2 | 0 | 0 | 1 | 95.0 | 89 |
| 11:15 - 11:30 | 65 | 16 | 0 | 0 | 1 | 0 | 1 | 83.4 | 83 | 64 | 19 | 5 | 0 | 2 | 0 | 1 | 94.9 | 91 |
| 11:30 - 11:45 | 69 | 11 | 5 | 2 | 0 | 0 | 0 | 92.1 | 87 | 68 | 15 | 1 | 1 | 1 | 0 | 0 | 88.8 | 86 |
| 11:45 - 12:00 | 83 | 12 | 4 | 0 | 1 | 0 | 1 | 103.4 | 101 | 64 | 16 | 6 | 0 | 1 | 0 | 2 | 91.8 | 89 |
| Hourly Total | 282 | 51 | 12 | 4 | 2 | 0 | 3 | 365 | 354 | 262 | 62 | 20 | 3 | 4 | 0 | 4 | 371 | 355 |
| 12:00 - 12:15 | 90 | 19 | 4 | 1 | 1 | 0 | 1 | 119.7 | 116 | 75 | 7 | 1 | 0 | 1 | 0 | 0 | 85.5 | 84 |
| 12:15 - 12:30 | 61 | 16 | 6 | 0 | 0 | 0 | 1 | 86.4 | 84 | 70 | 17 | 2 | 1 | 1 | 0 | 1 | 94.7 | 92 |
| 12:30 - 12:45 | 68 | 17 | 1 | 2 | 1 | 0 | 1 | 93.5 | 90 | 73 | 15 | 0 | 0 | 1 | 0 | 0 | 90.0 | 89 |
| 12:45 - 13:00 | 76 | 16 | 2 | 1 | 1 | 0 | 2 | 100.1 | 98 | 78 | 14 | 3 | 2 | 0 | 0 | 0 | 101.1 | 97 |
| Hourly Total | 295 | 68 | 13 | 4 | 3 | 0 | 5 | 400 | 388 | 296 | 53 | 6 | 3 | 3 | 0 | 1 | 371 | 362 |
| 13:00 - 13:15 | 82 | 8 | 1 | 0 | 0 | 0 | 2 | 92.3 | 93 | 87 | 19 | 4 | 0 | 1 | 0 | 1 | 114.4 | 112 |
| 13:15 - 13:30 | 84 | 18 | 2 | 0 | 1 | 0 | 2 | 107.8 | 107 | 70 | 12 | 4 | 0 | 2 | 0 | 1 | 92.4 | 89 |
| 13:30 - 13:45 | 71 | 11 | 5 | 0 | 0 | 0 | 2 | 90.3 | 89 | 75 | 14 | 3 | 1 | 1 | 1 | 2 | 98.8 | 97 |
| 13:45 - 14:00 | 74 | 14 | 1 | 1 | 0 | 0 | 0 | 91.8 | 90 | 65 | 19 | 1 | 0 | 1 | 0 | 1 | 87.9 | 87 |
| Hourly Total | 311 | 51 | 9 | 1 | 1 | 0 | 6 | 382 | 379 | 297 | 64 | 12 | 1 | 5 | 1 | 5 | 394 | 385 |
| 14:00 - 14:15 | 58 | 22 | 3 | 0 | 1 | 0 | 1 | 86.9 | 85 | 77 | 15 | 4 | 0 | 0 | 0 | 0 | 98.0 | 96 |
| 14:15 - 14:30 | 87 | 17 | 4 | 0 | 1 | 0 | 2 | 112.8 | 111 | 90 | 16 | 2 | 0 | 1 | 0 | 2 | 111.8 | 111 |
| 14:30 - 14:45 | 82 | 19 | 2 | 0 | 0 | 0 | 1 | 104.4 | 104 | 92 | 17 | 0 | 1 | 1 | 0 | 0 | 113.3 | 111 |
| 14:45 - 15:00 | 109 | 17 | 4 | 0 | 1 | 0 | 1 | 134.4 | 132 | 93 | 15 | 1 | 0 | 2 | 0 | 0 | 113.5 | 111 |
| Hourly Total | 336 | 75 | 13 | 0 | 3 | 0 | 5 | 439 | 432 | 352 | 63 | 7 | 1 | 4 | 0 | 2 | 437 | 429 |
| 15:00 - 15:15 | 135 | 24 | 1 | 0 | 0 | 0 | 3 | 161.7 | 163 | 111 | 18 | 1 | 0 | 1 | 0 | 2 | 133.3 | 133 |
| 15:15 - 15:30 | 91 | 17 | 1 | 0 | 2 | 0 | 0 | 113.5 | 111 | 157 | 19 | 8 | 2 | 2 | 0 | 0 | 196.6 | 188 |
| 15:30 - 15:45 | 158 | 18 | 2 | 2 | 0 | 0 | 2 | 184.4 | 182 | 154 | 21 | 1 | 0 | 0 | 0 | 0 | 176.5 | 176 |
| 15:45 - 16:00 | 101 | 20 | 1 | 0 | 1 | 0 | 3 | 125.7 | 126 | 109 | 18 | 2 | 0 | 1 | 0 | 0 | 132.0 | 130 |
| Hourly Total | 485 | 79 | 5 | 2 | 3 | 0 | 8 | 585 | 582 | 531 | 76 | 12 | 2 | 4 | 0 | 2 | 638 | 627 |
| 16:00 - 16:15 | 150 | 22 | 1 | 1 | 1 | 0 | 0 | 177.8 | 175 | 112 | 18 | 2 | 0 | 1 | 0 | 1 | 135.4 | 134 |
| 16:15 - 16:30 | 113 | 15 | 2 | 0 | 0 | 0 | 1 | 131.4 | 131 | 124 | 10 | 4 | 0 | 0 | 0 | 2 | 140.8 | 140 |
| 16:30 - 16:45 | 125 | 12 | 2 | 0 | 0 | 0 | 2 | 140.8 | 141 | 127 | 21 | 2 | 0 | 1 | 0 | 0 | 153.0 | 151 |
| 16:45 - 17:00 | 110 | 24 | 3 | 2 | 0 | 0 | 6 | 145.5 | 145 | 139 | 17 | 1 | 0 | 1 | 0 | 1 | 159.9 | 159 |
| Hourly Total | 498 | 73 | 8 | 3 | 1 | 0 | 9 | 596 | 592 | 502 | 66 | 9 | 0 | 3 | 0 | 4 | 589 | 584 |
| 17:00 - 17:15 | 149 | 10 | 0 | 0 | 1 | 0 | 4 | 162.6 | 164 | 136 | 18 | 0 | 1 | 2 | 0 | 1 | 160.7 | 158 |
| 17:15 - 17:30 | 93 | 9 | 0 | 1 | 0 | 0 | 0 | 104.3 | 103 | 166 | 15 | 0 | 0 | 1 | 0 | 0 | 183.0 | 182 |
| 17:30 - 17:45 | 142 | 12 | 1 | 0 | 1 | 0 | 1 | 157.9 | 157 | 143 | 15 | 0 | 1 | 1 | 0 | 3 | 163.5 | 163 |
| 17:45 - 18:00 | 132 | 13 | 1 | 0 | 1 | 0 | 1 | 148.9 | 148 | 131 | 10 | 1 | 0 | 2 | 0 | 1 | 146.9 | 145 |
| Hourly Total | 516 | 44 | 2 | 1 | 3 | 0 | 6 | 574 | 572 | 576 | 58 | 1 | 2 | 6 | 0 | 5 | 654 | 648 |
| 18:00 - 18:15 | 121 | 8 | 0 | 0 | 1 | 0 | 0 | 131.0 | 130 | 132 | 11 | 0 | 0 | 0 | 0 | 0 | 143.0 | 143 |
| 18:15 - 18:30 | 113 | 13 | 0 | 0 | 1 | 0 | 1 | 128.4 | 128 | 113 | 15 | 0 | 1 | 0 | 0 | 1 | 130.7 | 130 |
| 18:30 - 18:45 | 120 | 14 | 0 | 0 | 0 | 0 | 0 | 134.0 | 134 | 128 | 9 | 1 | 0 | 2 | 0 | 1 | 142.9 | 141 |
| 18:45 - 19:00 | 97 | 10 | 2 | 0 | 1 | 0 | 1 | 112.4 | 111 | 133 | 15 | 0 | 0 | 2 | 0 | 1 | 152.4 | 151 |
| Hourly Total | 451 | 45 | 2 | 0 | 3 | 0 | 2 | 506 | 503 | 506 | 50 | 1 | 1 | 4 | 0 | 3 | 569 | 565 |
| Session Total | 4889 | 762 | 111 | 22 | 29 | 0 | 59 | 5950 | 5872 | 4707 | 740 | 118 | 25 | 49 | 2 | 39 | 5796 | 5680 |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Pilgrims Way / B - Martins Way / C - A1155 Verity Way / D - A1072 Martins Way

**Approach:** C - A1155 Verity Way

| | C to D | | | | | | | | | C to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 40 | 8 | 2 | 0 | 0 | 0 | 2 | 51.8 | 52 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 07:15 - 07:30 | 49 | 10 | 1 | 0 | 0 | 0 | 0 | 60.5 | 60 | 10 | 0 | 2 | 0 | 0 | 0 | 1 | 13.4 | 13 |
| 07:30 - 07:45 | 69 | 10 | 2 | 0 | 0 | 0 | 1 | 82.4 | 82 | 12 | 7 | 1 | 0 | 0 | 0 | 0 | 20.5 | 20 |
| 07:45 - 08:00 | 55 | 4 | 0 | 0 | 0 | 0 | 0 | 59.0 | 59 | 23 | 6 | 1 | 0 | 0 | 0 | 0 | 30.5 | 30 |
| Hourly Total | 213 | 32 | 5 | 0 | 0 | 0 | 3 | 254 | 253 | 52 | 15 | 4 | 0 | 0 | 0 | 1 | 73 | 72 |
| 08:00 - 08:15 | 63 | 6 | 0 | 0 | 0 | 0 | 0 | 69.0 | 69 | 39 | 9 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 |
| 08:15 - 08:30 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 | 62 | 1 | 1 | 0 | 0 | 0 | 0 | 64.5 | 64 |
| 08:30 - 08:45 | 39 | 8 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 60 | 9 | 0 | 0 | 0 | 0 | 0 | 69.0 | 69 |
| 08:45 - 09:00 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 61.0 | 61 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 61.0 | 61 |
| Hourly Total | 207 | 23 | 0 | 0 | 0 | 0 | 0 | 230 | 230 | 218 | 23 | 1 | 0 | 0 | 0 | 0 | 243 | 242 |
| 09:00 - 09:15 | 53 | 3 | 1 | 0 | 0 | 0 | 0 | 57.5 | 57 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 |
| 09:15 - 09:30 | 36 | 7 | 1 | 0 | 0 | 0 | 0 | 44.5 | 44 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 |
| 09:30 - 09:45 | 26 | 3 | 1 | 0 | 1 | 0 | 0 | 32.5 | 31 | 24 | 1 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 |
| 09:45 - 10:00 | 36 | 7 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 21.5 | 21 |
| Hourly Total | 151 | 20 | 3 | 0 | 1 | 0 | 0 | 178 | 175 | 105 | 9 | 2 | 0 | 0 | 0 | 0 | 117 | 116 |
| 10:00 - 10:15 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 |
| 10:15 - 10:30 | 33 | 3 | 0 | 0 | 0 | 0 | 1 | 36.4 | 37 | 30 | 2 | 1 | 0 | 0 | 0 | 0 | 33.5 | 33 |
| 10:30 - 10:45 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 29 | 1 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 |
| 10:45 - 11:00 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 15.5 | 15 |
| Hourly Total | 125 | 14 | 0 | 0 | 0 | 0 | 1 | 139 | 140 | 96 | 5 | 3 | 0 | 0 | 0 | 0 | 106 | 104 |
| 11:00 - 11:15 | 37 | 4 | 1 | 0 | 0 | 0 | 0 | 42.5 | 42 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 |
| 11:15 - 11:30 | 33 | 8 | 1 | 1 | 0 | 0 | 0 | 44.8 | 43 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 34.0 | 33 |
| 11:30 - 11:45 | 33 | 1 | 1 | 0 | 0 | 0 | 0 | 35.5 | 35 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 |
| 11:45 - 12:00 | 32 | 1 | 0 | 0 | 0 | 0 | 1 | 33.4 | 34 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 |
| Hourly Total | 135 | 14 | 3 | 1 | 0 | 0 | 1 | 156 | 154 | 137 | 8 | 2 | 0 | 0 | 0 | 0 | 148 | 147 |
| 12:00 - 12:15 | 38 | 5 | 0 | 0 | 1 | 0 | 0 | 45.0 | 44 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 |
| 12:15 - 12:30 | 39 | 1 | 0 | 1 | 0 | 0 | 0 | 42.3 | 41 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 |
| 12:30 - 12:45 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 | 27 | 3 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 |
| 12:45 - 13:00 | 35 | 4 | 0 | 0 | 0 | 0 | 1 | 39.4 | 40 | 41 | 0 | 0 | 0 | 0 | 0 | 1 | 41.4 | 42 |
| Hourly Total | 141 | 15 | 0 | 1 | 1 | 0 | 1 | 161 | 159 | 133 | 10 | 1 | 0 | 0 | 0 | 1 | 145 | 145 |
| 13:00 - 13:15 | 31 | 6 | 0 | 1 | 1 | 0 | 0 | 41.3 | 39 | 30 | 1 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 |
| 13:15 - 13:30 | 31 | 8 | 0 | 1 | 0 | 0 | 2 | 42.1 | 42 | 35 | 2 | 1 | 0 | 0 | 0 | 1 | 38.9 | 39 |
| 13:30 - 13:45 | 33 | 5 | 1 | 0 | 0 | 0 | 0 | 39.5 | 39 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 |
| 13:45 - 14:00 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 28 | 3 | 0 | 0 | 1 | 0 | 0 | 33.0 | 32 |
| Hourly Total | 116 | 24 | 1 | 2 | 1 | 0 | 2 | 149 | 146 | 119 | 9 | 1 | 0 | 1 | 0 | 2 | 132 | 132 |
| 14:00 - 14:15 | 34 | 4 | 1 | 0 | 0 | 0 | 0 | 39.5 | 39 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 |
| 14:15 - 14:30 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 | 35 | 2 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 |
| 14:30 - 14:45 | 46 | 5 | 1 | 0 | 0 | 0 | 1 | 52.9 | 53 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 |
| 14:45 - 15:00 | 39 | 9 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 48 | 2 | 0 | 0 | 0 | 0 | 1 | 50.4 | 51 |
| Hourly Total | 155 | 22 | 2 | 0 | 0 | 0 | 1 | 180 | 180 | 165 | 4 | 0 | 0 | 0 | 0 | 2 | 170 | 171 |
| 15:00 - 15:15 | 47 | 7 | 2 | 0 | 0 | 0 | 1 | 57.4 | 57 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 58.0 | 58 |
| 15:15 - 15:30 | 48 | 5 | 4 | 1 | 0 | 0 | 0 | 61.3 | 58 | 56 | 6 | 0 | 0 | 0 | 0 | 1 | 62.4 | 63 |
| 15:30 - 15:45 | 61 | 10 | 3 | 1 | 0 | 0 | 0 | 77.8 | 75 | 58 | 8 | 0 | 0 | 0 | 0 | 1 | 66.4 | 67 |
| 15:45 - 16:00 | 51 | 7 | 2 | 0 | 0 | 0 | 0 | 61.0 | 60 | 42 | 8 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 |
| Hourly Total | 207 | 29 | 11 | 2 | 0 | 0 | 1 | 258 | 250 | 214 | 22 | 0 | 0 | 0 | 0 | 2 | 237 | 238 |
| 16:00 - 16:15 | 49 | 8 | 1 | 0 | 0 | 0 | 1 | 58.9 | 59 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 |
| 16:15 - 16:30 | 43 | 7 | 0 | 0 | 0 | 0 | 1 | 50.4 | 51 | 48 | 8 | 0 | 0 | 0 | 0 | 0 | 56.0 | 56 |
| 16:30 - 16:45 | 48 | 8 | 0 | 0 | 0 | 0 | 1 | 56.4 | 57 | 47 | 8 | 1 | 0 | 0 | 0 | 1 | 56.9 | 57 |
| 16:45 - 17:00 | 49 | 6 | 1 | 0 | 0 | 0 | 2 | 57.3 | 58 | 43 | 4 | 0 | 0 | 0 | 0 | 1 | 47.4 | 48 |
| Hourly Total | 189 | 29 | 2 | 0 | 0 | 0 | 5 | 223 | 225 | 186 | 20 | 1 | 0 | 0 | 0 | 2 | 208 | 209 |
| 17:00 - 17:15 | 49 | 5 | 0 | 0 | 0 | 0 | 0 | 54.0 | 54 | 54 | 6 | 0 | 0 | 0 | 0 | 0 | 60.0 | 60 |
| 17:15 - 17:30 | 54 | 4 | 0 | 0 | 0 | 0 | 1 | 58.4 | 59 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 |
| 17:30 - 17:45 | 57 | 8 | 0 | 0 | 0 | 0 | 0 | 65.0 | 65 | 53 | 5 | 0 | 0 | 0 | 0 | 0 | 58.0 | 58 |
| 17:45 - 18:00 | 65 | 8 | 1 | 0 | 0 | 0 | 0 | 74.5 | 74 | 42 | 8 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 |
| Hourly Total | 225 | 25 | 1 | 0 | 0 | 0 | 1 | 252 | 252 | 198 | 23 | 0 | 0 | 0 | 0 | 0 | 221 | 221 |
| 18:00 - 18:15 | 35 | 6 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 |
| 18:15 - 18:30 | 46 | 6 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 | 64 | 5 | 0 | 0 | 0 | 0 | 0 | 69.0 | 69 |
| 18:30 - 18:45 | 48 | 6 | 0 | 0 | 0 | 0 | 1 | 54.4 | 55 | 54 | 5 | 0 | 0 | 0 | 0 | 1 | 59.4 | 60 |
| 18:45 - 19:00 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 | 45 | 2 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 |
| Hourly Total | 177 | 23 | 0 | 0 | 0 | 0 | 1 | 200 | 201 | 212 | 16 | 0 | 0 | 0 | 0 | 1 | 228 | 229 |
| Session Total | 2041 | 270 | 28 | 6 | 3 | 0 | 17 | 2380 | 2365 | 1835 | 164 | 15 | 0 | 1 | 0 | 11 | 2028 | 2026 |

| | C to B | | | | | | | | | C to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 25 | 5 | 0 | 0 | 1 | 0 | 0 | 32.0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 29 | 6 | 0 | 0 | 0 | 0 | 1 | 35.4 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 79 | 18 | 0 | 0 | 1 | 0 | 1 | 99 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 27 | 3 | 0 | 0 | 1 | 0 | 1 | 32.4 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 46 | 4 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 29 | 0 | 0 | 0 | 0 | 0 | 2 | 29.8 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 25 | 3 | 2 | 0 | 2 | 0 | 0 | 35.0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 127 | 10 | 2 | 0 | 3 | 0 | 3 | 147 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 09:15 - 09:30 | 26 | 3 | 0 | 0 | 1 | 0 | 0 | 31.0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 14 | 3 | 0 | 0 | 0 | 0 | 1 | 17.4 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 80 | 13 | 0 | 0 | 1 | 0 | 1 | 95 | 95 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 10:00 - 10:15 | 20 | 2 | 1 | 0 | 1 | 0 | 0 | 25.5 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 14 | 3 | 0 | 0 | 1 | 0 | 0 | 19.0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 14 | 2 | 0 | 0 | 1 | 0 | 0 | 18.0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 59 | 9 | 1 | 0 | 3 | 0 | 0 | 76 | 72 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 11:00 - 11:15 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 22.5 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 22 | 8 | 0 | 0 | 1 | 0 | 0 | 32.0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 21.5 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 71 | 18 | 2 | 0 | 1 | 0 | 0 | 94 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 22 | 1 | 0 | 0 | 1 | 0 | 0 | 25.0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 17 | 3 | 0 | 0 | 1 | 0 | 1 | 22.4 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 76 | 8 | 0 | 0 | 2 | 0 | 1 | 88 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 21 | 1 | 1 | 0 | 1 | 0 | 0 | 25.5 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 17 | 1 | 0 | 0 | 1 | 0 | 1 | 20.4 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 16 | 3 | 1 | 0 | 0 | 0 | 1 | 20.9 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 73 | 6 | 2 | 0 | 2 | 0 | 2 | 87 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 20 | 4 | 3 | 0 | 0 | 0 | 0 | 28.5 | 27 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:15 - 14:30 | 23 | 1 | 0 | 0 | 1 | 0 | 1 | 26.4 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 17 | 3 | 0 | 0 | 1 | 0 | 0 | 22.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 87 | 9 | 3 | 0 | 2 | 0 | 1 | 105 | 102 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 15:00 - 15:15 | 31 | 3 | 1 | 0 | 1 | 0 | 1 | 37.9 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 36 | 3 | 1 | 0 | 1 | 0 | 0 | 42.5 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 43 | 4 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:45 - 16:00 | 37 | 2 | 0 | 0 | 1 | 0 | 0 | 41.0 | 40 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 147 | 12 | 2 | 0 | 3 | 0 | 1 | 168 | 165 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 16:00 - 16:15 | 34 | 2 | 0 | 0 | 0 | 0 | 1 | 36.4 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:15 - 16:30 | 40 | 2 | 0 | 0 | 0 | 0 | 1 | 42.4 | 43 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:30 - 16:45 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 153 | 8 | 0 | 0 | 0 | 0 | 2 | 162 | 163 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 17:00 - 17:15 | 34 | 7 | 0 | 0 | 1 | 0 | 1 | 43.4 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 39 | 1 | 0 | 0 | 1 | 0 | 0 | 42.0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 41 | 4 | 0 | 1 | 0 | 0 | 1 | 47.7 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 32 | 2 | 1 | 0 | 1 | 0 | 0 | 37.5 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 146 | 14 | 1 | 1 | 3 | 0 | 2 | 171 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:15 - 18:30 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 36 | 3 | 0 | 0 | 1 | 0 | 0 | 41.0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 28 | 5 | 0 | 0 | 1 | 0 | 1 | 35.4 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 135 | 12 | 0 | 0 | 2 | 0 | 1 | 151 | 150 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Session Total | 1233 | 137 | 13 | 1 | 23 | 0 | 15 | 1444 | 1422 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |

| | From C | | | | | | | | | To C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 56 | 13 | 2 | 0 | 0 | 0 | 2 | 72.8 | 73 | 57 | 11 | 0 | 0 | 0 | 0 | 4 | 69.6 | 72 |
| 07:15 - 07:30 | 75 | 14 | 3 | 0 | 0 | 0 | 1 | 93.9 | 93 | 67 | 19 | 3 | 0 | 0 | 0 | 0 | 90.5 | 89 |
| 07:30 - 07:45 | 106 | 22 | 3 | 0 | 1 | 0 | 1 | 134.9 | 133 | 80 | 19 | 2 | 0 | 0 | 0 | 1 | 102.4 | 102 |
| 07:45 - 08:00 | 107 | 16 | 1 | 0 | 0 | 0 | 1 | 124.9 | 125 | 115 | 17 | 3 | 0 | 0 | 0 | 0 | 136.5 | 135 |
| Hourly Total | 344 | 65 | 9 | 0 | 1 | 0 | 5 | 427 | 424 | 319 | 66 | 8 | 0 | 0 | 0 | 5 | 399 | 398 |
| 08:00 - 08:15 | 129 | 18 | 0 | 0 | 1 | 0 | 1 | 149.4 | 149 | 149 | 12 | 1 | 0 | 1 | 0 | 1 | 164.9 | 164 |
| 08:15 - 08:30 | 156 | 10 | 1 | 0 | 0 | 0 | 0 | 167.5 | 167 | 128 | 16 | 1 | 0 | 0 | 0 | 1 | 145.9 | 146 |
| 08:30 - 08:45 | 128 | 17 | 0 | 0 | 0 | 0 | 2 | 145.8 | 147 | 141 | 13 | 2 | 0 | 0 | 0 | 2 | 157.8 | 158 |
| 08:45 - 09:00 | 139 | 11 | 2 | 0 | 2 | 0 | 0 | 157.0 | 154 | 157 | 18 | 2 | 0 | 0 | 0 | 0 | 178.0 | 177 |
| Hourly Total | 552 | 56 | 3 | 0 | 3 | 0 | 3 | 620 | 617 | 575 | 59 | 6 | 0 | 1 | 0 | 4 | 647 | 645 |
| 09:00 - 09:15 | 120 | 8 | 1 | 0 | 0 | 0 | 0 | 129.5 | 129 | 148 | 15 | 0 | 0 | 0 | 0 | 0 | 163.0 | 163 |
| 09:15 - 09:30 | 86 | 15 | 1 | 0 | 1 | 0 | 0 | 104.5 | 103 | 89 | 10 | 2 | 0 | 0 | 0 | 0 | 102.0 | 101 |
| 09:30 - 09:45 | 62 | 8 | 2 | 0 | 1 | 0 | 0 | 75.0 | 73 | 61 | 9 | 3 | 0 | 0 | 0 | 0 | 74.5 | 73 |
| 09:45 - 10:00 | 69 | 11 | 1 | 0 | 0 | 0 | 1 | 81.9 | 82 | 85 | 11 | 6 | 1 | 0 | 0 | 1 | 107.7 | 104 |
| Hourly Total | 337 | 42 | 5 | 0 | 2 | 0 | 1 | 391 | 387 | 383 | 45 | 11 | 1 | 0 | 0 | 1 | 447 | 441 |
| 10:00 - 10:15 | 79 | 8 | 1 | 0 | 1 | 0 | 0 | 90.5 | 89 | 89 | 10 | 2 | 1 | 0 | 0 | 0 | 104.3 | 102 |
| 10:15 - 10:30 | 77 | 8 | 1 | 0 | 1 | 0 | 1 | 88.9 | 88 | 87 | 8 | 2 | 0 | 0 | 0 | 1 | 98.4 | 98 |
| 10:30 - 10:45 | 73 | 6 | 1 | 0 | 0 | 0 | 0 | 80.5 | 80 | 66 | 12 | 0 | 0 | 0 | 0 | 0 | 78.0 | 78 |
| 10:45 - 11:00 | 52 | 6 | 1 | 0 | 1 | 0 | 0 | 61.5 | 60 | 69 | 11 | 3 | 1 | 0 | 0 | 0 | 86.8 | 84 |
| Hourly Total | 281 | 28 | 4 | 0 | 3 | 0 | 1 | 321 | 317 | 311 | 41 | 7 | 2 | 0 | 0 | 1 | 368 | 362 |
| 11:00 - 11:15 | 86 | 9 | 2 | 0 | 0 | 0 | 0 | 98.0 | 97 | 74 | 8 | 5 | 0 | 0 | 0 | 0 | 89.5 | 87 |
| 11:15 - 11:30 | 86 | 16 | 3 | 1 | 1 | 0 | 0 | 110.8 | 107 | 73 | 10 | 1 | 0 | 0 | 0 | 1 | 84.9 | 85 |
| 11:30 - 11:45 | 83 | 8 | 1 | 0 | 0 | 0 | 0 | 92.5 | 92 | 110 | 6 | 4 | 2 | 0 | 0 | 0 | 126.6 | 122 |
| 11:45 - 12:00 | 88 | 7 | 1 | 0 | 0 | 0 | 1 | 96.9 | 97 | 108 | 16 | 2 | 0 | 0 | 0 | 1 | 127.4 | 127 |
| Hourly Total | 343 | 40 | 7 | 1 | 1 | 0 | 1 | 398 | 393 | 365 | 40 | 12 | 2 | 0 | 0 | 2 | 428 | 421 |
| 12:00 - 12:15 | 93 | 11 | 0 | 0 | 2 | 0 | 0 | 108.0 | 106 | 93 | 14 | 1 | 0 | 0 | 0 | 3 | 109.7 | 111 |
| 12:15 - 12:30 | 88 | 6 | 0 | 1 | 1 | 0 | 1 | 98.7 | 97 | 77 | 12 | 2 | 1 | 0 | 0 | 1 | 94.7 | 93 |
| 12:30 - 12:45 | 76 | 11 | 1 | 0 | 0 | 0 | 0 | 88.5 | 88 | 93 | 12 | 1 | 0 | 0 | 0 | 0 | 106.5 | 106 |
| 12:45 - 13:00 | 93 | 5 | 0 | 0 | 0 | 0 | 2 | 98.8 | 100 | 65 | 12 | 1 | 0 | 1 | 0 | 0 | 80.5 | 79 |
| Hourly Total | 350 | 33 | 1 | 1 | 3 | 0 | 3 | 394 | 391 | 328 | 50 | 5 | 1 | 1 | 0 | 4 | 391 | 389 |
| 13:00 - 13:15 | 82 | 8 | 1 | 1 | 2 | 0 | 1 | 98.2 | 95 | 97 | 8 | 0 | 0 | 1 | 0 | 2 | 107.8 | 108 |
| 13:15 - 13:30 | 83 | 11 | 1 | 1 | 1 | 0 | 4 | 101.4 | 101 | 80 | 9 | 1 | 0 | 0 | 0 | 1 | 90.9 | 91 |
| 13:30 - 13:45 | 78 | 9 | 1 | 0 | 0 | 0 | 0 | 88.5 | 88 | 75 | 6 | 2 | 1 | 0 | 0 | 1 | 86.7 | 85 |
| 13:45 - 14:00 | 65 | 11 | 1 | 0 | 1 | 0 | 1 | 79.9 | 79 | 80 | 7 | 1 | 0 | 0 | 0 | 2 | 89.3 | 90 |
| Hourly Total | 308 | 39 | 4 | 2 | 4 | 0 | 6 | 368 | 363 | 332 | 30 | 4 | 1 | 1 | 0 | 6 | 375 | 374 |
| 14:00 - 14:15 | 97 | 9 | 4 | 0 | 0 | 0 | 0 | 112.0 | 110 | 95 | 22 | 2 | 0 | 0 | 0 | 1 | 120.4 | 120 |
| 14:15 - 14:30 | 94 | 7 | 0 | 0 | 1 | 0 | 2 | 103.8 | 104 | 125 | 12 | 3 | 0 | 0 | 0 | 0 | 141.5 | 140 |
| 14:30 - 14:45 | 114 | 6 | 1 | 0 | 0 | 0 | 1 | 121.9 | 122 | 97 | 12 | 2 | 2 | 0 | 0 | 1 | 117.0 | 114 |
| 14:45 - 15:00 | 104 | 14 | 0 | 0 | 1 | 0 | 1 | 120.4 | 120 | 120 | 20 | 2 | 0 | 0 | 0 | 0 | 143.0 | 142 |
| Hourly Total | 409 | 36 | 5 | 0 | 2 | 0 | 4 | 458 | 456 | 437 | 66 | 9 | 2 | 0 | 0 | 2 | 522 | 516 |
| 15:00 - 15:15 | 136 | 10 | 3 | 0 | 1 | 0 | 2 | 153.3 | 152 | 133 | 13 | 0 | 0 | 0 | 0 | 4 | 147.6 | 150 |
| 15:15 - 15:30 | 140 | 14 | 5 | 1 | 1 | 0 | 1 | 166.2 | 162 | 188 | 15 | 1 | 0 | 1 | 0 | 1 | 206.9 | 206 |
| 15:30 - 15:45 | 163 | 22 | 3 | 1 | 0 | 0 | 1 | 192.2 | 190 | 156 | 12 | 1 | 1 | 0 | 0 | 1 | 172.2 | 171 |
| 15:45 - 16:00 | 131 | 17 | 2 | 0 | 1 | 0 | 0 | 153.0 | 151 | 128 | 20 | 1 | 0 | 0 | 0 | 1 | 149.9 | 150 |
| Hourly Total | 570 | 63 | 13 | 2 | 3 | 0 | 4 | 665 | 655 | 605 | 60 | 3 | 1 | 1 | 0 | 7 | 677 | 677 |
| 16:00 - 16:15 | 132 | 10 | 1 | 0 | 0 | 0 | 2 | 144.3 | 145 | 154 | 25 | 1 | 1 | 0 | 0 | 1 | 183.2 | 182 |
| 16:15 - 16:30 | 132 | 17 | 0 | 0 | 0 | 0 | 2 | 149.8 | 151 | 156 | 21 | 2 | 0 | 0 | 0 | 1 | 180.4 | 180 |
| 16:30 - 16:45 | 130 | 18 | 1 | 0 | 0 | 0 | 2 | 150.3 | 151 | 160 | 12 | 1 | 0 | 0 | 0 | 2 | 174.3 | 175 |
| 16:45 - 17:00 | 137 | 12 | 1 | 0 | 0 | 0 | 3 | 151.7 | 153 | 169 | 30 | 4 | 0 | 0 | 0 | 5 | 207.0 | 208 |
| Hourly Total | 531 | 57 | 3 | 0 | 0 | 0 | 9 | 596 | 600 | 639 | 88 | 8 | 1 | 0 | 0 | 9 | 745 | 745 |
| 17:00 - 17:15 | 137 | 18 | 0 | 0 | 1 | 0 | 1 | 157.4 | 157 | 211 | 15 | 1 | 0 | 0 | 0 | 5 | 229.5 | 232 |
| 17:15 - 17:30 | 142 | 9 | 0 | 0 | 1 | 0 | 1 | 153.4 | 153 | 157 | 24 | 2 | 1 | 0 | 0 | 0 | 186.3 | 184 |
| 17:30 - 17:45 | 151 | 17 | 0 | 1 | 0 | 0 | 1 | 170.7 | 170 | 175 | 15 | 2 | 0 | 0 | 0 | 2 | 193.8 | 194 |
| 17:45 - 18:00 | 139 | 18 | 2 | 0 | 1 | 0 | 0 | 162.0 | 160 | 169 | 22 | 1 | 0 | 0 | 0 | 1 | 192.9 | 193 |
| Hourly Total | 569 | 62 | 2 | 1 | 3 | 0 | 3 | 644 | 640 | 712 | 76 | 6 | 1 | 0 | 0 | 8 | 803 | 803 |
| 18:00 - 18:15 | 126 | 12 | 0 | 0 | 0 | 0 | 0 | 138.0 | 138 | 179 | 13 | 0 | 0 | 0 | 0 | 1 | 192.4 | 193 |
| 18:15 - 18:30 | 140 | 13 | 0 | 0 | 0 | 0 | 0 | 153.0 | 153 | 139 | 20 | 0 | 0 | 0 | 0 | 0 | 159.0 | 159 |
| 18:30 - 18:45 | 138 | 14 | 0 | 0 | 1 | 0 | 2 | 154.8 | 155 | 156 | 13 | 0 | 0 | 0 | 0 | 2 | 169.8 | 171 |
| 18:45 - 19:00 | 121 | 12 | 0 | 0 | 1 | 0 | 1 | 135.4 | 135 | 135 | 12 | 1 | 0 | 0 | 0 | 0 | 148.5 | 148 |
| Hourly Total | 525 | 51 | 0 | 0 | 2 | 0 | 3 | 581 | 581 | 609 | 58 | 1 | 0 | 0 | 0 | 3 | 670 | 671 |
| Session Total | 5119 | 572 | 56 | 7 | 27 | 0 | 43 | 5862 | 5824 | 5615 | 679 | 80 | 12 | 4 | 0 | 52 | 6470 | 6442 |

**Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023**

Produced by Streetwise Services Ltd.

**Junction:** A - Pilgrims Way / B - Martins Way / C - A1155 Verity Way / D - A1072 Martins Way

**Approach:** D - A1072 Martins Way

| | D to A | | | | | | | | | D to B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 41 | 10 | 2 | 0 | 0 | 0 | 1 | 54.4 | 54 |
| 07:15 - 07:30 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 54 | 7 | 2 | 0 | 0 | 0 | 0 | 64.0 | 63 |
| 07:30 - 07:45 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 40 | 9 | 2 | 0 | 0 | 0 | 0 | 52.0 | 51 |
| 07:45 - 08:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 57 | 16 | 2 | 0 | 0 | 0 | 0 | 76.0 | 75 |
| **Hourly Total** | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 27 | 27 | 192 | 42 | 8 | 0 | 0 | 0 | 1 | 246 | 243 |
| 08:00 - 08:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 53 | 12 | 1 | 1 | 0 | 0 | 2 | 69.6 | 69 |
| 08:15 - 08:30 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 8.4 | 9 | 73 | 9 | 1 | 0 | 0 | 0 | 1 | 83.9 | 84 |
| 08:30 - 08:45 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 72 | 18 | 5 | 0 | 0 | 0 | 1 | 97.9 | 96 |
| 08:45 - 09:00 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 16.0 | 15 | 87 | 10 | 3 | 2 | 0 | 0 | 0 | 106.1 | 102 |
| **Hourly Total** | 43 | 2 | 0 | 0 | 1 | 0 | 1 | 47 | 47 | 285 | 49 | 10 | 3 | 0 | 0 | 4 | 358 | 351 |
| 09:00 - 09:15 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 18.0 | 17 | 56 | 11 | 5 | 2 | 0 | 0 | 0 | 79.1 | 74 |
| 09:15 - 09:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 41 | 11 | 2 | 0 | 0 | 0 | 1 | 55.4 | 55 |
| 09:30 - 09:45 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 31 | 7 | 6 | 2 | 0 | 0 | 0 | 51.6 | 46 |
| 09:45 - 10:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 41 | 7 | 3 | 1 | 0 | 0 | 0 | 54.8 | 52 |
| **Hourly Total** | 35 | 7 | 2 | 0 | 0 | 0 | 0 | 45 | 44 | 169 | 36 | 16 | 5 | 0 | 0 | 1 | 241 | 227 |
| 10:00 - 10:15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 48 | 8 | 4 | 1 | 0 | 0 | 0 | 64.3 | 61 |
| 10:15 - 10:30 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 7.5 | 7 | 28 | 7 | 2 | 1 | 0 | 0 | 0 | 40.3 | 38 |
| 10:30 - 10:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 49 | 13 | 1 | 1 | 0 | 0 | 0 | 65.8 | 64 |
| 10:45 - 11:00 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 35 | 7 | 4 | 1 | 0 | 0 | 0 | 50.3 | 47 |
| **Hourly Total** | 20 | 8 | 1 | 0 | 0 | 0 | 0 | 30 | 29 | 160 | 35 | 11 | 4 | 0 | 0 | 0 | 221 | 210 |
| 11:00 - 11:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 46 | 7 | 7 | 2 | 0 | 0 | 1 | 68.5 | 63 |
| 11:15 - 11:30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 37 | 11 | 4 | 0 | 0 | 0 | 1 | 54.4 | 53 |
| 11:30 - 11:45 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 43 | 10 | 0 | 1 | 0 | 0 | 0 | 55.3 | 54 |
| 11:45 - 12:00 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 12.5 | 12 | 44 | 9 | 4 | 0 | 0 | 0 | 2 | 59.8 | 59 |
| **Hourly Total** | 45 | 5 | 1 | 0 | 0 | 0 | 0 | 52 | 51 | 170 | 37 | 15 | 3 | 0 | 0 | 4 | 238 | 229 |
| 12:00 - 12:15 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 36 | 6 | 1 | 0 | 0 | 0 | 0 | 43.5 | 43 |
| 12:15 - 12:30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 44 | 11 | 2 | 1 | 0 | 0 | 0 | 60.3 | 58 |
| 12:30 - 12:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 41 | 11 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 |
| 12:45 - 13:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 53 | 12 | 2 | 2 | 0 | 0 | 0 | 72.6 | 69 |
| **Hourly Total** | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32 | 32 | 174 | 40 | 5 | 3 | 0 | 0 | 0 | 228 | 222 |
| 13:00 - 13:15 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 54 | 17 | 3 | 0 | 0 | 0 | 0 | 75.5 | 74 |
| 13:15 - 13:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 44 | 11 | 4 | 0 | 0 | 0 | 0 | 61.0 | 59 |
| 13:30 - 13:45 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 45 | 13 | 3 | 1 | 0 | 0 | 1 | 65.2 | 63 |
| 13:45 - 14:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 39 | 16 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 |
| **Hourly Total** | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 36 | 36 | 182 | 57 | 10 | 1 | 0 | 0 | 1 | 257 | 251 |
| 14:00 - 14:15 | 6 | 3 | 0 | 0 | 0 | 0 | 1 | 9.4 | 10 | 47 | 11 | 1 | 0 | 0 | 0 | 0 | 59.5 | 59 |
| 14:15 - 14:30 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 57 | 11 | 2 | 0 | 0 | 0 | 1 | 71.4 | 71 |
| 14:30 - 14:45 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 49 | 14 | 0 | 1 | 0 | 0 | 0 | 65.3 | 64 |
| 14:45 - 15:00 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 62 | 12 | 1 | 0 | 0 | 0 | 0 | 75.5 | 75 |
| **Hourly Total** | 60 | 7 | 0 | 0 | 0 | 0 | 1 | 67 | 68 | 215 | 48 | 4 | 1 | 0 | 0 | 1 | 272 | 269 |
| 15:00 - 15:15 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 13.4 | 14 | 63 | 12 | 0 | 0 | 0 | 0 | 1 | 75.4 | 76 |
| 15:15 - 15:30 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 89 | 12 | 7 | 2 | 0 | 0 | 0 | 116.1 | 110 |
| 15:30 - 15:45 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 16.4 | 17 | 84 | 14 | 1 | 0 | 0 | 0 | 0 | 99.5 | 99 |
| 15:45 - 16:00 | 19 | 1 | 0 | 0 | 1 | 0 | 0 | 22.0 | 21 | 54 | 14 | 2 | 0 | 0 | 0 | 0 | 71.0 | 70 |
| **Hourly Total** | 63 | 5 | 0 | 0 | 1 | 0 | 2 | 71 | 71 | 290 | 52 | 10 | 2 | 0 | 0 | 1 | 362 | 355 |
| 16:00 - 16:15 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 71 | 13 | 2 | 0 | 0 | 0 | 0 | 87.0 | 86 |
| 16:15 - 16:30 | 15 | 7 | 0 | 0 | 0 | 0 | 1 | 22.4 | 23 | 64 | 7 | 4 | 0 | 0 | 0 | 0 | 77.0 | 75 |
| 16:30 - 16:45 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 68 | 19 | 2 | 0 | 0 | 0 | 0 | 90.0 | 89 |
| 16:45 - 17:00 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 22.5 | 22 | 79 | 11 | 1 | 0 | 0 | 0 | 1 | 91.9 | 92 |
| **Hourly Total** | 80 | 14 | 1 | 0 | 0 | 0 | 1 | 96 | 96 | 282 | 50 | 9 | 0 | 0 | 0 | 1 | 346 | 342 |
| 17:00 - 17:15 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 87 | 10 | 0 | 1 | 0 | 0 | 0 | 99.3 | 98 |
| 17:15 - 17:30 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 109 | 12 | 0 | 0 | 0 | 0 | 0 | 121.0 | 121 |
| 17:30 - 17:45 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 28.5 | 28 | 91 | 9 | 0 | 0 | 0 | 0 | 1 | 100.4 | 101 |
| 17:45 - 18:00 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 90 | 7 | 0 | 0 | 0 | 0 | 1 | 97.4 | 98 |
| **Hourly Total** | 92 | 10 | 1 | 0 | 0 | 0 | 0 | 104 | 103 | 377 | 38 | 0 | 1 | 0 | 0 | 2 | 418 | 418 |
| 18:00 - 18:15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 77 | 9 | 0 | 0 | 0 | 0 | 0 | 86.0 | 86 |
| 18:15 - 18:30 | 27 | 1 | 1 | 0 | 0 | 0 | 0 | 29.5 | 29 | 74 | 9 | 0 | 1 | 0 | 0 | 1 | 85.7 | 85 |
| 18:30 - 18:45 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 82 | 5 | 1 | 0 | 0 | 0 | 1 | 88.9 | 89 |
| 18:45 - 19:00 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 83 | 7 | 0 | 0 | 0 | 0 | 0 | 90.0 | 90 |
| **Hourly Total** | 87 | 4 | 1 | 0 | 0 | 0 | 0 | 93 | 92 | 316 | 30 | 1 | 1 | 0 | 0 | 2 | 351 | 350 |
| **Session Total** | 610 | 72 | 7 | 0 | 2 | 0 | 5 | 699 | 696 | 2812 | 514 | 99 | 24 | 0 | 0 | 18 | 3537 | 3467 |

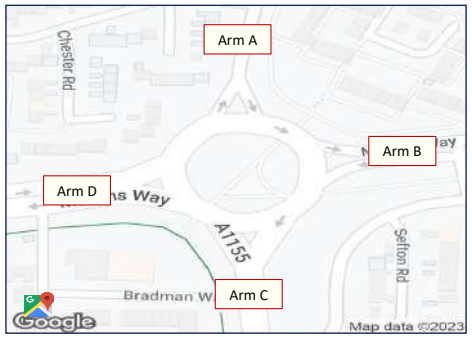
| | D to C | | | | | | | | | D to D | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 26 | 2 | 2 | 0 | 0 | 0 | 0 | 31.0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 35 | 5 | 1 | 0 | 0 | 0 | 0 | 41.5 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:45 - 08:00 | 56 | 6 | 1 | 0 | 0 | 0 | 0 | 63.5 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | 132 | 19 | 4 | 0 | 0 | 0 | 0 | 157 | 155 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:00 - 08:15 | 37 | 2 | 1 | 0 | 0 | 0 | 0 | 40.5 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 57 | 3 | 1 | 0 | 0 | 0 | 0 | 61.5 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 55 | 3 | 1 | 0 | 0 | 0 | 0 | 59.5 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 72 | 7 | 2 | 0 | 0 | 0 | 0 | 82.0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | 221 | 15 | 5 | 0 | 0 | 0 | 0 | 244 | 241 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 67 | 10 | 0 | 0 | 0 | 0 | 0 | 77.0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 29 | 5 | 1 | 0 | 0 | 0 | 0 | 35.5 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 36 | 4 | 4 | 1 | 0 | 0 | 0 | 48.3 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | 161 | 22 | 5 | 1 | 0 | 0 | 0 | 193 | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 46 | 6 | 0 | 1 | 0 | 0 | 0 | 54.3 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 30 | 5 | 2 | 1 | 0 | 0 | 0 | 40.3 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | 146 | 23 | 2 | 2 | 0 | 0 | 0 | 177 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 32 | 5 | 1 | 0 | 0 | 0 | 0 | 38.5 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 33 | 3 | 1 | 0 | 0 | 0 | 0 | 37.5 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 52 | 3 | 1 | 2 | 0 | 0 | 0 | 61.1 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 45 | 6 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | 162 | 17 | 3 | 2 | 0 | 0 | 0 | 188 | 184 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 43 | 5 | 1 | 0 | 0 | 0 | 0 | 49.5 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 41 | 5 | 1 | 1 | 0 | 0 | 0 | 49.8 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 39 | 7 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 34 | 9 | 0 | 0 | 1 | 0 | 0 | 45.0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | 157 | 26 | 2 | 1 | 1 | 0 | 0 | 190 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 53 | 6 | 0 | 0 | 1 | 0 | 0 | 61.0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 35 | 4 | 1 | 0 | 0 | 0 | 0 | 40.5 | 40 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.5 | 1 |
| 13:30 - 13:45 | 39 | 5 | 1 | 1 | 0 | 0 | 0 | 47.8 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 38 | 2 | 1 | 0 | 0 | 0 | 1 | 41.9 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | 165 | 17 | 3 | 1 | 1 | 0 | 1 | 191 | 188 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 |
| 14:00 - 14:15 | 49 | 12 | 1 | 0 | 0 | 0 | 0 | 62.5 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 58 | 6 | 1 | 0 | 0 | 0 | 0 | 65.5 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 49 | 4 | 1 | 2 | 0 | 0 | 1 | 59.5 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 66 | 14 | 1 | 0 | 0 | 0 | 0 | 81.5 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | 222 | 36 | 4 | 2 | 0 | 0 | 1 | 269 | 265 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 56 | 8 | 0 | 0 | 0 | 0 | 1 | 64.4 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 117 | 10 | 1 | 0 | 0 | 0 | 1 | 128.9 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 88 | 6 | 0 | 0 | 0 | 0 | 0 | 94.0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 71 | 14 | 0 | 0 | 0 | 0 | 0 | 85.0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | 332 | 38 | 1 | 0 | 0 | 0 | 2 | 372 | 373 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 73 | 13 | 1 | 0 | 0 | 0 | 0 | 87.5 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 75 | 10 | 0 | 0 | 0 | 0 | 1 | 85.4 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 91 | 5 | 0 | 0 | 0 | 0 | 0 | 96.0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 94 | 17 | 2 | 0 | 0 | 0 | 0 | 114.0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | 333 | 45 | 3 | 0 | 0 | 0 | 1 | 383 | 382 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 109 | 11 | 0 | 0 | 0 | 0 | 2 | 120.8 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 96 | 19 | 1 | 1 | 0 | 0 | 0 | 118.8 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 88 | 9 | 2 | 0 | 0 | 0 | 1 | 100.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 85 | 16 | 0 | 0 | 0 | 0 | 0 | 101.0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | 378 | 55 | 3 | 1 | 0 | 0 | 3 | 441 | 440 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 91 | 9 | 0 | 0 | 0 | 0 | 1 | 100.4 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 87 | 16 | 0 | 0 | 0 | 0 | 0 | 103.0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 74 | 8 | 0 | 0 | 0 | 0 | 1 | 82.4 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 68 | 9 | 0 | 0 | 0 | 0 | 0 | 77.0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | 320 | 42 | 0 | 0 | 0 | 0 | 2 | 363 | 364 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Session Total** | 2729 | 355 | 35 | 10 | 2 | 0 | 10 | 3168 | 3141 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 2 |

| | From D | | | | | | | | | To D | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 61 | 16 | 2 | 0 | 0 | 0 | 1 | 80.4 | 80 | 110 | 23 | 2 | 0 | 0 | 0 | 4 | 137.6 | 139 |
| 07:15 - 07:30 | 87 | 11 | 4 | 0 | 0 | 0 | 0 | 104.0 | 102 | 122 | 30 | 3 | 0 | 0 | 0 | 1 | 156.9 | 156 |
| 07:30 - 07:45 | 83 | 16 | 3 | 0 | 0 | 0 | 0 | 103.5 | 102 | 182 | 33 | 6 | 1 | 0 | 0 | 1 | 226.7 | 223 |
| 07:45 - 08:00 | 116 | 23 | 3 | 0 | 0 | 0 | 0 | 143.5 | 142 | 163 | 17 | 1 | 1 | 0 | 0 | 1 | 184.2 | 183 |
| **Hourly Total** | 347 | 66 | 12 | 0 | 0 | 0 | 1 | 431 | 426 | 577 | 103 | 12 | 2 | 0 | 0 | 7 | 705 | 701 |
| 08:00 - 08:15 | 97 | 14 | 2 | 1 | 0 | 0 | 2 | 117.1 | 116 | 173 | 14 | 3 | 0 | 0 | 0 | 2 | 192.3 | 192 |
| 08:15 - 08:30 | 137 | 13 | 2 | 0 | 0 | 0 | 2 | 153.8 | 154 | 140 | 14 | 3 | 1 | 0 | 0 | 1 | 161.2 | 159 |
| 08:30 - 08:45 | 142 | 22 | 6 | 0 | 0 | 0 | 1 | 173.4 | 171 | 140 | 22 | 3 | 1 | 0 | 0 | 1 | 169.2 | 167 |
| 08:45 - 09:00 | 173 | 17 | 5 | 2 | 1 | 0 | 0 | 204.1 | 198 | 163 | 14 | 5 | 0 | 0 | 0 | 0 | 184.5 | 182 |
| **Hourly Total** | 549 | 66 | 15 | 3 | 1 | 0 | 5 | 648 | 639 | 616 | 64 | 14 | 2 | 0 | 0 | 4 | 707 | 700 |
| 09:00 - 09:15 | 136 | 23 | 7 | 2 | 0 | 0 | 0 | 174.1 | 168 | 128 | 17 | 3 | 0 | 1 | 0 | 0 | 151.5 | 149 |
| 09:15 - 09:30 | 80 | 14 | 2 | 0 | 0 | 0 | 1 | 97.4 | 97 | 98 | 20 | 4 | 0 | 1 | 0 | 0 | 126.0 | 123 |
| 09:30 - 09:45 | 67 | 16 | 7 | 2 | 0 | 0 | 0 | 98.1 | 92 | 84 | 17 | 4 | 0 | 1 | 0 | 1 | 109.4 | 107 |
| 09:45 - 10:00 | 82 | 12 | 7 | 2 | 0 | 0 | 0 | 109.1 | 103 | 102 | 19 | 1 | 2 | 0 | 0 | 0 | 127.1 | 124 |
| **Hourly Total** | 365 | 65 | 23 | 6 | 0 | 0 | 1 | 479 | 460 | 412 | 73 | 12 | 2 | 3 | 0 | 1 | 514 | 503 |
| 10:00 - 10:15 | 98 | 16 | 4 | 2 | 0 | 0 | 0 | 124.6 | 120 | 102 | 10 | 4 | 0 | 0 | 0 | 1 | 118.4 | 117 |
| 10:15 - 10:30 | 70 | 14 | 3 | 1 | 0 | 0 | 0 | 90.8 | 88 | 86 | 14 | 2 | 1 | 0 | 0 | 2 | 106.1 | 105 |
| 10:30 - 10:45 | 86 | 20 | 1 | 1 | 0 | 0 | 0 | 109.8 | 108 | 85 | 14 | 3 | 0 | 0 | 0 | 0 | 103.5 | 102 |
| 10:45 - 11:00 | 72 | 16 | 6 | 2 | 0 | 0 | 0 | 101.6 | 96 | 85 | 12 | 2 | 0 | 0 | 0 | 1 | 100.4 | 100 |
| **Hourly Total** | 326 | 66 | 14 | 6 | 0 | 0 | 0 | 427 | 412 | 358 | 50 | 11 | 1 | 0 | 0 | 4 | 428 | 424 |
| 11:00 - 11:15 | 85 | 13 | 8 | 2 | 0 | 0 | 1 | 115.0 | 109 | 89 | 16 | 3 | 2 | 0 | 0 | 1 | 114.5 | 111 |
| 11:15 - 11:30 | 80 | 15 | 5 | 0 | 0 | 0 | 1 | 102.9 | 101 | 78 | 20 | 1 | 1 | 0 | 0 | 1 | 102.2 | 101 |
| 11:30 - 11:45 | 112 | 16 | 1 | 3 | 0 | 0 | 0 | 136.4 | 132 | 90 | 13 | 4 | 2 | 0 | 0 | 0 | 113.6 | 109 |
| 11:45 - 12:00 | 100 | 15 | 5 | 0 | 0 | 0 | 2 | 123.3 | 122 | 89 | 10 | 2 | 0 | 0 | 0 | 1 | 102.4 | 102 |
| **Hourly Total** | 377 | 59 | 19 | 5 | 0 | 0 | 4 | 478 | 464 | 346 | 59 | 10 | 5 | 0 | 0 | 3 | 433 | 423 |
| 12:00 - 12:15 | 85 | 13 | 2 | 0 | 0 | 0 | 0 | 101.0 | 100 | 99 | 21 | 2 | 1 | 1 | 0 | 0 | 127.3 | 124 |
| 12:15 - 12:30 | 94 | 16 | 3 | 2 | 0 | 0 | 0 | 119.1 | 115 | 85 | 14 | 5 | 1 | 0 | 0 | 1 | 109.2 | 106 |
| 12:30 - 12:45 | 88 | 18 | 0 | 0 | 0 | 0 | 0 | 106.0 | 106 | 77 | 16 | 1 | 2 | 0 | 0 | 1 | 99.5 | 97 |
| 12:45 - 13:00 | 93 | 22 | 2 | 2 | 1 | 0 | 0 | 124.6 | 120 | 89 | 17 | 1 | 1 | 0 | 0 | 3 | 111.0 | 111 |
| **Hourly Total** | 360 | 69 | 7 | 4 | 1 | 0 | 0 | 451 | 441 | 350 | 68 | 9 | 5 | 1 | 0 | 5 | 447 | 438 |
| 13:00 - 13:15 | 117 | 25 | 3 | 0 | 1 | 0 | 0 | 148.5 | 146 | 87 | 15 | 1 | 1 | 1 | 0 | 0 | 107.8 | 105 |
| 13:15 - 13:30 | 89 | 15 | 6 | 0 | 0 | 0 | 0 | 113.0 | 110 | 94 | 22 | 3 | 1 | 0 | 0 | 3 | 124.0 | 123 |
| 13:30 - 13:45 | 93 | 18 | 4 | 2 | 0 | 0 | 1 | 122.0 | 118 | 87 | 14 | 5 | 0 | 0 | 0 | 1 | 108.9 | 107 |
| 13:45 - 14:00 | 82 | 18 | 1 | 0 | 0 | 0 | 1 | 101.9 | 102 | 70 | 14 | 1 | 1 | 0 | 0 | 0 | 87.8 | 86 |
| **Hourly Total** | 381 | 76 | 14 | 2 | 1 | 0 | 2 | 485 | 476 | 338 | 65 | 10 | 3 | 1 | 0 | 4 | 429 | 421 |
| 14:00 - 14:15 | 102 | 26 | 2 | 0 | 0 | 0 | 1 | 131.4 | 131 | 73 | 18 | 3 | 0 | 0 | 0 | 0 | 95.5 | 94 |
| 14:15 - 14:30 | 132 | 18 | 3 | 0 | 0 | 0 | 1 | 154.9 | 154 | 89 | 16 | 3 | 0 | 0 | 0 | 1 | 109.9 | 109 |
| 14:30 - 14:45 | 121 | 20 | 1 | 3 | 0 | 0 | 1 | 149.8 | 146 | 102 | 20 | 2 | 0 | 0 | 0 | 2 | 125.8 | 126 |
| 14:45 - 15:00 | 142 | 27 | 2 | 0 | 0 | 0 | 0 | 172.0 | 171 | 115 | 21 | 3 | 0 | 0 | 0 | 2 | 141.3 | 141 |
| **Hourly Total** | 497 | 91 | 8 | 3 | 0 | 0 | 3 | 608 | 602 | 379 | 75 | 11 | 0 | 0 | 0 | 5 | 473 | 470 |
| 15:00 - 15:15 | 131 | 21 | 0 | 0 | 0 | 0 | 3 | 153.2 | 155 | 127 | 22 | 3 | 0 | 0 | 0 | 2 | 154.3 | 154 |
| 15:15 - 15:30 | 222 | 25 | 8 | 2 | 0 | 0 | 1 | 264.0 | 258 | 113 | 18 | 5 | 1 | 0 | 0 | 0 | 140.8 | 137 |
| 15:30 - 15:45 | 188 | 20 | 1 | 0 | 0 | 0 | 1 | 209.9 | 210 | 170 | 23 | 5 | 2 | 0 | 0 | 1 | 205.5 | 201 |
| 15:45 - 16:00 | 144 | 29 | 2 | 0 | 1 | 0 | 0 | 178.0 | 176 | 127 | 23 | 2 | 0 | 0 | 0 | 2 | 153.8 | 154 |
| **Hourly Total** | 685 | 95 | 11 | 2 | 1 | 0 | 5 | 805 | 799 | 537 | 86 | 15 | 3 | 0 | 0 | 5 | 654 | 646 |
| 16:00 - 16:15 | 164 | 29 | 3 | 0 | 0 | 0 | 0 | 197.5 | 196 | 149 | 20 | 1 | 0 | 1 | 0 | 1 | 172.9 | 172 |
| 16:15 - 16:30 | 154 | 24 | 4 | 0 | 0 | 0 | 2 | 184.8 | 184 | 98 | 13 | 1 | 0 | 0 | 0 | 1 | 112.9 | 113 |
| 16:30 - 16:45 | 185 | 26 | 2 | 0 | 0 | 0 | 0 | 214.0 | 213 | 137 | 15 | 1 | 0 | 0 | 0 | 1 | 153.9 | 154 |
| 16:45 - 17:00 | 192 | 30 | 4 | 0 | 0 | 0 | 1 | 228.4 | 227 | 118 | 19 | 3 | 2 | 0 | 0 | 4 | 147.7 | 146 |
| **Hourly Total** | 695 | 109 | 13 | 0 | 0 | 0 | 3 | 825 | 820 | 502 | 67 | 6 | 2 | 1 | 0 | 7 | 587 | 585 |
| 17:00 - 17:15 | 217 | 24 | 0 | 1 | 0 | 0 | 2 | 244.1 | 244 | 144 | 12 | 0 | 0 | 0 | 0 | 1 | 156.4 | 157 |
| 17:15 - 17:30 | 226 | 35 | 1 | 1 | 0 | 0 | 0 | 264.8 | 263 | 118 | 10 | 0 | 1 | 0 | 0 | 1 | 130.7 | 130 |
| 17:30 - 17:45 | 205 | 19 | 3 | 0 | 0 | 0 | 2 | 229.3 | 229 | 160 | 18 | 1 | 0 | 0 | 0 | 1 | 179.9 | 180 |
| 17:45 - 18:00 | 199 | 25 | 0 | 0 | 0 | 0 | 1 | 224.4 | 225 | 149 | 20 | 1 | 0 | 0 | 0 | 1 | 170.9 | 171 |
| **Hourly Total** | 847 | 103 | 4 | 2 | 0 | 0 | 5 | 963 | 961 | 571 | 60 | 2 | 1 | 0 | 0 | 4 | 638 | 638 |
| 18:00 - 18:15 | 182 | 19 | 0 | 0 | 0 | 0 | 1 | 201.4 | 202 | 109 | 14 | 0 | 0 | 0 | 0 | 0 | 123.0 | 123 |
| 18:15 - 18:30 | 188 | 26 | 1 | 1 | 0 | 0 | 1 | 218.2 | 217 | 119 | 16 | 0 | 0 | 0 | 0 | 0 | 135.0 | 135 |
| 18:30 - 18:45 | 180 | 14 | 1 | 0 | 0 | 0 | 2 | 196.3 | 197 | 121 | 15 | 0 | 0 | 0 | 0 | 1 | 136.4 | 137 |
| 18:45 - 19:00 | 173 | 17 | 0 | 0 | 0 | 0 | 0 | 190.0 | 190 | 112 | 10 | 2 | 0 | 0 | 0 | 1 | 125.4 | 125 |
| **Hourly Total** | 723 | 76 | 2 | 1 | 0 | 0 | 4 | 806 | 806 | 461 | 55 | 2 | 0 | 0 | 0 | 2 | 520 | 520 |
| **Session Total** | 6152 | 941 | 142 | 34 | 4 | 0 | 33 | 7405 | 7306 | 5447 | 825 | 114 | 26 | 6 | 0 | 51 | 6535 | 6469 |

## *Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** **A - Pilgrims Way / B - Martins Way / C - A1155 Verity Way / D - A1072 Martins Way**




| | | |
|---|---|---|
| **Matrix Totals:** | **Counts** | |
| **Show single Session:** | **No** | |
| | ***07:00 to 19:00*** | |
| **Custom Start / End:** | **07:00** | **19:00** |
| **Show Peak Times:** | **No** | |

**Arm Destination**

| Arm Origin | A | B | C | D | Total | % Total |
|---|---|---|---|---|---|---|
| **A** | 0 | 789 | 1800 | 617 | **3206** | **100.00%** |
| **B** | 895 | 2 | 1490 | 3485 | **5872** | **100.00%** |
| **C** | 2026 | 1422 | 11 | 2365 | **5824** | **100.00%** |
| **D** | 696 | 3467 | 3141 | 2 | **7306** | **100.00%** |
| **Total** | **3617** | **5680** | **6442** | **6469** | | |
| **% Total** | **100.00%** | **100.00%** | **100.00%** | **100.00%** | | |

| Classifications | Include |
|---|---|
| CAR | **Yes** |
| LGV | **Yes** |
| OGV1 | **Yes** |
| OGV2 | **Yes** |
| BUS | **Yes** |
| P/CYCLE | **Yes** |
| M/CYCLE | **Yes** |

streetwise

*Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction: A - Pilgrims Way / B - Martins Way / C - A1155 Verity Way / D - A1072 Martins Way**

| | A - Pilgrims Way | | B - Martins Way | | C - A1155 Verity Way | | D - A1072 Martins Way | |
|---|---|---|---|---|---|---|---|---|
| | Lane 1 | Lane 2 | Lane 1 | Lane 2 | Lane 1 | Lane 2 | Lane 1 | Lane 2 |
| Survey Period | MAX | MAX | MAX | MAX | MAX | MAX | MAX | MAX |
| 07:00 - 07:05 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 07:05 - 07:10 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| 07:10 - 07:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 07:15 - 07:20 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 07:20 - 07:25 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 1 |
| 07:25 - 07:30 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| 07:30 - 07:35 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 1 |
| 07:35 - 07:40 | 1 | 1 | 1 | 0 | 2 | 2 | 2 | 2 |
| 07:40 - 07:45 | 2 | 1 | 0 | 0 | 4 | 1 | 0 | 1 |
| 07:45 - 07:50 | 2 | 0 | 3 | 1 | 2 | 1 | 0 | 0 |
| 07:50 - 07:55 | 3 | 0 | 4 | 2 | 2 | 1 | 0 | 1 |
| 07:55 - 08:00 | 2 | 1 | 3 | 0 | 3 | 1 | 3 | 1 |
| 08:00 - 08:05 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 3 |
| 08:05 - 08:10 | 1 | 1 | 2 | 0 | 2 | 1 | 3 | 2 |
| 08:10 - 08:15 | 3 | 1 | 5 | 2 | 2 | 1 | 2 | 2 |
| 08:15 - 08:20 | 1 | 1 | 2 | 0 | 3 | 1 | 3 | 1 |
| 08:20 - 08:25 | 4 | 1 | 1 | 2 | 2 | 2 | 4 | 2 |
| 08:25 - 08:30 | 2 | 1 | 2 | 1 | 1 | 2 | 3 | 3 |
| 08:30 - 08:35 | 1 | 1 | 4 | 1 | 5 | 1 | 1 | 3 |
| 08:35 - 08:40 | 3 | 0 | 3 | 4 | 3 | 1 | 2 | 3 |
| 08:40 - 08:45 | 3 | 2 | 4 | 3 | 2 | 1 | 3 | 2 |
| 08:45 - 08:50 | 2 | 3 | 4 | 2 | 4 | 2 | 2 | 2 |
| 08:50 - 08:55 | 2 | 3 | 3 | 2 | 14 | 1 | 5 | 3 |
| 08:55 - 09:00 | 4 | 2 | 4 | 3 | 3 | 1 | 3 | 2 |
| 09:00 - 09:05 | 2 | 0 | 4 | 2 | 1 | 1 | 4 | 2 |
| 09:05 - 09:10 | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 3 |
| 09:10 - 09:15 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 |
| 09:15 - 09:20 | 3 | 0 | 2 | 2 | 1 | 0 | 1 | 1 |
| 09:20 - 09:25 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 |
| 09:25 - 09:30 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 1 |
| 09:30 - 09:35 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 3 |
| 09:35 - 09:40 | 1 | 0 | 7 | 0 | 1 | 0 | 0 | 0 |
| 09:40 - 09:45 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 0 |
| 09:45 - 09:50 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 |
| 09:50 - 09:55 | 2 | 1 | 2 | 1 | 1 | 2 | 0 | 1 |
| 09:55 - 10:00 | 1 | 0 | 0 | 1 | 5 | 1 | 0 | 0 |
| 10:00 - 10:05 | 1 | 0 | 1 | 0 | 2 | 0 | 4 | 0 |
| 10:05 - 10:10 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 |
| 10:10 - 10:15 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 |
| 10:15 - 10:20 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 0 |
| 10:20 - 10:25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:25 - 10:30 | 1 | 1 | 2 | 1 | 3 | 0 | 3 | 1 |
| 10:30 - 10:35 | 1 | 1 | 0 | 1 | 2 | 1 | 0 | 2 |
| 10:35 - 10:40 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 10:40 - 10:45 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| 10:45 - 10:50 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 |
| 10:50 - 10:55 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 10:55 - 11:00 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 11:00 - 11:05 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 11:05 - 11:10 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 |
| 11:10 - 11:15 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 0 |
| 11:15 - 11:20 | 0 | 1 | 1 | 0 | 2 | 1 | 2 | 1 |
| 11:20 - 11:25 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 1 |
| 11:25 - 11:30 | 1 | 0 | 1 | 2 | 2 | 0 | 1 | 1 |
| 11:30 - 11:35 | 1 | 1 | 3 | 2 | 2 | 0 | 0 | 0 |
| 11:35 - 11:40 | 1 | 1 | 3 | 0 | 2 | 1 | 1 | 2 |
| 11:40 - 11:45 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 0 |
| 11:45 - 11:50 | 1 | 0 | 2 | 0 | 2 | 1 | 3 | 0 |
| 11:50 - 11:55 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 1 |
| 11:55 - 12:00 | 1 | 1 | 1 | 0 | 2 | 2 | 2 | 2 |
| 12:00 - 12:05 | 2 | 0 | 0 | 0 | 4 | 0 | 1 | 0 |
| 12:05 - 12:10 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 |
| 12:10 - 12:15 | 1 | 1 | 1 | 0 | 2 | 0 | 2 | 1 |
| 12:15 - 12:20 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 |
| 12:20 - 12:25 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 12:25 - 12:30 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 12:30 - 12:35 | 1 | 0 | 2 | 2 | 0 | 2 | 1 | 0 |
| 12:35 - 12:40 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| 12:40 - 12:45 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 2 |
| 12:45 - 12:50 | 1 | 1 | 3 | 0 | 2 | 1 | 0 | 0 |
| 12:50 - 12:55 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 12:55 - 13:00 | 2 | 1 | 1 | 0 | 1 | 0 | 1 | 1 |
| 13:00 - 13:05 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| 13:05 - 13:10 | 2 | 1 | 0 | 0 | 1 | 1 | 2 | 3 |
| 13:10 - 13:15 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 1 |
| 13:15 - 13:20 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 |
| 13:20 - 13:25 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 |
| 13:25 - 13:30 | 0 | 1 | 0 | 0 | 4 | 3 | 0 | 0 |
| 13:30 - 13:35 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| 13:35 - 13:40 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | 2 |
| 13:40 - 13:45 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 |
| 13:45 - 13:50 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 13:50 - 13:55 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 13:55 - 14:00 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 |
| 14:00 - 14:05 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 |
| 14:05 - 14:10 | 1 | 1 | 2 | 1 | 0 | 1 | 3 | 0 |
| 14:10 - 14:15 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 |
| 14:15 - 14:20 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 |
| 14:20 - 14:25 | 1 | 1 | 2 | 0 | 3 | 1 | 1 | 2 |
| 14:25 - 14:30 | 1 | 1 | 0 | 0 | 2 | 1 | 3 | 1 |
| 14:30 - 14:35 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 |
| 14:35 - 14:40 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 2 |
| 14:40 - 14:45 | 2 | 1 | 1 | 1 | 3 | 0 | 2 | 2 |
| 14:45 - 14:50 | 2 | 1 | 1 | 1 | 4 | 0 | 1 | 1 |
| 14:50 - 14:55 | 1 | 0 | 1 | 1 | 3 | 1 | 2 | 4 |
| 14:55 - 15:00 | 3 | 1 | 1 | 0 | 3 | 0 | 2 | 2 |
| 15:00 - 15:05 | 2 | 2 | 1 | 0 | 3 | 2 | 3 | 2 |
| 15:05 - 15:10 | 1 | 1 | 3 | 0 | 2 | 0 | 2 | 4 |
| 15:10 - 15:15 | 1 | 1 | 0 | 0 | 2 | 1 | 8 | 2 |
| 15:15 - 15:20 | 5 | 1 | 2 | 1 | 2 | 0 | 6 | 2 |
| 15:20 - 15:25 | 5 | 1 | 1 | 3 | 11 | 3 | 2 | 10 |
| 15:25 - 15:30 | 2 | 0 | 3 | 2 | 2 | 2 | 2 | 1 |
| 15:30 - 15:35 | 2 | 1 | 3 | 1 | 3 | 3 | 3 | 4 |
| 15:35 - 15:40 | 2 | 1 | 4 | 1 | 2 | 3 | 3 | 4 |
| 15:40 - 15:45 | 2 | 1 | 2 | 1 | 3 | 1 | 4 | 1 |
| 15:45 - 15:50 | 3 | 1 | 6 | 3 | 3 | 2 | 1 | 4 |
| 15:50 - 15:55 | 1 | 1 | 0 | 1 | 2 | 0 | 2 | 2 |
| 15:55 - 16:00 | 1 | 0 | 3 | 4 | 3 | 1 | 2 | 2 |
| 16:00 - 16:05 | 3 | 1 | 5 | 0 | 2 | 1 | 3 | 0 |
| 16:05 - 16:10 | 1 | 0 | 5 | 1 | 3 | 1 | 2 | 1 |
| 16:10 - 16:15 | 1 | 1 | 4 | 2 | 3 | 0 | 3 | 3 |
| 16:15 - 16:20 | 1 | 1 | 6 | 2 | 2 | 3 | 3 | 3 |
| 16:20 - 16:25 | 1 | 1 | 2 | 3 | 1 | 3 | 2 | 3 |
| 16:25 - 16:30 | 2 | 0 | 3 | 2 | 1 | 3 | 4 | 2 |
| 16:30 - 16:35 | 1 | 1 | 1 | 0 | 2 | 1 | 1 | 1 |
| 16:35 - 16:40 | 1 | 2 | 2 | 0 | 2 | 1 | 3 | 4 |
| 16:40 - 16:45 | 1 | 2 | 2 | 1 | 2 | 1 | 0 | 1 |
| 16:45 - 16:50 | 1 | 1 | 3 | 1 | 2 | 2 | 3 | 2 |
| 16:50 - 16:55 | 3 | 1 | 2 | 3 | 3 | 2 | 6 | 3 |
| 16:55 - 17:00 | 2 | 1 | 2 | 0 | 1 | 1 | 3 | 2 |
| 17:00 - 17:05 | 2 | 1 | 3 | 0 | 2 | 1 | 3 | 3 |
| 17:05 - 17:10 | 4 | 1 | 9 | 3 | 2 | 2 | 3 | 6 |
| 17:10 - 17:15 | 3 | 2 | 0 | 0 | 3 | 0 | 2 | 7 |
| 17:15 - 17:20 | 5 | 2 | 3 | 1 | 4 | 0 | 3 | 2 |
| 17:20 - 17:25 | 2 | 1 | 0 | 0 | 3 | 1 | 4 | 2 |
| 17:25 - 17:30 | 2 | 2 | 3 | 1 | 2 | 1 | 3 | 5 |
| 17:30 - 17:35 | 2 | 2 | 4 | 1 | 2 | 1 | 3 | 2 |
| 17:35 - 17:40 | 2 | 0 | 6 | 1 | 5 | 1 | 2 | 2 |
| 17:40 - 17:45 | 2 | 1 | 2 | 2 | 1 | 1 | 3 | 3 |
| 17:45 - 17:50 | 2 | 0 | 4 | 2 | 2 | 1 | 4 | 5 |
| 17:50 - 17:55 | 1 | 1 | 1 | 0 | 1 | 1 | 3 | 2 |
| 17:55 - 18:00 | 1 | 1 | 2 | 2 | 1 | 2 | 4 | 2 |
| 18:00 - 18:05 | 3 | 0 | 4 | 1 | 1 | 1 | 3 | 2 |
| 18:05 - 18:10 | 1 | 1 | 2 | 1 | 2 | 3 | 6 | 3 |
| 18:10 - 18:15 | 1 | 1 | 1 | 1 | 0 | 1 | 4 | 1 |
| 18:15 - 18:20 | 1 | 1 | 2 | 1 | 2 | 2 | 2 | 1 |
| 18:20 - 18:25 | 2 | 1 | 2 | 1 | 3 | 1 | 2 | 4 |
| 18:25 - 18:30 | 3 | 1 | 2 | 0 | 1 | 2 | 4 | 5 |
| 18:30 - 18:35 | 2 | 1 | 2 | 1 | 2 | 1 | 5 | 7 |
| 18:35 - 18:40 | 1 | 0 | 3 | 1 | 3 | 1 | 3 | 2 |
| 18:40 - 18:45 | 2 | 1 | 0 | 2 | 1 | 1 | 2 | 2 |
| 18:45 - 18:50 | 2 | 1 | 3 | 0 | 2 | 2 | 5 | 2 |
| 18:50 - 18:55 | 2 | 1 | 0 | 0 | 2 | 1 | 2 | 2 |
| 18:55 - 19:00 | 3 | 0 | 0 | 0 | 0 | 1 | 4 | 4 |

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Canterbury Way / B - A1072 Martins Way (East) / C - Grace Way / D - A1072 Martins Way (West)**

| CLASSIFICATION | PCU |
|---|---|
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |
| P/CYCLE | 0.2 |
| M/CYCLE | 0.4 |

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Canterbury Way / B - A1072 Martins Way (East) / C - Grace Way / D - A1072 Martins Way (West)

**Approach:** A - Canterbury Way

| | A to B | | | | | | | | | A to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 53 | 10 | 1 | 0 | 2 | 1 | 0 | 68.7 | 67 |
| 07:15 - 07:30 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 60 | 9 | 2 | 0 | 1 | 0 | 0 | 74.0 | 72 |
| 07:30 - 07:45 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 87 | 11 | 0 | 0 | 2 | 0 | 0 | 102.0 | 100 |
| 07:45 - 08:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 112 | 11 | 0 | 0 | 0 | 0 | 0 | 123.0 | 123 |
| Hourly Total | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28 | 28 | 312 | 41 | 3 | 0 | 5 | 1 | 0 | 368 | 362 |
| 08:00 - 08:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 139 | 11 | 2 | 0 | 1 | 0 | 0 | 155.0 | 153 |
| 08:15 - 08:30 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 16.5 | 16 | 99 | 1 | 0 | 1 | 2 | 0 | 0 | 106.3 | 103 |
| 08:30 - 08:45 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 100 | 8 | 0 | 0 | 0 | 0 | 0 | 108.0 | 108 |
| 08:45 - 09:00 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 92 | 4 | 1 | 0 | 0 | 0 | 2 | 98.3 | 99 |
| Hourly Total | 58 | 3 | 1 | 0 | 0 | 0 | 0 | 63 | 62 | 430 | 24 | 3 | 1 | 3 | 0 | 2 | 468 | 463 |
| 09:00 - 09:15 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 88 | 5 | 0 | 0 | 1 | 0 | 0 | 95.0 | 94 |
| 09:15 - 09:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 66 | 4 | 0 | 0 | 1 | 0 | 0 | 72.0 | 71 |
| 09:30 - 09:45 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 67 | 2 | 2 | 0 | 1 | 0 | 2 | 74.8 | 74 |
| 09:45 - 10:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 47 | 2 | 1 | 0 | 0 | 0 | 1 | 50.9 | 51 |
| Hourly Total | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 26 | 26 | 268 | 13 | 3 | 0 | 3 | 0 | 3 | 293 | 290 |
| 10:00 - 10:15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 41 | 3 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 |
| 10:15 - 10:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 44 | 4 | 0 | 0 | 2 | 0 | 0 | 52.0 | 50 |
| 10:30 - 10:45 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 45 | 6 | 0 | 0 | 2 | 0 | 0 | 55.0 | 53 |
| 10:45 - 11:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 48 | 1 | 0 | 0 | 1 | 0 | 0 | 51.0 | 50 |
| Hourly Total | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 178 | 14 | 0 | 0 | 5 | 0 | 0 | 202 | 197 |
| 11:00 - 11:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 38 | 5 | 0 | 0 | 1 | 0 | 1 | 45.4 | 45 |
| 11:15 - 11:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 |
| 11:30 - 11:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 39 | 6 | 1 | 0 | 2 | 0 | 0 | 50.5 | 48 |
| 11:45 - 12:00 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 8.9 | 9 | 46 | 5 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 |
| Hourly Total | 22 | 2 | 1 | 0 | 0 | 0 | 1 | 26 | 26 | 165 | 19 | 1 | 0 | 3 | 0 | 1 | 192 | 189 |
| 12:00 - 12:15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 41 | 2 | 0 | 0 | 1 | 0 | 0 | 45.0 | 44 |
| 12:15 - 12:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 26 | 6 | 0 | 0 | 1 | 0 | 1 | 34.4 | 34 |
| 12:30 - 12:45 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 55 | 5 | 1 | 0 | 2 | 0 | 1 | 65.9 | 64 |
| 12:45 - 13:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 43 | 2 | 0 | 0 | 1 | 0 | 2 | 47.8 | 48 |
| Hourly Total | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 37 | 165 | 15 | 1 | 0 | 5 | 0 | 4 | 193 | 190 |
| 13:00 - 13:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 40 | 1 | 0 | 0 | 1 | 0 | 0 | 43.0 | 42 |
| 13:15 - 13:30 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 40 | 4 | 1 | 0 | 0 | 0 | 0 | 45.5 | 45 |
| 13:30 - 13:45 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 41 | 0 | 1 | 0 | 2 | 0 | 0 | 46.5 | 44 |
| 13:45 - 14:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 38 | 4 | 1 | 0 | 0 | 0 | 0 | 43.5 | 43 |
| Hourly Total | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 32 | 32 | 159 | 9 | 3 | 0 | 3 | 0 | 0 | 179 | 174 |
| 14:00 - 14:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 46 | 3 | 1 | 0 | 2 | 0 | 0 | 54.5 | 52 |
| 14:15 - 14:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 39 | 3 | 0 | 1 | 0 | 0 | 0 | 44.3 | 43 |
| 14:30 - 14:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 36 | 0 | 0 | 0 | 2 | 0 | 0 | 40.0 | 38 |
| 14:45 - 15:00 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 55 | 6 | 1 | 0 | 1 | 0 | 0 | 64.5 | 63 |
| Hourly Total | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 176 | 12 | 2 | 1 | 5 | 0 | 0 | 203 | 196 |
| 15:00 - 15:15 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 44 | 5 | 2 | 0 | 1 | 0 | 0 | 54.0 | 52 |
| 15:15 - 15:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 56 | 3 | 0 | 0 | 1 | 0 | 0 | 61.0 | 60 |
| 15:30 - 15:45 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 62 | 5 | 0 | 0 | 1 | 0 | 0 | 69.0 | 68 |
| 15:45 - 16:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 57 | 2 | 0 | 0 | 1 | 0 | 0 | 61.0 | 60 |
| Hourly Total | 43 | 4 | 0 | 0 | 0 | 0 | 0 | 47 | 47 | 219 | 15 | 2 | 0 | 4 | 0 | 0 | 245 | 240 |
| 16:00 - 16:15 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 51 | 6 | 1 | 0 | 2 | 0 | 0 | 62.5 | 60 |
| 16:15 - 16:30 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 48 | 1 | 0 | 0 | 0 | 0 | 1 | 49.4 | 50 |
| 16:30 - 16:45 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 41 | 5 | 1 | 0 | 0 | 0 | 0 | 47.5 | 47 |
| 16:45 - 17:00 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 8.4 | 9 | 59 | 6 | 0 | 0 | 0 | 0 | 0 | 65.0 | 65 |
| Hourly Total | 50 | 4 | 0 | 0 | 0 | 0 | 1 | 54 | 55 | 199 | 18 | 2 | 0 | 2 | 0 | 1 | 224 | 222 |
| 17:00 - 17:15 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 15.4 | 16 | 43 | 5 | 0 | 0 | 1 | 0 | 0 | 50.0 | 49 |
| 17:15 - 17:30 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 57 | 5 | 0 | 0 | 1 | 0 | 0 | 64.0 | 63 |
| 17:30 - 17:45 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 52 | 2 | 0 | 0 | 2 | 0 | 2 | 58.8 | 58 |
| 17:45 - 18:00 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 58 | 6 | 0 | 0 | 1 | 0 | 1 | 66.4 | 66 |
| Hourly Total | 59 | 9 | 0 | 0 | 0 | 0 | 1 | 68 | 69 | 210 | 18 | 0 | 0 | 5 | 0 | 3 | 239 | 236 |
| 18:00 - 18:15 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 52 | 4 | 0 | 0 | 2 | 0 | 0 | 60.0 | 58 |
| 18:15 - 18:30 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 63 | 5 | 0 | 0 | 0 | 0 | 0 | 68.0 | 68 |
| 18:30 - 18:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 65 | 6 | 0 | 0 | 3 | 0 | 0 | 77.0 | 74 |
| 18:45 - 19:00 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 9.4 | 10 | 42 | 7 | 0 | 0 | 1 | 0 | 0 | 51.0 | 50 |
| Hourly Total | 46 | 6 | 0 | 0 | 0 | 0 | 1 | 52 | 53 | 222 | 22 | 0 | 0 | 6 | 0 | 0 | 256 | 250 |
| Session Total | 431 | 45 | 2 | 0 | 0 | 0 | 4 | 481 | 482 | 2703 | 220 | 20 | 2 | 49 | 1 | 14 | 3061 | 3009 |

| | A to D | | | | | | | | | A to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 61 | 9 | 0 | 0 | 0 | 0 | 2 | 70.8 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 62 | 6 | 0 | 0 | 0 | 0 | 2 | 68.8 | 70 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:30 - 07:45 | 91 | 8 | 1 | 1 | 0 | 0 | 1 | 103.2 | 102 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 07:45 - 08:00 | 76 | 6 | 0 | 0 | 0 | 0 | 0 | 82.0 | 82 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 290 | 29 | 1 | 1 | 0 | 0 | 5 | 325 | 326 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| 08:00 - 08:15 | 84 | 1 | 0 | 0 | 0 | 0 | 0 | 85.0 | 85 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 08:15 - 08:30 | 63 | 3 | 0 | 0 | 0 | 0 | 1 | 66.4 | 67 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 08:30 - 08:45 | 66 | 9 | 0 | 0 | 0 | 0 | 0 | 75.0 | 75 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 08:45 - 09:00 | 66 | 5 | 1 | 0 | 0 | 0 | 0 | 72.5 | 72 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 279 | 18 | 1 | 0 | 0 | 0 | 1 | 299 | 299 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 19 |
| 09:00 - 09:15 | 89 | 11 | 0 | 0 | 1 | 0 | 0 | 102.0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 57 | 4 | 1 | 0 | 0 | 0 | 0 | 62.5 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 65 | 8 | 0 | 1 | 0 | 0 | 0 | 75.3 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 56 | 8 | 2 | 0 | 0 | 0 | 1 | 67.4 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 267 | 31 | 3 | 1 | 1 | 0 | 1 | 307 | 304 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 54 | 3 | 0 | 0 | 1 | 0 | 0 | 59.0 | 58 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.4 | 2 |
| 10:15 - 10:30 | 44 | 5 | 1 | 0 | 0 | 0 | 2 | 51.3 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 57 | 8 | 1 | 0 | 0 | 0 | 1 | 66.9 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 62 | 6 | 0 | 0 | 0 | 0 | 0 | 68.0 | 68 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 217 | 22 | 2 | 0 | 1 | 0 | 3 | 245 | 245 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 11:00 - 11:15 | 45 | 3 | 1 | 0 | 1 | 0 | 1 | 51.9 | 51 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 11:15 - 11:30 | 64 | 2 | 0 | 0 | 0 | 0 | 0 | 66.0 | 66 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:30 - 11:45 | 48 | 14 | 1 | 0 | 0 | 0 | 0 | 63.5 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 64 | 11 | 0 | 0 | 0 | 0 | 0 | 75.0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 221 | 30 | 2 | 0 | 1 | 0 | 1 | 256 | 255 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 12:00 - 12:15 | 58 | 5 | 1 | 0 | 1 | 0 | 0 | 66.5 | 65 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:15 - 12:30 | 43 | 10 | 1 | 0 | 0 | 0 | 0 | 54.5 | 54 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:30 - 12:45 | 54 | 7 | 1 | 0 | 0 | 0 | 0 | 62.5 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 66.0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 221 | 22 | 3 | 0 | 1 | 0 | 0 | 250 | 247 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 13:00 - 13:15 | 50 | 3 | 1 | 0 | 1 | 0 | 0 | 56.5 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 57 | 3 | 2 | 0 | 0 | 0 | 3 | 64.2 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 62 | 4 | 0 | 0 | 0 | 0 | 1 | 66.4 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 51 | 5 | 0 | 0 | 0 | 0 | 0 | 56.0 | 56 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 220 | 15 | 3 | 0 | 1 | 0 | 4 | 243 | 243 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 14:00 - 14:15 | 49 | 4 | 3 | 0 | 1 | 0 | 0 | 59.5 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 45 | 6 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 43 | 6 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 14:45 - 15:00 | 54 | 2 | 0 | 0 | 0 | 0 | 0 | 56.0 | 56 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 191 | 18 | 3 | 0 | 1 | 0 | 0 | 216 | 213 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 15:00 - 15:15 | 73 | 2 | 1 | 0 | 0 | 0 | 0 | 76.5 | 76 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:15 - 15:30 | 68 | 7 | 2 | 0 | 0 | 0 | 1 | 78.4 | 78 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:30 - 15:45 | 56 | 3 | 0 | 0 | 0 | 0 | 0 | 59.0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 55 | 6 | 0 | 0 | 0 | 0 | 1 | 61.4 | 62 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 252 | 18 | 3 | 0 | 0 | 0 | 2 | 275 | 275 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 16:00 - 16:15 | 54 | 4 | 1 | 0 | 0 | 0 | 2 | 60.3 | 61 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:15 - 16:30 | 55 | 9 | 1 | 0 | 1 | 0 | 0 | 67.5 | 66 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 16:30 - 16:45 | 55 | 3 | 0 | 0 | 0 | 0 | 0 | 58.0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 57 | 6 | 1 | 0 | 0 | 0 | 0 | 64.5 | 64 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 221 | 22 | 3 | 0 | 1 | 0 | 2 | 250 | 249 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 17:00 - 17:15 | 69 | 1 | 0 | 0 | 1 | 0 | 0 | 72.0 | 71 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:15 - 17:30 | 48 | 8 | 1 | 0 | 0 | 0 | 1 | 57.9 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 63 | 6 | 0 | 0 | 0 | 0 | 2 | 69.8 | 71 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:45 - 18:00 | 54 | 6 | 0 | 0 | 0 | 0 | 2 | 60.8 | 62 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 234 | 21 | 1 | 0 | 1 | 0 | 5 | 261 | 262 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 18:00 - 18:15 | 70 | 6 | 0 | 0 | 0 | 0 | 1 | 76.4 | 77 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:15 - 18:30 | 66 | 1 | 0 | 0 | 0 | 0 | 0 | 67.0 | 67 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:30 - 18:45 | 58 | 11 | 0 | 0 | 0 | 0 | 0 | 69.0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 68 | 2 | 0 | 0 | 0 | 0 | 0 | 70.0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 262 | 20 | 0 | 0 | 0 | 0 | 1 | 282 | 283 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Session Total | 2875 | 266 | 25 | 2 | 8 | 0 | 25 | 3209 | 3201 | 44 | 10 | 0 | 0 | 0 | 0 | 1 | 54 | 55 |

| | From A | | | | | | | | | To A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 116 | 19 | 1 | 0 | 2 | 1 | 2 | 141.5 | 141 | 44 | 7 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 |
| 07:15 - 07:30 | 124 | 18 | 2 | 0 | 1 | 0 | 2 | 147.8 | 147 | 60 | 9 | 0 | 0 | 2 | 0 | 0 | 73.0 | 71 |
| 07:30 - 07:45 | 191 | 19 | 1 | 1 | 2 | 0 | 1 | 218.2 | 215 | 76 | 16 | 1 | 0 | 1 | 0 | 0 | 95.5 | 94 |
| 07:45 - 08:00 | 203 | 17 | 0 | 0 | 0 | 0 | 0 | 220.0 | 220 | 97 | 17 | 1 | 1 | 1 | 0 | 0 | 119.8 | 117 |
| Hourly Total | 634 | 73 | 4 | 1 | 5 | 1 | 5 | 728 | 723 | 277 | 49 | 2 | 1 | 4 | 0 | 0 | 339 | 333 |
| 08:00 - 08:15 | 241 | 13 | 2 | 0 | 1 | 0 | 0 | 259.0 | 257 | 118 | 8 | 2 | 0 | 0 | 0 | 0 | 129.0 | 128 |
| 08:15 - 08:30 | 184 | 5 | 1 | 1 | 2 | 0 | 1 | 197.2 | 194 | 111 | 15 | 0 | 0 | 1 | 0 | 1 | 128.4 | 128 |
| 08:30 - 08:45 | 183 | 19 | 0 | 0 | 0 | 0 | 0 | 202.0 | 202 | 106 | 14 | 0 | 1 | 0 | 0 | 0 | 122.3 | 121 |
| 08:45 - 09:00 | 177 | 9 | 2 | 0 | 0 | 0 | 2 | 189.8 | 190 | 123 | 5 | 0 | 0 | 0 | 0 | 0 | 128.0 | 128 |
| Hourly Total | 785 | 46 | 5 | 1 | 3 | 0 | 3 | 848 | 843 | 458 | 42 | 2 | 1 | 1 | 0 | 1 | 508 | 505 |
| 09:00 - 09:15 | 186 | 18 | 0 | 0 | 2 | 0 | 0 | 208.0 | 206 | 84 | 11 | 3 | 0 | 1 | 0 | 0 | 101.5 | 99 |
| 09:15 - 09:30 | 125 | 8 | 1 | 0 | 1 | 0 | 0 | 136.5 | 135 | 83 | 10 | 1 | 0 | 2 | 0 | 0 | 98.5 | 96 |
| 09:30 - 09:45 | 136 | 12 | 2 | 1 | 1 | 0 | 2 | 156.1 | 154 | 79 | 13 | 4 | 0 | 0 | 0 | 1 | 98.4 | 97 |
| 09:45 - 10:00 | 110 | 10 | 3 | 0 | 0 | 0 | 2 | 125.3 | 125 | 82 | 9 | 0 | 0 | 0 | 0 | 1 | 91.4 | 92 |
| Hourly Total | 557 | 48 | 6 | 1 | 4 | 0 | 4 | 626 | 620 | 328 | 43 | 8 | 0 | 3 | 0 | 2 | 390 | 384 |
| 10:00 - 10:15 | 100 | 8 | 0 | 0 | 1 | 0 | 1 | 110.4 | 110 | 90 | 8 | 1 | 0 | 2 | 0 | 1 | 103.9 | 102 |
| 10:15 - 10:30 | 91 | 9 | 1 | 0 | 2 | 0 | 2 | 106.3 | 105 | 74 | 11 | 0 | 0 | 1 | 0 | 0 | 87.0 | 86 |
| 10:30 - 10:45 | 106 | 16 | 1 | 0 | 2 | 0 | 1 | 127.9 | 126 | 85 | 11 | 0 | 0 | 0 | 0 | 0 | 96.0 | 96 |
| 10:45 - 11:00 | 112 | 8 | 0 | 0 | 1 | 0 | 0 | 122.0 | 121 | 83 | 12 | 1 | 0 | 0 | 0 | 1 | 96.9 | 97 |
| Hourly Total | 409 | 41 | 2 | 0 | 6 | 0 | 4 | 467 | 462 | 332 | 42 | 2 | 0 | 3 | 0 | 2 | 384 | 381 |
| 11:00 - 11:15 | 90 | 9 | 1 | 0 | 2 | 0 | 2 | 105.3 | 104 | 83 | 11 | 0 | 0 | 1 | 0 | 0 | 96.0 | 95 |
| 11:15 - 11:30 | 113 | 6 | 0 | 0 | 0 | 0 | 0 | 119.0 | 119 | 100 | 21 | 2 | 0 | 2 | 0 | 0 | 128.0 | 125 |
| 11:30 - 11:45 | 90 | 21 | 2 | 0 | 2 | 0 | 0 | 118.0 | 115 | 90 | 11 | 2 | 0 | 0 | 0 | 2 | 104.8 | 105 |
| 11:45 - 12:00 | 117 | 16 | 1 | 0 | 0 | 0 | 1 | 134.9 | 135 | 81 | 10 | 1 | 0 | 1 | 0 | 0 | 94.5 | 93 |
| Hourly Total | 410 | 52 | 4 | 0 | 4 | 0 | 3 | 477 | 473 | 354 | 53 | 5 | 0 | 4 | 0 | 2 | 423 | 418 |
| 12:00 - 12:15 | 110 | 8 | 1 | 0 | 2 | 0 | 0 | 123.5 | 121 | 111 | 11 | 0 | 0 | 1 | 0 | 1 | 124.4 | 124 |
| 12:15 - 12:30 | 72 | 17 | 1 | 0 | 1 | 0 | 1 | 92.9 | 92 | 106 | 12 | 0 | 0 | 1 | 0 | 0 | 120.0 | 119 |
| 12:30 - 12:45 | 122 | 12 | 2 | 0 | 2 | 0 | 1 | 141.4 | 139 | 102 | 8 | 1 | 1 | 0 | 0 | 1 | 114.2 | 113 |
| 12:45 - 13:00 | 120 | 2 | 0 | 0 | 1 | 0 | 2 | 124.8 | 125 | 111 | 10 | 0 | 1 | 1 | 0 | 2 | 126.1 | 125 |
| Hourly Total | 424 | 39 | 4 | 0 | 6 | 0 | 4 | 483 | 477 | 430 | 41 | 1 | 2 | 3 | 0 | 4 | 485 | 481 |
| 13:00 - 13:15 | 97 | 4 | 1 | 0 | 2 | 0 | 0 | 106.5 | 104 | 120 | 9 | 0 | 0 | 1 | 0 | 0 | 131.0 | 130 |
| 13:15 - 13:30 | 105 | 8 | 3 | 0 | 0 | 0 | 3 | 118.7 | 119 | 101 | 9 | 2 | 0 | 1 | 0 | 0 | 115.0 | 113 |
| 13:30 - 13:45 | 110 | 5 | 1 | 0 | 2 | 0 | 1 | 120.9 | 119 | 104 | 14 | 1 | 0 | 0 | 0 | 0 | 119.5 | 119 |
| 13:45 - 14:00 | 98 | 10 | 1 | 0 | 0 | 0 | 0 | 109.5 | 109 | 115 | 12 | 2 | 1 | 1 | 0 | 0 | 134.3 | 131 |
| Hourly Total | 410 | 27 | 6 | 0 | 4 | 0 | 4 | 456 | 451 | 440 | 44 | 5 | 1 | 3 | 0 | 0 | 500 | 493 |
| 14:00 - 14:15 | 101 | 8 | 4 | 0 | 3 | 0 | 0 | 121.0 | 116 | 95 | 14 | 1 | 0 | 1 | 0 | 1 | 112.9 | 112 |
| 14:15 - 14:30 | 87 | 10 | 0 | 1 | 0 | 0 | 0 | 99.3 | 98 | 100 | 10 | 0 | 0 | 1 | 0 | 1 | 112.4 | 112 |
| 14:30 - 14:45 | 87 | 6 | 0 | 0 | 2 | 0 | 0 | 97.0 | 95 | 119 | 12 | 2 | 0 | 0 | 0 | 0 | 134.0 | 133 |
| 14:45 - 15:00 | 121 | 11 | 1 | 0 | 1 | 0 | 0 | 135.5 | 134 | 135 | 13 | 4 | 1 | 1 | 0 | 1 | 158.7 | 155 |
| Hourly Total | 396 | 35 | 5 | 1 | 6 | 0 | 0 | 453 | 443 | 449 | 49 | 7 | 1 | 3 | 0 | 3 | 518 | 512 |
| 15:00 - 15:15 | 131 | 10 | 3 | 0 | 1 | 0 | 0 | 147.5 | 145 | 157 | 13 | 1 | 0 | 1 | 0 | 4 | 175.1 | 176 |
| 15:15 - 15:30 | 135 | 10 | 2 | 0 | 1 | 0 | 1 | 150.4 | 149 | 195 | 15 | 1 | 0 | 0 | 0 | 2 | 212.3 | 213 |
| 15:30 - 15:45 | 130 | 8 | 0 | 0 | 1 | 0 | 0 | 140.0 | 139 | 183 | 11 | 3 | 0 | 0 | 0 | 0 | 198.5 | 197 |
| 15:45 - 16:00 | 122 | 9 | 0 | 0 | 1 | 0 | 1 | 133.4 | 133 | 156 | 19 | 1 | 0 | 1 | 0 | 2 | 179.3 | 179 |
| Hourly Total | 518 | 37 | 5 | 0 | 4 | 0 | 2 | 571 | 566 | 691 | 58 | 6 | 0 | 2 | 0 | 8 | 765 | 765 |
| 16:00 - 16:15 | 118 | 13 | 2 | 0 | 2 | 0 | 2 | 138.8 | 137 | 150 | 29 | 0 | 0 | 0 | 0 | 1 | 179.4 | 180 |
| 16:15 - 16:30 | 121 | 11 | 1 | 0 | 1 | 0 | 1 | 135.9 | 135 | 199 | 18 | 0 | 0 | 1 | 0 | 1 | 219.4 | 219 |
| 16:30 - 16:45 | 109 | 9 | 1 | 0 | 0 | 0 | 0 | 119.5 | 119 | 191 | 19 | 0 | 0 | 0 | 0 | 1 | 210.4 | 211 |
| 16:45 - 17:00 | 125 | 13 | 1 | 0 | 0 | 0 | 1 | 139.9 | 140 | 172 | 22 | 2 | 0 | 2 | 0 | 1 | 201.4 | 199 |
| Hourly Total | 473 | 46 | 5 | 0 | 3 | 0 | 4 | 534 | 531 | 712 | 88 | 2 | 0 | 3 | 0 | 4 | 811 | 809 |
| 17:00 - 17:15 | 127 | 7 | 0 | 0 | 2 | 0 | 1 | 138.4 | 137 | 167 | 21 | 1 | 0 | 1 | 0 | 1 | 191.9 | 191 |
| 17:15 - 17:30 | 122 | 16 | 1 | 0 | 1 | 0 | 1 | 141.9 | 141 | 200 | 16 | 1 | 0 | 0 | 0 | 4 | 219.1 | 221 |
| 17:30 - 17:45 | 126 | 10 | 0 | 0 | 2 | 0 | 4 | 141.6 | 142 | 189 | 15 | 0 | 0 | 1 | 0 | 4 | 207.6 | 209 |
| 17:45 - 18:00 | 130 | 16 | 0 | 0 | 1 | 0 | 3 | 149.2 | 150 | 238 | 18 | 2 | 0 | 1 | 0 | 2 | 261.8 | 261 |
| Hourly Total | 505 | 49 | 1 | 0 | 6 | 0 | 9 | 571 | 570 | 794 | 70 | 4 | 0 | 3 | 0 | 11 | 880 | 882 |
| 18:00 - 18:15 | 138 | 11 | 0 | 0 | 2 | 0 | 1 | 153.4 | 152 | 201 | 14 | 0 | 0 | 1 | 0 | 1 | 217.4 | 217 |
| 18:15 - 18:30 | 142 | 9 | 0 | 0 | 0 | 0 | 0 | 151.0 | 151 | 175 | 16 | 0 | 0 | 0 | 0 | 2 | 191.8 | 193 |
| 18:30 - 18:45 | 134 | 18 | 0 | 0 | 3 | 0 | 0 | 158.0 | 155 | 177 | 13 | 0 | 0 | 1 | 0 | 3 | 193.2 | 194 |
| 18:45 - 19:00 | 118 | 10 | 0 | 0 | 1 | 0 | 1 | 130.4 | 130 | 158 | 13 | 1 | 0 | 1 | 0 | 1 | 174.9 | 174 |
| Hourly Total | 532 | 48 | 0 | 0 | 6 | 0 | 2 | 593 | 588 | 711 | 56 | 1 | 0 | 3 | 0 | 7 | 777 | 778 |
| Session Total | 6053 | 541 | 47 | 4 | 57 | 1 | 44 | 6806 | 6747 | 5976 | 635 | 45 | 6 | 35 | 0 | 44 | 6780 | 6741 |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Canterbury Way / B - A1072 Martins Way (East) / C - Grace Way / D - A1072 Martins Way (West)

**Approach:** B - A1072 Martins Way (East)

| | B to C | | | | | | | | | B to D | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 93 | 19 | 2 | 0 | 0 | 0 | 4 | 116.6 | 118 |
| 07:15 - 07:30 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 23.5 | 23 | 108 | 27 | 3 | 0 | 0 | 0 | 1 | 139.9 | 139 |
| 07:30 - 07:45 | 35 | 6 | 0 | 0 | 0 | 0 | 2 | 41.8 | 43 | 136 | 25 | 5 | 1 | 0 | 0 | 0 | 170.8 | 167 |
| 07:45 - 08:00 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 32.5 | 32 | 129 | 18 | 0 | 1 | 0 | 0 | 1 | 149.7 | 149 |
| **Hourly Total** | **93** | **15** | **2** | **0** | **0** | **0** | **2** | **112** | **112** | **466** | **89** | **10** | **2** | **0** | **0** | **6** | **577** | **573** |
| 08:00 - 08:15 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 117 | 16 | 2 | 1 | 0 | 0 | 2 | 139.1 | 138 |
| 08:15 - 08:30 | 37 | 2 | 2 | 0 | 0 | 0 | 0 | 42.0 | 41 | 104 | 11 | 2 | 1 | 0 | 0 | 1 | 120.7 | 119 |
| 08:30 - 08:45 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 106 | 22 | 3 | 1 | 0 | 0 | 1 | 135.2 | 133 |
| 08:45 - 09:00 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 | 124 | 17 | 2 | 0 | 0 | 0 | 1 | 144.4 | 144 |
| **Hourly Total** | **151** | **9** | **2** | **0** | **0** | **0** | **0** | **163** | **162** | **451** | **66** | **9** | **3** | **0** | **0** | **5** | **539** | **534** |
| 09:00 - 09:15 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 | 117 | 20 | 2 | 0 | 1 | 0 | 0 | 142.0 | 140 |
| 09:15 - 09:30 | 17 | 0 | 0 | 0 | 1 | 0 | 0 | 19.0 | 18 | 92 | 18 | 5 | 0 | 0 | 0 | 0 | 117.5 | 115 |
| 09:30 - 09:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 85 | 17 | 4 | 0 | 0 | 0 | 0 | 108.0 | 106 |
| 09:45 - 10:00 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 101 | 22 | 1 | 2 | 0 | 0 | 2 | 129.9 | 128 |
| **Hourly Total** | **68** | **5** | **0** | **0** | **1** | **0** | **0** | **75** | **74** | **395** | **77** | **12** | **2** | **1** | **0** | **2** | **497** | **489** |
| 10:00 - 10:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 89 | 13 | 4 | 0 | 0 | 0 | 0 | 108.0 | 106 |
| 10:15 - 10:30 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 11.5 | 11 | 84 | 11 | 3 | 1 | 0 | 0 | 2 | 102.6 | 101 |
| 10:30 - 10:45 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 78 | 16 | 2 | 0 | 0 | 0 | 1 | 97.4 | 97 |
| 10:45 - 11:00 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 15.4 | 16 | 68 | 9 | 2 | 0 | 0 | 0 | 0 | 80.0 | 79 |
| **Hourly Total** | **40** | **7** | **1** | **0** | **0** | **0** | **1** | **49** | **49** | **319** | **49** | **11** | **1** | **0** | **0** | **3** | **388** | **383** |
| 11:00 - 11:15 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 73 | 16 | 4 | 1 | 0 | 0 | 1 | 97.7 | 95 |
| 11:15 - 11:30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 70 | 18 | 1 | 2 | 0 | 0 | 1 | 94.5 | 92 |
| 11:30 - 11:45 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 74 | 12 | 3 | 2 | 0 | 0 | 0 | 95.1 | 91 |
| 11:45 - 12:00 | 14 | 2 | 0 | 0 | 0 | 0 | 1 | 16.4 | 17 | 91 | 11 | 2 | 0 | 0 | 0 | 0 | 105.0 | 104 |
| **Hourly Total** | **44** | **6** | **0** | **0** | **0** | **0** | **1** | **50** | **51** | **308** | **57** | **10** | **5** | **0** | **0** | **2** | **392** | **382** |
| 12:00 - 12:15 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 12.5 | 12 | 88 | 20 | 2 | 0 | 1 | 0 | 0 | 113.0 | 111 |
| 12:15 - 12:30 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 13.5 | 13 | 77 | 13 | 4 | 1 | 0 | 0 | 1 | 98.7 | 96 |
| 12:30 - 12:45 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 4.4 | 5 | 75 | 14 | 1 | 2 | 0 | 0 | 0 | 95.1 | 92 |
| 12:45 - 13:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 70 | 15 | 2 | 1 | 0 | 0 | 3 | 91.5 | 91 |
| **Hourly Total** | **34** | **4** | **2** | **0** | **0** | **0** | **1** | **41** | **41** | **310** | **62** | **9** | **4** | **1** | **0** | **4** | **398** | **390** |
| 13:00 - 13:15 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 13.0 | 12 | 77 | 16 | 1 | 0 | 1 | 0 | 0 | 96.5 | 95 |
| 13:15 - 13:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 96 | 17 | 3 | 2 | 0 | 0 | 3 | 123.3 | 121 |
| 13:30 - 13:45 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 72 | 21 | 6 | 0 | 0 | 0 | 2 | 102.8 | 101 |
| 13:45 - 14:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 73 | 15 | 0 | 0 | 0 | 0 | 0 | 88.0 | 88 |
| **Hourly Total** | **37** | **4** | **0** | **0** | **1** | **0** | **0** | **43** | **42** | **318** | **69** | **10** | **2** | **1** | **0** | **5** | **411** | **405** |
| 14:00 - 14:15 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 64 | 15 | 2 | 0 | 0 | 0 | 0 | 82.0 | 81 |
| 14:15 - 14:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 80 | 18 | 3 | 0 | 0 | 0 | 0 | 102.5 | 101 |
| 14:30 - 14:45 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 89 | 20 | 1 | 0 | 0 | 0 | 4 | 112.1 | 114 |
| 14:45 - 15:00 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 81 | 22 | 3 | 0 | 0 | 0 | 2 | 108.3 | 108 |
| **Hourly Total** | **59** | **4** | **0** | **0** | **0** | **0** | **0** | **63** | **63** | **314** | **75** | **9** | **0** | **0** | **0** | **6** | **405** | **404** |
| 15:00 - 15:15 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 110 | 20 | 2 | 0 | 0 | 0 | 1 | 133.4 | 133 |
| 15:15 - 15:30 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 101 | 19 | 5 | 1 | 0 | 0 | 0 | 129.8 | 126 |
| 15:30 - 15:45 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 146 | 24 | 5 | 2 | 0 | 0 | 1 | 182.5 | 178 |
| 15:45 - 16:00 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 113 | 20 | 2 | 0 | 0 | 0 | 1 | 136.4 | 136 |
| **Hourly Total** | **54** | **5** | **0** | **0** | **0** | **0** | **0** | **59** | **59** | **470** | **83** | **14** | **3** | **0** | **0** | **3** | **582** | **573** |
| 16:00 - 16:15 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 16.0 | 15 | 140 | 21 | 3 | 0 | 0 | 0 | 0 | 165.5 | 164 |
| 16:15 - 16:30 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 101 | 14 | 1 | 0 | 0 | 0 | 1 | 116.9 | 117 |
| 16:30 - 16:45 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 125 | 13 | 2 | 0 | 0 | 0 | 1 | 141.4 | 141 |
| 16:45 - 17:00 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 18.4 | 19 | 111 | 19 | 2 | 2 | 0 | 0 | 3 | 138.8 | 137 |
| **Hourly Total** | **57** | **1** | **0** | **0** | **1** | **0** | **1** | **60** | **60** | **477** | **67** | **8** | **2** | **0** | **0** | **5** | **563** | **559** |
| 17:00 - 17:15 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 125 | 13 | 1 | 0 | 0 | 0 | 3 | 140.7 | 142 |
| 17:15 - 17:30 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 107 | 7 | 0 | 0 | 0 | 0 | 0 | 114.0 | 114 |
| 17:30 - 17:45 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 141 | 14 | 0 | 1 | 0 | 0 | 1 | 157.7 | 157 |
| 17:45 - 18:00 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 14.4 | 15 | 120 | 16 | 0 | 0 | 0 | 0 | 1 | 136.4 | 137 |
| **Hourly Total** | **59** | **3** | **0** | **0** | **0** | **0** | **1** | **62** | **63** | **493** | **50** | **1** | **1** | **0** | **0** | **5** | **549** | **550** |
| 18:00 - 18:15 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 109 | 12 | 0 | 0 | 0 | 0 | 1 | 121.4 | 122 |
| 18:15 - 18:30 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 115 | 12 | 0 | 0 | 0 | 0 | 0 | 127.0 | 127 |
| 18:30 - 18:45 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 113 | 12 | 0 | 0 | 0 | 0 | 2 | 125.8 | 127 |
| 18:45 - 19:00 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 108 | 8 | 2 | 0 | 0 | 0 | 0 | 119.0 | 118 |
| **Hourly Total** | **46** | **5** | **0** | **0** | **0** | **0** | **0** | **51** | **51** | **445** | **44** | **2** | **0** | **0** | **0** | **3** | **493** | **494** |
| **Session Total** | **742** | **68** | **7** | **0** | **3** | **0** | **7** | **829** | **827** | **4766** | **788** | **105** | **25** | **3** | **0** | **49** | **5795** | **5736** |

| | B to A | | | | | | | | | B to B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:15 - 07:30 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 07:30 - 07:45 | 24 | 4 | 1 | 0 | 0 | 0 | 0 | 29.5 | 29 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 07:45 - 08:00 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| **Hourly Total** | **84** | **15** | **1** | **0** | **0** | **0** | **0** | **101** | **100** | **14** | **2** | **0** | **0** | **0** | **0** | **0** | **16** | **16** |
| 08:00 - 08:15 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 08:15 - 08:30 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 08:30 - 08:45 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 08:45 - 09:00 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| **Hourly Total** | **117** | **13** | **0** | **0** | **0** | **0** | **0** | **130** | **130** | **14** | **0** | **0** | **0** | **0** | **0** | **0** | **14** | **14** |
| 09:00 - 09:15 | 24 | 1 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 09:15 - 09:30 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 09:30 - 09:45 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 09:45 - 10:00 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **62** | **7** | **1** | **0** | **0** | **0** | **0** | **71** | **70** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **5** |
| 10:00 - 10:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 4.5 | 4 |
| 10:15 - 10:30 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 17.5 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **43** | **4** | **1** | **0** | **0** | **0** | **0** | **49** | **48** | **4** | **1** | **1** | **0** | **0** | **0** | **0** | **7** | **6** |
| 11:00 - 11:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 11:15 - 11:30 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 11:30 - 11:45 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 11:45 - 12:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| **Hourly Total** | **38** | **3** | **1** | **0** | **0** | **0** | **0** | **43** | **42** | **13** | **0** | **0** | **0** | **0** | **0** | **0** | **13** | **13** |
| 12:00 - 12:15 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:15 - 12:30 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 12.4 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 12:45 - 13:00 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **52** | **7** | **0** | **0** | **0** | **0** | **1** | **59** | **60** | **3** | **1** | **0** | **0** | **0** | **0** | **0** | **4** | **4** |
| 13:00 - 13:15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 13:30 - 13:45 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:45 - 14:00 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 14.3 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **51** | **5** | **0** | **1** | **0** | **0** | **0** | **58** | **57** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **6** |
| 14:00 - 14:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:15 - 14:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 14:30 - 14:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 14:45 - 15:00 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| **Hourly Total** | **36** | **3** | **1** | **0** | **0** | **0** | **0** | **41** | **40** | **12** | **2** | **0** | **0** | **0** | **0** | **0** | **14** | **14** |
| 15:00 - 15:15 | 34 | 4 | 0 | 0 | 0 | 0 | 1 | 38.4 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 15:15 - 15:30 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:30 - 15:45 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 |
| 15:45 - 16:00 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **101** | **15** | **0** | **0** | **0** | **0** | **1** | **116** | **117** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **10** | **10** |
| 16:00 - 16:15 | 20 | 2 | 0 | 0 | 0 | 0 | 1 | 22.4 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 16:15 - 16:30 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 16:30 - 16:45 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 16:45 - 17:00 | 31 | 3 | 2 | 0 | 0 | 0 | 0 | 37.0 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **101** | **10** | **2** | **0** | **0** | **0** | **1** | **114** | **114** | **10** | **1** | **0** | **0** | **0** | **0** | **0** | **11** | **11** |
| 17:00 - 17:15 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:15 - 17:30 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 14.4 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:30 - 17:45 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 17:45 - 18:00 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| **Hourly Total** | **82** | **9** | **0** | **0** | **0** | **0** | **1** | **91** | **92** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **7** |
| 18:00 - 18:15 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:15 - 18:30 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 18:45 - 19:00 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **65** | **7** | **0** | **0** | **0** | **0** | **0** | **72** | **72** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **4** |
| **Session Total** | **832** | **98** | **7** | **1** | **0** | **0** | **4** | **944** | **942** | **102** | **7** | **1** | **0** | **0** | **0** | **0** | **111** | **110** |

| | From B | | | | | | | | | To B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 120 | 24 | 2 | 0 | 0 | 0 | 4 | 148.6 | 150 | 62 | 14 | 3 | 0 | 0 | 0 | 1 | 80.9 | 80 |
| 07:15 - 07:30 | 145 | 37 | 4 | 0 | 0 | 0 | 1 | 188.4 | 187 | 93 | 19 | 3 | 0 | 0 | 0 | 0 | 116.5 | 115 |
| 07:30 - 07:45 | 198 | 36 | 6 | 1 | 0 | 0 | 2 | 246.1 | 243 | 76 | 20 | 2 | 0 | 0 | 0 | 0 | 99.0 | 98 |
| 07:45 - 08:00 | 194 | 24 | 1 | 1 | 0 | 0 | 1 | 222.2 | 221 | 114 | 23 | 3 | 0 | 0 | 0 | 0 | 141.5 | 140 |
| **Hourly Total** | **657** | **121** | **13** | **2** | **0** | **0** | **8** | **805** | **801** | **345** | **76** | **11** | **0** | **0** | **0** | **1** | **438** | **433** |
| 08:00 - 08:15 | 202 | 21 | 2 | 1 | 0 | 0 | 2 | 229.1 | 228 | 117 | 15 | 1 | 1 | 0 | 0 | 2 | 136.6 | 136 |
| 08:15 - 08:30 | 161 | 18 | 4 | 1 | 0 | 0 | 1 | 187.7 | 185 | 142 | 11 | 2 | 0 | 0 | 0 | 2 | 156.8 | 157 |
| 08:30 - 08:45 | 170 | 26 | 3 | 1 | 0 | 0 | 1 | 203.2 | 201 | 146 | 22 | 5 | 1 | 0 | 0 | 1 | 178.2 | 175 |
| 08:45 - 09:00 | 200 | 23 | 2 | 0 | 0 | 0 | 1 | 226.4 | 226 | 142 | 16 | 5 | 2 | 1 | 0 | 0 | 172.1 | 166 |
| **Hourly Total** | **733** | **88** | **11** | **3** | **0** | **0** | **5** | **846** | **840** | **547** | **64** | **13** | **4** | **1** | **0** | **5** | **644** | **634** |
| 09:00 - 09:15 | 173 | 24 | 3 | 0 | 1 | 0 | 0 | 203.5 | 201 | 97 | 21 | 7 | 2 | 0 | 0 | 0 | 133.1 | 127 |
| 09:15 - 09:30 | 128 | 22 | 5 | 0 | 1 | 0 | 0 | 159.5 | 156 | 73 | 15 | 3 | 1 | 0 | 0 | 1 | 95.2 | 93 |
| 09:30 - 09:45 | 101 | 18 | 4 | 0 | 0 | 0 | 0 | 125.0 | 123 | 87 | 22 | 6 | 1 | 0 | 0 | 0 | 120.3 | 116 |
| 09:45 - 10:00 | 128 | 25 | 1 | 2 | 0 | 0 | 2 | 159.9 | 158 | 75 | 11 | 7 | 2 | 0 | 0 | 0 | 101.1 | 95 |
| **Hourly Total** | **530** | **89** | **13** | **2** | **2** | **0** | **2** | **648** | **638** | **332** | **69** | **23** | **6** | **0** | **0** | **1** | **450** | **431** |
| 10:00 - 10:15 | 109 | 14 | 5 | 0 | 0 | 0 | 0 | 130.5 | 128 | 74 | 17 | 4 | 3 | 0 | 0 | 0 | 103.9 | 98 |
| 10:15 - 10:30 | 101 | 15 | 4 | 1 | 0 | 0 | 2 | 125.1 | 123 | 74 | 14 | 3 | 0 | 0 | 0 | 0 | 92.5 | 91 |
| 10:30 - 10:45 | 97 | 21 | 2 | 0 | 0 | 0 | 1 | 121.4 | 121 | 89 | 22 | 0 | 1 | 0 | 0 | 0 | 113.3 | 112 |
| 10:45 - 11:00 | 99 | 11 | 3 | 0 | 0 | 0 | 1 | 114.9 | 114 | 70 | 12 | 7 | 2 | 0 | 0 | 0 | 97.1 | 91 |
| **Hourly Total** | **406** | **61** | **14** | **1** | **0** | **0** | **4** | **492** | **486** | **307** | **65** | **14** | **6** | **0** | **0** | **0** | **407** | **392** |
| 11:00 - 11:15 | 94 | 18 | 4 | 1 | 0 | 0 | 1 | 120.7 | 118 | 85 | 14 | 8 | 2 | 0 | 0 | 1 | 116.0 | 110 |
| 11:15 - 11:30 | 96 | 20 | 2 | 2 | 0 | 0 | 1 | 124.0 | 121 | 92 | 14 | 5 | 0 | 0 | 0 | 1 | 113.9 | 112 |
| 11:30 - 11:45 | 97 | 15 | 3 | 2 | 0 | 0 | 0 | 121.1 | 117 | 102 | 20 | 3 | 3 | 0 | 0 | 0 | 133.4 | 128 |
| 11:45 - 12:00 | 116 | 13 | 2 | 0 | 0 | 0 | 1 | 132.4 | 132 | 94 | 12 | 6 | 0 | 0 | 0 | 2 | 115.8 | 114 |
| **Hourly Total** | **403** | **66** | **11** | **5** | **0** | **0** | **3** | **498** | **488** | **373** | **60** | **22** | **5** | **0** | **0** | **4** | **479** | **464** |
| 12:00 - 12:15 | 115 | 23 | 3 | 0 | 1 | 0 | 0 | 144.5 | 142 | 88 | 13 | 1 | 0 | 0 | 0 | 0 | 102.5 | 102 |
| 12:15 - 12:30 | 101 | 17 | 5 | 1 | 0 | 0 | 1 | 128.2 | 125 | 85 | 12 | 4 | 2 | 0 | 0 | 0 | 107.6 | 103 |
| 12:30 - 12:45 | 90 | 16 | 1 | 2 | 0 | 0 | 2 | 112.9 | 111 | 84 | 15 | 2 | 0 | 0 | 0 | 0 | 102.0 | 101 |
| 12:45 - 13:00 | 93 | 18 | 2 | 1 | 0 | 0 | 3 | 117.5 | 117 | 107 | 22 | 2 | 2 | 1 | 0 | 0 | 138.6 | 134 |
| **Hourly Total** | **399** | **74** | **11** | **4** | **1** | **0** | **6** | **503** | **495** | **364** | **62** | **9** | **4** | **1** | **0** | **0** | **451** | **440** |
| 13:00 - 13:15 | 101 | 18 | 1 | 0 | 2 | 0 | 0 | 124.5 | 122 | 109 | 26 | 4 | 0 | 1 | 0 | 0 | 143.0 | 140 |
| 13:15 - 13:30 | 118 | 19 | 3 | 2 | 0 | 0 | 3 | 147.3 | 145 | 88 | 15 | 6 | 0 | 0 | 0 | 0 | 112.0 | 109 |
| 13:30 - 13:45 | 101 | 23 | 6 | 0 | 0 | 0 | 2 | 133.8 | 132 | 83 | 20 | 3 | 2 | 0 | 0 | 1 | 112.5 | 109 |
| 13:45 - 14:00 | 92 | 18 | 0 | 1 | 0 | 0 | 0 | 112.3 | 111 | 89 | 19 | 0 | 0 | 0 | 0 | 2 | 108.8 | 110 |
| **Hourly Total** | **412** | **78** | **10** | **3** | **2** | **0** | **5** | **518** | **510** | **369** | **80** | **13** | **2** | **1** | **0** | **3** | **476** | **468** |
| 14:00 - 14:15 | 90 | 18 | 2 | 0 | 0 | 0 | 0 | 111.0 | 110 | 100 | 31 | 2 | 0 | 1 | 0 | 0 | 134.0 | 133 |
| 14:15 - 14:30 | 98 | 19 | 3 | 0 | 0 | 0 | 0 | 121.5 | 120 | 132 | 15 | 5 | 0 | 0 | 0 | 2 | 155.3 | 154 |
| 14:30 - 14:45 | 116 | 22 | 1 | 0 | 0 | 0 | 4 | 141.1 | 143 | 125 | 23 | 0 | 3 | 0 | 0 | 0 | 154.9 | 151 |
| 14:45 - 15:00 | 117 | 25 | 4 | 0 | 0 | 0 | 2 | 148.8 | 148 | 140 | 33 | 2 | 0 | 0 | 0 | 0 | 176.0 | 175 |
| **Hourly Total** | **421** | **84** | **10** | **0** | **0** | **0** | **6** | **522** | **521** | **497** | **102** | **9** | **3** | **0** | **0** | **2** | **620** | **613** |
| 15:00 - 15:15 | 162 | 26 | 2 | 0 | 0 | 0 | 2 | 191.8 | 192 | 151 | 21 | 3 | 0 | 0 | 0 | 3 | 177.7 | 178 |
| 15:15 - 15:30 | 140 | 21 | 5 | 1 | 0 | 0 | 0 | 170.8 | 167 | 155 | 21 | 4 | 2 | 0 | 0 | 1 | 187.0 | 183 |
| 15:30 - 15:45 | 186 | 29 | 5 | 2 | 0 | 0 | 1 | 227.5 | 223 | 168 | 23 | 2 | 0 | 0 | 0 | 1 | 194.4 | 194 |
| 15:45 - 16:00 | 147 | 27 | 2 | 0 | 0 | 0 | 1 | 177.4 | 177 | 131 | 29 | 4 | 0 | 1 | 0 | 0 | 168.0 | 165 |
| **Hourly Total** | **635** | **103** | **14** | **3** | **0** | **0** | **4** | **768** | **759** | **605** | **94** | **13** | **2** | **1** | **0** | **5** | **727** | **720** |
| 16:00 - 16:15 | 177 | 24 | 3 | 0 | 1 | 0 | 1 | 207.9 | 206 | 158 | 29 | 2 | 0 | 0 | 0 | 0 | 190.0 | 189 |
| 16:15 - 16:30 | 134 | 16 | 1 | 0 | 0 | 0 | 1 | 151.9 | 152 | 167 | 23 | 3 | 0 | 0 | 0 | 2 | 195.3 | 195 |
| 16:30 - 16:45 | 172 | 17 | 2 | 0 | 0 | 0 | 1 | 192.4 | 192 | 166 | 26 | 1 | 0 | 0 | 0 | 0 | 193.5 | 193 |
| 16:45 - 17:00 | 162 | 22 | 4 | 2 | 0 | 0 | 4 | 196.2 | 194 | 182 | 32 | 3 | 1 | 0 | 0 | 2 | 221.6 | 220 |
| **Hourly Total** | **645** | **79** | **10** | **2** | **1** | **0** | **7** | **748** | **744** | **673** | **110** | **9** | **1** | **0** | **0** | **4** | **800** | **797** |
| 17:00 - 17:15 | 169 | 17 | 1 | 0 | 0 | 0 | 3 | 188.7 | 190 | 190 | 28 | 0 | 0 | 0 | 0 | 2 | 218.8 | 220 |
| 17:15 - 17:30 | 135 | 9 | 0 | 0 | 0 | 0 | 1 | 144.4 | 145 | 241 | 33 | 1 | 1 | 0 | 0 | 0 | 277.8 | 276 |
| 17:30 - 17:45 | 172 | 16 | 0 | 1 | 0 | 0 | 1 | 190.7 | 190 | 194 | 16 | 3 | 0 | 0 | 0 | 2 | 215.3 | 215 |
| 17:45 - 18:00 | 165 | 20 | 0 | 0 | 0 | 0 | 2 | 185.8 | 187 | 192 | 23 | 0 | 0 | 0 | 0 | 1 | 215.4 | 216 |
| **Hourly Total** | **641** | **62** | **1** | **1** | **0** | **0** | **7** | **710** | **712** | **817** | **100** | **4** | **1** | **0** | **0** | **5** | **927** | **927** |
| 18:00 - 18:15 | 140 | 16 | 0 | 0 | 0 | 0 | 1 | 156.4 | 157 | 179 | 20 | 0 | 0 | 0 | 0 | 1 | 199.4 | 200 |
| 18:15 - 18:30 | 139 | 13 | 0 | 0 | 0 | 0 | 0 | 152.0 | 152 | 190 | 20 | 0 | 1 | 0 | 0 | 1 | 212.7 | 212 |
| 18:30 - 18:45 | 143 | 18 | 0 | 0 | 0 | 0 | 2 | 161.8 | 163 | 160 | 13 | 1 | 0 | 0 | 0 | 2 | 175.3 | 176 |
| 18:45 - 19:00 | 138 | 9 | 2 | 0 | 0 | 0 | 0 | 150.0 | 149 | 153 | 14 | 0 | 0 | 0 | 0 | 10 | 171.0 | 177 |
| **Hourly Total** | **560** | **56** | **2** | **0** | **0** | **0** | **3** | **620** | **621** | **682** | **67** | **1** | **1** | **0** | **0** | **14** | **758** | **765** |
| **Session Total** | **6442** | **961** | **120** | **26** | **6** | **0** | **60** | **7679** | **7615** | **5911** | **949** | **141** | **35** | **4** | **0** | **44** | **7178** | **7084** |

**Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023**

Produced by Streetwise Services Ltd.

**Junction:** A - Canterbury Way / B - A1072 Martins Way (East) / C - Grace Way / D - A1072 Martins Way (West)

**Approach:** C - Grace Way

| | C to D | | | | | | | | | C to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 07:15 - 07:30 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 21 | 0 | 0 | 0 | 1 | 0 | 0 | 23.0 | 22 |
| 07:30 - 07:45 | 17 | 4 | 0 | 0 | 0 | 0 | 1 | 21.4 | 22 | 20 | 4 | 0 | 0 | 1 | 0 | 0 | 26.0 | 25 |
| 07:45 - 08:00 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 33 | 5 | 1 | 0 | 1 | 0 | 0 | 41.5 | 40 |
| Hourly Total | 57 | 13 | 0 | 0 | 0 | 0 | 1 | 70 | 71 | 87 | 11 | 1 | 0 | 3 | 0 | 0 | 106 | 102 |
| 08:00 - 08:15 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 12.4 | 13 | 28 | 2 | 2 | 0 | 0 | 0 | 0 | 33.0 | 32 |
| 08:15 - 08:30 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 | 41 | 5 | 0 | 0 | 1 | 0 | 1 | 48.4 | 48 |
| 08:30 - 08:45 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 |
| 08:45 - 09:00 | 16 | 1 | 0 | 0 | 1 | 0 | 0 | 19.0 | 18 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 |
| Hourly Total | 43 | 5 | 1 | 0 | 1 | 0 | 1 | 52 | 51 | 151 | 9 | 2 | 0 | 1 | 0 | 1 | 165 | 164 |
| 09:00 - 09:15 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| 09:15 - 09:30 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 28 | 3 | 1 | 0 | 2 | 0 | 0 | 36.5 | 34 |
| 09:30 - 09:45 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 36 | 4 | 1 | 0 | 0 | 0 | 1 | 41.9 | 42 |
| 09:45 - 10:00 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 28 | 2 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 |
| Hourly Total | 70 | 9 | 1 | 0 | 0 | 0 | 0 | 81 | 80 | 124 | 12 | 2 | 0 | 2 | 0 | 2 | 144 | 142 |
| 10:00 - 10:15 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 17.5 | 17 | 36 | 3 | 1 | 0 | 1 | 0 | 0 | 42.5 | 41 |
| 10:15 - 10:30 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 16.5 | 16 | 37 | 5 | 0 | 0 | 1 | 0 | 0 | 44.0 | 43 |
| 10:30 - 10:45 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| 10:45 - 11:00 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 21 | 4 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 |
| Hourly Total | 62 | 7 | 2 | 0 | 0 | 0 | 0 | 72 | 71 | 126 | 15 | 1 | 0 | 2 | 0 | 1 | 147 | 145 |
| 11:00 - 11:15 | 15 | 2 | 3 | 0 | 0 | 0 | 0 | 21.5 | 20 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 |
| 11:15 - 11:30 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 38 | 5 | 0 | 0 | 2 | 0 | 0 | 47.0 | 45 |
| 11:30 - 11:45 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 29 | 4 | 0 | 0 | 0 | 0 | 1 | 33.4 | 34 |
| 11:45 - 12:00 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 29 | 3 | 0 | 0 | 1 | 0 | 0 | 34.0 | 33 |
| Hourly Total | 51 | 15 | 3 | 0 | 0 | 0 | 0 | 71 | 69 | 131 | 16 | 0 | 0 | 3 | 0 | 1 | 153 | 151 |
| 12:00 - 12:15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 |
| 12:15 - 12:30 | 15 | 2 | 0 | 0 | 1 | 0 | 0 | 19.0 | 18 | 49 | 4 | 0 | 0 | 1 | 0 | 0 | 55.0 | 54 |
| 12:30 - 12:45 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 |
| 12:45 - 13:00 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 18.4 | 19 | 42 | 5 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 |
| Hourly Total | 58 | 5 | 0 | 0 | 1 | 0 | 1 | 65 | 65 | 168 | 11 | 0 | 0 | 1 | 0 | 0 | 181 | 180 |
| 13:00 - 13:15 | 15 | 3 | 0 | 0 | 1 | 0 | 0 | 20.0 | 19 | 44 | 3 | 0 | 0 | 1 | 0 | 0 | 49.0 | 48 |
| 13:15 - 13:30 | 16 | 2 | 0 | 0 | 0 | 0 | 1 | 18.4 | 19 | 43 | 1 | 1 | 0 | 1 | 0 | 0 | 47.5 | 46 |
| 13:30 - 13:45 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 13.4 | 14 | 41 | 5 | 1 | 0 | 0 | 0 | 0 | 47.5 | 47 |
| 13:45 - 14:00 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 48 | 2 | 1 | 0 | 1 | 0 | 0 | 53.5 | 52 |
| Hourly Total | 60 | 7 | 0 | 0 | 1 | 0 | 2 | 70 | 70 | 176 | 11 | 3 | 0 | 3 | 0 | 0 | 198 | 193 |
| 14:00 - 14:15 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 22.5 | 22 | 43 | 4 | 1 | 0 | 0 | 0 | 1 | 48.9 | 49 |
| 14:15 - 14:30 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 38 | 2 | 0 | 0 | 1 | 0 | 0 | 42.0 | 41 |
| 14:30 - 14:45 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 22.5 | 22 | 51 | 5 | 1 | 0 | 0 | 0 | 0 | 57.5 | 57 |
| 14:45 - 15:00 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 16.3 | 15 | 41 | 0 | 0 | 0 | 1 | 0 | 0 | 43.0 | 42 |
| Hourly Total | 58 | 13 | 2 | 1 | 0 | 0 | 0 | 76 | 74 | 173 | 11 | 2 | 0 | 2 | 0 | 1 | 191 | 189 |
| 15:00 - 15:15 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 22.3 | 21 | 43 | 3 | 0 | 0 | 1 | 0 | 1 | 48.4 | 48 |
| 15:15 - 15:30 | 29 | 0 | 0 | 0 | 1 | 0 | 0 | 31.0 | 30 | 88 | 8 | 0 | 0 | 0 | 0 | 0 | 96.0 | 96 |
| 15:30 - 15:45 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 68 | 2 | 1 | 0 | 0 | 0 | 0 | 71.5 | 71 |
| 15:45 - 16:00 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 61 | 0 | 0 | 0 | 1 | 0 | 0 | 63.0 | 62 |
| Hourly Total | 86 | 5 | 0 | 1 | 1 | 0 | 0 | 95 | 93 | 260 | 13 | 1 | 0 | 2 | 0 | 1 | 279 | 277 |
| 16:00 - 16:15 | 16 | 2 | 2 | 0 | 0 | 0 | 0 | 21.0 | 20 | 50 | 15 | 0 | 0 | 0 | 0 | 0 | 65.0 | 65 |
| 16:15 - 16:30 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 71 | 7 | 0 | 0 | 1 | 0 | 1 | 80.4 | 80 |
| 16:30 - 16:45 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 14.4 | 15 | 74 | 2 | 0 | 0 | 0 | 0 | 0 | 76.0 | 76 |
| 16:45 - 17:00 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 57 | 5 | 0 | 0 | 2 | 0 | 0 | 66.0 | 64 |
| Hourly Total | 61 | 9 | 2 | 0 | 0 | 0 | 1 | 73 | 73 | 252 | 29 | 0 | 0 | 3 | 0 | 1 | 287 | 285 |
| 17:00 - 17:15 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 65 | 4 | 0 | 0 | 0 | 0 | 1 | 69.4 | 70 |
| 17:15 - 17:30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 88 | 6 | 0 | 0 | 0 | 0 | 0 | 94.0 | 94 |
| 17:30 - 17:45 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 74 | 4 | 0 | 0 | 1 | 0 | 1 | 80.4 | 80 |
| 17:45 - 18:00 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 7.4 | 8 | 87 | 4 | 0 | 0 | 1 | 0 | 1 | 93.4 | 93 |
| Hourly Total | 51 | 3 | 0 | 0 | 0 | 0 | 1 | 54 | 55 | 314 | 18 | 0 | 0 | 2 | 0 | 3 | 337 | 337 |
| 18:00 - 18:15 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 83 | 2 | 0 | 0 | 1 | 0 | 1 | 87.4 | 87 |
| 18:15 - 18:30 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 76 | 6 | 0 | 0 | 0 | 0 | 1 | 82.4 | 83 |
| 18:30 - 18:45 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 82 | 1 | 0 | 0 | 1 | 0 | 1 | 85.4 | 85 |
| 18:45 - 19:00 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 61 | 4 | 0 | 0 | 1 | 0 | 1 | 67.4 | 67 |
| Hourly Total | 61 | 7 | 0 | 0 | 0 | 0 | 0 | 68 | 68 | 302 | 13 | 0 | 0 | 3 | 0 | 4 | 323 | 322 |
| Session Total | 718 | 98 | 11 | 2 | 4 | 0 | 7 | 848 | 840 | 2264 | 169 | 12 | 0 | 27 | 0 | 15 | 2511 | 2487 |

| | C to B | | | | | | | | | C to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:30 - 07:45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 38 | 7 | 0 | 0 | 0 | 0 | 0 | 45 | 45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:00 - 08:15 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 113 | 5 | 0 | 0 | 0 | 0 | 0 | 118 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 14.4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 58 | 3 | 0 | 0 | 0 | 0 | 1 | 61 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.5 | 1 |
| 10:45 - 11:00 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3.0 | 2 |
| Hourly Total | 46 | 5 | 0 | 0 | 0 | 0 | 0 | 51 | 51 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 5 | 3 |
| 11:00 - 11:15 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 53 | 6 | 0 | 0 | 0 | 0 | 0 | 59 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:15 - 12:30 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 17.5 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 53 | 6 | 1 | 0 | 0 | 0 | 0 | 61 | 60 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 13:00 - 13:15 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 13.5 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 47 | 11 | 1 | 0 | 0 | 0 | 0 | 60 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 24.5 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 47 | 12 | 1 | 0 | 0 | 0 | 0 | 61 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:45 - 16:00 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| Hourly Total | 87 | 5 | 2 | 0 | 0 | 0 | 0 | 95 | 94 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 16:00 - 16:15 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2.5 | 2 |
| 16:15 - 16:30 | 24 | 5 | 1 | 0 | 0 | 0 | 1 | 30.9 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:30 - 16:45 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 16:45 - 17:00 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 93 | 12 | 1 | 0 | 0 | 0 | 1 | 107 | 107 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 4 |
| 17:00 - 17:15 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 107 | 15 | 0 | 0 | 0 | 0 | 0 | 122 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 23.4 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 22 | 1 | 0 | 0 | 0 | 0 | 1 | 23.4 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 84 | 2 | 0 | 0 | 0 | 0 | 2 | 87 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Session Total | 826 | 89 | 6 | 0 | 0 | 0 | 4 | 926 | 925 | 2 | 8 | 2 | 0 | 1 | 0 | 0 | 15 | 13 |

| | From C | | | | | | | | | To C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 | 79 | 16 | 2 | 0 | 2 | 1 | 0 | 102.2 | 100 |
| 07:15 - 07:30 | 49 | 5 | 0 | 0 | 1 | 0 | 0 | 56.0 | 55 | 92 | 15 | 6 | 0 | 1 | 0 | 0 | 118.0 | 114 |
| 07:30 - 07:45 | 43 | 9 | 0 | 0 | 1 | 0 | 1 | 54.4 | 54 | 142 | 22 | 0 | 0 | 3 | 0 | 2 | 170.8 | 169 |
| 07:45 - 08:00 | 57 | 11 | 1 | 0 | 1 | 0 | 0 | 71.5 | 70 | 166 | 13 | 2 | 0 | 0 | 0 | 0 | 182.0 | 181 |
| Hourly Total | 183 | 31 | 1 | 0 | 3 | 0 | 1 | 222 | 219 | 479 | 66 | 10 | 0 | 6 | 1 | 2 | 573 | 564 |
| 08:00 - 08:15 | 63 | 3 | 2 | 0 | 0 | 0 | 1 | 69.4 | 69 | 203 | 18 | 3 | 0 | 1 | 0 | 0 | 227.5 | 225 |
| 08:15 - 08:30 | 83 | 7 | 1 | 0 | 1 | 0 | 1 | 93.9 | 93 | 171 | 7 | 2 | 1 | 2 | 0 | 0 | 187.3 | 183 |
| 08:30 - 08:45 | 75 | 7 | 0 | 0 | 0 | 0 | 0 | 82.0 | 82 | 161 | 10 | 0 | 0 | 1 | 0 | 1 | 173.4 | 173 |
| 08:45 - 09:00 | 86 | 2 | 0 | 0 | 1 | 0 | 0 | 90.0 | 89 | 156 | 10 | 2 | 0 | 0 | 0 | 2 | 169.8 | 170 |
| Hourly Total | 307 | 19 | 3 | 0 | 2 | 0 | 2 | 335 | 333 | 691 | 45 | 7 | 1 | 4 | 0 | 3 | 758 | 751 |
| 09:00 - 09:15 | 67 | 5 | 1 | 0 | 0 | 0 | 0 | 73.5 | 73 | 143 | 10 | 0 | 0 | 1 | 0 | 0 | 155.0 | 154 |
| 09:15 - 09:30 | 59 | 7 | 1 | 0 | 2 | 0 | 1 | 71.9 | 70 | 121 | 7 | 0 | 0 | 2 | 0 | 0 | 132.0 | 130 |
| 09:30 - 09:45 | 77 | 8 | 1 | 0 | 0 | 0 | 1 | 86.9 | 87 | 88 | 6 | 2 | 0 | 2 | 0 | 2 | 101.8 | 100 |
| 09:45 - 10:00 | 49 | 4 | 0 | 0 | 0 | 0 | 1 | 53.4 | 54 | 91 | 5 | 2 | 0 | 0 | 0 | 1 | 99.4 | 99 |
| Hourly Total | 252 | 24 | 3 | 0 | 2 | 0 | 3 | 286 | 284 | 443 | 28 | 4 | 0 | 5 | 0 | 3 | 488 | 483 |
| 10:00 - 10:15 | 55 | 7 | 2 | 0 | 1 | 0 | 0 | 67.0 | 65 | 77 | 5 | 3 | 1 | 0 | 0 | 0 | 88.8 | 86 |
| 10:15 - 10:30 | 62 | 7 | 1 | 0 | 1 | 0 | 0 | 72.5 | 71 | 76 | 9 | 2 | 0 | 2 | 0 | 0 | 92.0 | 89 |
| 10:30 - 10:45 | 68 | 8 | 1 | 0 | 0 | 0 | 0 | 77.5 | 77 | 80 | 12 | 1 | 0 | 2 | 0 | 1 | 97.9 | 96 |
| 10:45 - 11:00 | 49 | 6 | 0 | 0 | 1 | 0 | 1 | 57.4 | 57 | 85 | 5 | 0 | 0 | 2 | 0 | 1 | 94.4 | 93 |
| Hourly Total | 234 | 28 | 4 | 0 | 3 | 0 | 1 | 274 | 270 | 318 | 31 | 6 | 1 | 6 | 0 | 2 | 373 | 364 |
| 11:00 - 11:15 | 63 | 7 | 3 | 0 | 0 | 0 | 0 | 74.5 | 73 | 80 | 13 | 0 | 0 | 1 | 0 | 2 | 95.8 | 96 |
| 11:15 - 11:30 | 56 | 11 | 0 | 0 | 2 | 0 | 0 | 71.0 | 69 | 71 | 8 | 2 | 0 | 0 | 0 | 0 | 82.0 | 81 |
| 11:30 - 11:45 | 59 | 13 | 0 | 0 | 0 | 0 | 1 | 72.4 | 73 | 79 | 12 | 1 | 0 | 2 | 0 | 0 | 96.5 | 94 |
| 11:45 - 12:00 | 57 | 6 | 0 | 0 | 1 | 0 | 0 | 65.0 | 64 | 80 | 13 | 1 | 0 | 0 | 0 | 1 | 94.9 | 95 |
| Hourly Total | 235 | 37 | 3 | 0 | 3 | 0 | 1 | 283 | 279 | 310 | 46 | 4 | 0 | 3 | 0 | 3 | 369 | 366 |
| 12:00 - 12:15 | 69 | 5 | 0 | 0 | 0 | 0 | 0 | 74.0 | 74 | 77 | 10 | 1 | 0 | 1 | 0 | 0 | 90.5 | 89 |
| 12:15 - 12:30 | 77 | 7 | 0 | 0 | 2 | 0 | 0 | 88.0 | 86 | 67 | 14 | 2 | 0 | 1 | 0 | 1 | 86.4 | 85 |
| 12:30 - 12:45 | 59 | 5 | 0 | 0 | 0 | 0 | 0 | 64.0 | 64 | 74 | 12 | 1 | 0 | 2 | 0 | 3 | 92.7 | 92 |
| 12:45 - 13:00 | 74 | 7 | 1 | 0 | 0 | 0 | 1 | 82.9 | 83 | 74 | 9 | 0 | 0 | 1 | 0 | 3 | 86.2 | 87 |
| Hourly Total | 279 | 24 | 1 | 0 | 2 | 0 | 1 | 309 | 307 | 292 | 45 | 4 | 0 | 5 | 0 | 7 | 356 | 353 |
| 13:00 - 13:15 | 75 | 11 | 0 | 0 | 2 | 0 | 0 | 90.0 | 88 | 85 | 8 | 0 | 0 | 2 | 0 | 0 | 97.0 | 95 |
| 13:15 - 13:30 | 69 | 5 | 2 | 0 | 1 | 0 | 1 | 79.4 | 78 | 84 | 9 | 1 | 0 | 0 | 0 | 0 | 94.5 | 94 |
| 13:30 - 13:45 | 67 | 6 | 1 | 0 | 0 | 0 | 1 | 74.9 | 75 | 83 | 4 | 1 | 1 | 2 | 0 | 0 | 94.8 | 91 |
| 13:45 - 14:00 | 72 | 7 | 1 | 0 | 1 | 0 | 0 | 82.5 | 81 | 73 | 9 | 1 | 0 | 0 | 0 | 0 | 83.5 | 83 |
| Hourly Total | 283 | 29 | 4 | 0 | 4 | 0 | 2 | 327 | 322 | 325 | 30 | 3 | 1 | 4 | 0 | 0 | 370 | 363 |
| 14:00 - 14:15 | 71 | 8 | 2 | 0 | 0 | 0 | 1 | 82.4 | 82 | 85 | 7 | 1 | 1 | 2 | 0 | 0 | 99.8 | 96 |
| 14:15 - 14:30 | 55 | 8 | 0 | 0 | 1 | 0 | 0 | 65.0 | 64 | 76 | 6 | 0 | 1 | 0 | 0 | 0 | 84.3 | 83 |
| 14:30 - 14:45 | 82 | 12 | 2 | 0 | 0 | 0 | 0 | 97.0 | 96 | 86 | 6 | 0 | 0 | 2 | 0 | 0 | 96.0 | 94 |
| 14:45 - 15:00 | 70 | 8 | 1 | 1 | 1 | 0 | 0 | 83.8 | 81 | 113 | 12 | 1 | 0 | 1 | 0 | 0 | 128.5 | 127 |
| Hourly Total | 278 | 36 | 5 | 1 | 2 | 0 | 1 | 328 | 323 | 360 | 31 | 2 | 2 | 5 | 0 | 0 | 409 | 400 |
| 15:00 - 15:15 | 87 | 5 | 1 | 1 | 1 | 0 | 1 | 98.2 | 96 | 101 | 9 | 2 | 0 | 1 | 0 | 1 | 115.4 | 114 |
| 15:15 - 15:30 | 143 | 9 | 0 | 0 | 1 | 0 | 0 | 154.0 | 153 | 111 | 15 | 0 | 0 | 1 | 0 | 1 | 128.4 | 128 |
| 15:30 - 15:45 | 111 | 6 | 1 | 0 | 0 | 0 | 0 | 118.5 | 118 | 108 | 10 | 0 | 0 | 1 | 0 | 2 | 120.8 | 121 |
| 15:45 - 16:00 | 92 | 6 | 1 | 0 | 1 | 0 | 0 | 101.5 | 100 | 97 | 9 | 2 | 0 | 1 | 0 | 0 | 111.0 | 109 |
| Hourly Total | 433 | 26 | 3 | 1 | 3 | 0 | 1 | 472 | 467 | 417 | 43 | 4 | 0 | 4 | 0 | 4 | 476 | 472 |
| 16:00 - 16:15 | 88 | 20 | 3 | 0 | 0 | 0 | 0 | 112.5 | 111 | 106 | 15 | 2 | 0 | 3 | 0 | 0 | 130.0 | 126 |
| 16:15 - 16:30 | 110 | 14 | 1 | 0 | 1 | 0 | 2 | 128.3 | 128 | 91 | 7 | 0 | 0 | 0 | 0 | 2 | 98.8 | 100 |
| 16:30 - 16:45 | 109 | 8 | 0 | 0 | 0 | 0 | 1 | 117.4 | 118 | 89 | 12 | 1 | 0 | 0 | 0 | 0 | 102.5 | 102 |
| 16:45 - 17:00 | 100 | 10 | 0 | 0 | 2 | 0 | 0 | 114.0 | 112 | 120 | 10 | 0 | 0 | 0 | 0 | 2 | 130.8 | 132 |
| Hourly Total | 407 | 52 | 4 | 0 | 3 | 0 | 3 | 472 | 469 | 406 | 44 | 3 | 0 | 3 | 0 | 4 | 462 | 460 |
| 17:00 - 17:15 | 108 | 12 | 0 | 0 | 0 | 0 | 1 | 120.4 | 121 | 91 | 9 | 0 | 0 | 1 | 0 | 0 | 102.0 | 101 |
| 17:15 - 17:30 | 132 | 11 | 0 | 0 | 0 | 0 | 0 | 143.0 | 143 | 106 | 12 | 0 | 0 | 1 | 0 | 0 | 120.0 | 119 |
| 17:30 - 17:45 | 118 | 7 | 0 | 0 | 1 | 0 | 1 | 127.4 | 127 | 109 | 8 | 0 | 0 | 2 | 0 | 2 | 121.8 | 121 |
| 17:45 - 18:00 | 114 | 6 | 0 | 0 | 1 | 0 | 2 | 122.8 | 123 | 108 | 8 | 0 | 0 | 1 | 0 | 2 | 118.8 | 119 |
| Hourly Total | 472 | 36 | 0 | 0 | 2 | 0 | 4 | 514 | 514 | 414 | 37 | 0 | 0 | 5 | 0 | 4 | 463 | 460 |
| 18:00 - 18:15 | 120 | 5 | 0 | 0 | 1 | 0 | 1 | 127.4 | 127 | 96 | 8 | 0 | 0 | 2 | 0 | 0 | 108.0 | 106 |
| 18:15 - 18:30 | 118 | 8 | 0 | 0 | 0 | 0 | 2 | 126.8 | 128 | 106 | 9 | 0 | 0 | 0 | 0 | 0 | 115.0 | 115 |
| 18:30 - 18:45 | 119 | 4 | 0 | 0 | 1 | 0 | 2 | 126.8 | 126 | 101 | 10 | 0 | 0 | 3 | 0 | 0 | 117.0 | 114 |
| 18:45 - 19:00 | 90 | 5 | 0 | 0 | 1 | 0 | 1 | 97.4 | 97 | 85 | 9 | 0 | 0 | 1 | 0 | 1 | 96.4 | 96 |
| Hourly Total | 447 | 22 | 0 | 0 | 3 | 0 | 6 | 477 | 478 | 388 | 36 | 0 | 0 | 6 | 0 | 1 | 436 | 431 |
| Session Total | 3810 | 364 | 31 | 2 | 32 | 0 | 26 | 4300 | 4265 | 4843 | 482 | 47 | 5 | 56 | 1 | 33 | 5532 | 5467 |

![streetwise logo]

**Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023**

Produced by Streetwise Services Ltd.

**Junction:** A - Canterbury Way / B - A1072 Martins Way (East) / C - Grace Way / D - A1072 Martins Way (West)

**Approach:** D - A1072 Martins Way (West)

| | D to A | | | | | | | | | D to B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 54 | 12 | 3 | 0 | 0 | 0 | 1 | 70.9 | 70 |
| 07:15 - 07:30 | 23 | 5 | 0 | 0 | 1 | 0 | 0 | 30.0 | 29 | 73 | 14 | 3 | 0 | 0 | 0 | 0 | 91.5 | 90 |
| 07:30 - 07:45 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 56 | 18 | 2 | 0 | 0 | 0 | 0 | 77.0 | 76 |
| 07:45 - 08:00 | 31 | 6 | 0 | 1 | 0 | 0 | 0 | 39.3 | 38 | 84 | 21 | 3 | 0 | 0 | 0 | 0 | 109.5 | 108 |
| Hourly Total | 100 | 22 | 0 | 1 | 1 | 0 | 0 | 126 | 124 | 267 | 65 | 11 | 0 | 0 | 0 | 1 | 349 | 344 |
| 08:00 - 08:15 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 81 | 14 | 1 | 1 | 0 | 0 | 2 | 99.6 | 99 |
| 08:15 - 08:30 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 96 | 9 | 1 | 0 | 0 | 0 | 2 | 107.3 | 108 |
| 08:30 - 08:45 | 45 | 7 | 0 | 1 | 0 | 0 | 0 | 54.3 | 53 | 93 | 18 | 5 | 1 | 0 | 0 | 1 | 121.2 | 118 |
| 08:45 - 09:00 | 45 | 4 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 92 | 15 | 5 | 2 | 1 | 0 | 0 | 121.1 | 115 |
| Hourly Total | 172 | 19 | 0 | 1 | 0 | 0 | 0 | 193 | 192 | 362 | 56 | 12 | 4 | 1 | 0 | 5 | 449 | 440 |
| 09:00 - 09:15 | 28 | 7 | 2 | 0 | 1 | 0 | 0 | 40.0 | 38 | 67 | 19 | 7 | 2 | 0 | 0 | 0 | 101.1 | 95 |
| 09:15 - 09:30 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 | 56 | 15 | 3 | 1 | 0 | 0 | 0 | 77.8 | 75 |
| 09:30 - 09:45 | 34 | 9 | 3 | 0 | 0 | 0 | 0 | 47.5 | 46 | 66 | 18 | 6 | 1 | 0 | 0 | 0 | 95.3 | 91 |
| 09:45 - 10:00 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 58 | 10 | 7 | 2 | 0 | 0 | 0 | 83.1 | 77 |
| Hourly Total | 142 | 24 | 5 | 0 | 1 | 0 | 0 | 176 | 172 | 247 | 62 | 23 | 6 | 0 | 0 | 0 | 357 | 338 |
| 10:00 - 10:15 | 44 | 5 | 0 | 0 | 1 | 0 | 0 | 51.0 | 50 | 62 | 13 | 3 | 3 | 0 | 0 | 0 | 86.4 | 81 |
| 10:15 - 10:30 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 59 | 14 | 3 | 0 | 0 | 0 | 0 | 77.5 | 76 |
| 10:30 - 10:45 | 43 | 7 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 | 68 | 17 | 0 | 1 | 0 | 0 | 0 | 87.3 | 86 |
| 10:45 - 11:00 | 46 | 7 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 | 56 | 10 | 7 | 2 | 0 | 0 | 0 | 81.1 | 75 |
| Hourly Total | 161 | 23 | 0 | 0 | 1 | 0 | 0 | 186 | 185 | 245 | 54 | 13 | 6 | 0 | 0 | 0 | 332 | 318 |
| 11:00 - 11:15 | 41 | 5 | 0 | 0 | 1 | 0 | 0 | 48.0 | 47 | 63 | 13 | 8 | 2 | 0 | 0 | 1 | 93.0 | 87 |
| 11:15 - 11:30 | 49 | 15 | 1 | 0 | 0 | 0 | 0 | 65.5 | 65 | 70 | 12 | 5 | 0 | 0 | 0 | 1 | 89.9 | 88 |
| 11:30 - 11:45 | 49 | 6 | 2 | 0 | 0 | 0 | 1 | 58.4 | 58 | 84 | 15 | 3 | 3 | 0 | 0 | 0 | 110.4 | 105 |
| 11:45 - 12:00 | 44 | 7 | 1 | 0 | 0 | 0 | 0 | 52.5 | 52 | 68 | 12 | 5 | 0 | 0 | 0 | 1 | 87.9 | 86 |
| Hourly Total | 183 | 33 | 4 | 0 | 1 | 0 | 1 | 224 | 222 | 285 | 52 | 21 | 5 | 0 | 0 | 3 | 381 | 366 |
| 12:00 - 12:15 | 50 | 8 | 0 | 0 | 1 | 0 | 1 | 60.4 | 60 | 61 | 11 | 1 | 0 | 0 | 0 | 0 | 73.5 | 73 |
| 12:15 - 12:30 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 69 | 11 | 4 | 2 | 0 | 0 | 0 | 90.6 | 86 |
| 12:30 - 12:45 | 59 | 5 | 1 | 1 | 0 | 0 | 0 | 67.8 | 66 | 59 | 14 | 2 | 0 | 0 | 0 | 0 | 76.0 | 75 |
| 12:45 - 13:00 | 57 | 3 | 0 | 1 | 1 | 0 | 2 | 65.1 | 64 | 82 | 19 | 1 | 2 | 1 | 0 | 0 | 109.1 | 105 |
| Hourly Total | 209 | 21 | 1 | 2 | 2 | 0 | 3 | 241 | 238 | 271 | 55 | 8 | 4 | 1 | 0 | 0 | 349 | 339 |
| 13:00 - 13:15 | 62 | 5 | 0 | 0 | 0 | 0 | 0 | 67.0 | 67 | 86 | 21 | 4 | 0 | 1 | 0 | 0 | 115.0 | 112 |
| 13:15 - 13:30 | 45 | 7 | 1 | 0 | 0 | 0 | 0 | 53.5 | 53 | 67 | 12 | 5 | 0 | 0 | 0 | 0 | 86.5 | 84 |
| 13:30 - 13:45 | 49 | 8 | 0 | 0 | 0 | 0 | 0 | 57.0 | 57 | 62 | 18 | 3 | 2 | 0 | 0 | 1 | 89.5 | 86 |
| 13:45 - 14:00 | 56 | 7 | 1 | 0 | 0 | 0 | 0 | 64.5 | 64 | 71 | 16 | 0 | 0 | 0 | 0 | 2 | 87.8 | 89 |
| Hourly Total | 212 | 27 | 2 | 0 | 0 | 0 | 0 | 242 | 241 | 286 | 67 | 12 | 2 | 1 | 0 | 3 | 379 | 371 |
| 14:00 - 14:15 | 45 | 9 | 0 | 0 | 1 | 0 | 0 | 56.0 | 55 | 80 | 30 | 2 | 0 | 0 | 0 | 0 | 113.0 | 112 |
| 14:15 - 14:30 | 55 | 7 | 0 | 0 | 0 | 0 | 1 | 62.4 | 63 | 122 | 12 | 5 | 0 | 0 | 0 | 2 | 142.3 | 141 |
| 14:30 - 14:45 | 56 | 7 | 1 | 0 | 0 | 0 | 0 | 64.5 | 64 | 101 | 17 | 0 | 3 | 0 | 0 | 0 | 124.9 | 121 |
| 14:45 - 15:00 | 81 | 11 | 3 | 1 | 0 | 0 | 1 | 99.2 | 97 | 109 | 25 | 1 | 0 | 0 | 0 | 0 | 135.5 | 135 |
| Hourly Total | 237 | 34 | 4 | 1 | 1 | 0 | 2 | 282 | 279 | 412 | 84 | 8 | 3 | 0 | 0 | 2 | 516 | 509 |
| 15:00 - 15:15 | 79 | 6 | 1 | 0 | 0 | 0 | 2 | 87.3 | 88 | 110 | 18 | 2 | 0 | 0 | 0 | 3 | 132.2 | 133 |
| 15:15 - 15:30 | 87 | 6 | 1 | 0 | 0 | 0 | 2 | 95.3 | 96 | 118 | 20 | 4 | 2 | 0 | 0 | 1 | 149.0 | 145 |
| 15:30 - 15:45 | 89 | 6 | 2 | 0 | 0 | 0 | 0 | 98.0 | 97 | 127 | 21 | 2 | 0 | 0 | 0 | 1 | 151.4 | 151 |
| 15:45 - 16:00 | 71 | 12 | 1 | 0 | 0 | 0 | 2 | 85.3 | 86 | 110 | 26 | 3 | 0 | 1 | 0 | 0 | 142.5 | 140 |
| Hourly Total | 326 | 30 | 5 | 0 | 0 | 0 | 6 | 366 | 367 | 465 | 85 | 11 | 2 | 1 | 0 | 5 | 575 | 569 |
| 16:00 - 16:15 | 79 | 12 | 0 | 0 | 0 | 0 | 0 | 91.0 | 91 | 121 | 23 | 2 | 0 | 0 | 0 | 0 | 147.0 | 146 |
| 16:15 - 16:30 | 107 | 8 | 0 | 0 | 0 | 0 | 0 | 115.0 | 115 | 124 | 18 | 2 | 0 | 0 | 0 | 1 | 145.4 | 145 |
| 16:30 - 16:45 | 87 | 14 | 0 | 0 | 0 | 0 | 1 | 101.4 | 102 | 128 | 21 | 1 | 0 | 0 | 0 | 0 | 150.5 | 150 |
| 16:45 - 17:00 | 83 | 13 | 0 | 0 | 0 | 0 | 1 | 96.4 | 97 | 147 | 31 | 3 | 1 | 0 | 0 | 1 | 185.2 | 183 |
| Hourly Total | 356 | 47 | 0 | 0 | 0 | 0 | 2 | 404 | 405 | 520 | 93 | 8 | 1 | 0 | 0 | 2 | 628 | 624 |
| 17:00 - 17:15 | 80 | 12 | 1 | 0 | 1 | 0 | 0 | 95.5 | 94 | 149 | 22 | 0 | 0 | 0 | 0 | 1 | 171.4 | 172 |
| 17:15 - 17:30 | 99 | 9 | 1 | 0 | 0 | 0 | 3 | 110.7 | 112 | 189 | 26 | 1 | 1 | 0 | 0 | 0 | 218.8 | 217 |
| 17:30 - 17:45 | 95 | 11 | 0 | 0 | 0 | 0 | 3 | 107.2 | 109 | 154 | 11 | 3 | 0 | 0 | 0 | 2 | 170.3 | 170 |
| 17:45 - 18:00 | 122 | 10 | 2 | 0 | 0 | 0 | 1 | 135.4 | 135 | 152 | 17 | 0 | 0 | 0 | 0 | 1 | 169.4 | 170 |
| Hourly Total | 396 | 42 | 4 | 0 | 1 | 0 | 7 | 449 | 450 | 644 | 76 | 4 | 1 | 0 | 0 | 4 | 730 | 729 |
| 18:00 - 18:15 | 98 | 10 | 0 | 0 | 0 | 0 | 0 | 108.0 | 108 | 136 | 18 | 0 | 0 | 0 | 0 | 1 | 154.4 | 155 |
| 18:15 - 18:30 | 87 | 9 | 0 | 0 | 0 | 0 | 1 | 96.4 | 97 | 155 | 17 | 0 | 1 | 0 | 0 | 0 | 174.3 | 173 |
| 18:30 - 18:45 | 78 | 8 | 0 | 0 | 0 | 0 | 2 | 86.8 | 88 | 125 | 11 | 1 | 0 | 0 | 0 | 1 | 137.9 | 138 |
| 18:45 - 19:00 | 79 | 9 | 1 | 0 | 0 | 0 | 0 | 89.5 | 89 | 132 | 13 | 0 | 0 | 0 | 0 | 9 | 148.6 | 154 |
| Hourly Total | 342 | 36 | 1 | 0 | 0 | 0 | 3 | 381 | 382 | 548 | 59 | 1 | 1 | 0 | 0 | 11 | 615 | 620 |
| Session Total | 2836 | 358 | 26 | 5 | 8 | 0 | 24 | 3270 | 3257 | 4552 | 808 | 132 | 35 | 4 | 0 | 36 | 5661 | 5567 |

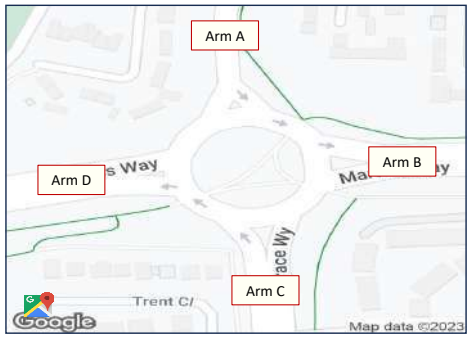
| | D to C | | | | | | | | | D to D | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 19.5 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 19.5 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 20 | 5 | 0 | 0 | 1 | 0 | 0 | 27.0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 07:45 - 08:00 | 23 | 2 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 73 | 10 | 5 | 0 | 1 | 0 | 0 | 93 | 89 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:00 - 08:15 | 25 | 5 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 08:15 - 08:30 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 23 | 2 | 0 | 0 | 1 | 0 | 1 | 27.4 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 08:45 - 09:00 | 27 | 1 | 1 | 0 | 0 | 0 | 0 | 29.5 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 110 | 12 | 2 | 0 | 1 | 0 | 1 | 127 | 126 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 09:00 - 09:15 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 09:30 - 09:45 | 16 | 3 | 0 | 0 | 1 | 0 | 0 | 21.0 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.5 | 1 |
| 09:45 - 10:00 | 28 | 2 | 1 | 0 | 0 | 0 | 0 | 31.5 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 107 | 10 | 1 | 0 | 1 | 0 | 0 | 121 | 119 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 4 |
| 10:00 - 10:15 | 27 | 2 | 3 | 1 | 0 | 0 | 0 | 35.8 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:15 - 10:30 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 28.5 | 28 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 10:30 - 10:45 | 26 | 2 | 0 | 0 | 0 | 0 | 1 | 28.4 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 10:45 - 11:00 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 100 | 9 | 4 | 1 | 0 | 0 | 1 | 118 | 115 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| 11:00 - 11:15 | 30 | 7 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 11:15 - 11:30 | 20 | 4 | 2 | 0 | 0 | 0 | 0 | 27.0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:30 - 11:45 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 20 | 6 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 101 | 21 | 3 | 0 | 0 | 0 | 1 | 127 | 126 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 12:00 - 12:15 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3.5 | 3 |
| 12:15 - 12:30 | 31 | 6 | 1 | 0 | 0 | 0 | 0 | 38.5 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 16 | 6 | 0 | 0 | 0 | 0 | 1 | 22.4 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 12:45 - 13:00 | 20 | 7 | 0 | 0 | 0 | 0 | 1 | 27.4 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 93 | 24 | 1 | 0 | 0 | 0 | 2 | 119 | 120 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 5 |
| 13:00 - 13:15 | 35 | 6 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:15 - 13:30 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 13:30 - 13:45 | 28 | 3 | 0 | 1 | 0 | 0 | 0 | 33.3 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 13:45 - 14:00 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 129 | 17 | 0 | 1 | 0 | 0 | 0 | 148 | 147 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 14:00 - 14:15 | 23 | 2 | 0 | 1 | 0 | 0 | 0 | 27.3 | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:15 - 14:30 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 14:30 - 14:45 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 125 | 15 | 0 | 1 | 0 | 0 | 0 | 142 | 141 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| 15:00 - 15:15 | 41 | 2 | 0 | 0 | 0 | 0 | 1 | 43.4 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 15:15 - 15:30 | 36 | 11 | 0 | 0 | 0 | 0 | 1 | 47.4 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:30 - 15:45 | 37 | 2 | 0 | 0 | 0 | 0 | 2 | 39.8 | 41 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 15:45 - 16:00 | 30 | 5 | 2 | 0 | 0 | 0 | 0 | 38.0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| Hourly Total | 144 | 20 | 2 | 0 | 0 | 0 | 4 | 169 | 170 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 16:00 - 16:15 | 41 | 8 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 16:15 - 16:30 | 31 | 6 | 0 | 0 | 0 | 0 | 1 | 37.4 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 16:30 - 16:45 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 16:45 - 17:00 | 43 | 4 | 0 | 0 | 0 | 0 | 1 | 47.4 | 48 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| Hourly Total | 149 | 23 | 0 | 0 | 0 | 0 | 2 | 173 | 174 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 12 |
| 17:00 - 17:15 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 17:15 - 17:30 | 35 | 6 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 17:30 - 17:45 | 47 | 4 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| 17:45 - 18:00 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 |
| Hourly Total | 145 | 16 | 0 | 0 | 0 | 0 | 0 | 161 | 161 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 12 |
| 18:00 - 18:15 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:15 - 18:30 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 34.0 | 34 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 |
| 18:30 - 18:45 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| 18:45 - 19:00 | 32 | 1 | 0 | 0 | 0 | 0 | 1 | 33.4 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 120 | 9 | 0 | 0 | 0 | 0 | 1 | 129 | 130 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| Session Total | 1396 | 186 | 18 | 3 | 3 | 0 | 12 | 1627 | 1618 | 63 | 10 | 2 | 0 | 0 | 0 | 0 | 76 | 75 |

| | From D | | | | | | | | | To D | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 85 | 18 | 4 | 0 | 0 | 0 | 1 | 109.4 | 108 | 170 | 30 | 2 | 0 | 0 | 0 | 6 | 205.4 | 208 |
| 07:15 - 07:30 | 111 | 19 | 6 | 0 | 1 | 0 | 0 | 141.0 | 137 | 184 | 36 | 3 | 0 | 0 | 0 | 3 | 225.7 | 226 |
| 07:30 - 07:45 | 107 | 31 | 2 | 0 | 1 | 0 | 0 | 143.0 | 141 | 245 | 37 | 6 | 2 | 0 | 0 | 2 | 296.4 | 292 |
| 07:45 - 08:00 | 138 | 29 | 4 | 1 | 0 | 0 | 0 | 175.3 | 172 | 215 | 28 | 0 | 1 | 0 | 0 | 1 | 245.7 | 245 |
| Hourly Total | 441 | 97 | 16 | 1 | 2 | 0 | 1 | 569 | 558 | 814 | 131 | 11 | 3 | 0 | 0 | 12 | 973 | 971 |
| 08:00 - 08:15 | 145 | 22 | 2 | 1 | 0 | 0 | 2 | 173.1 | 172 | 213 | 18 | 2 | 1 | 0 | 0 | 3 | 237.5 | 237 |
| 08:15 - 08:30 | 175 | 18 | 1 | 0 | 0 | 0 | 2 | 195.3 | 196 | 179 | 15 | 3 | 1 | 0 | 0 | 2 | 201.6 | 200 |
| 08:30 - 08:45 | 163 | 27 | 5 | 2 | 1 | 0 | 2 | 204.9 | 200 | 178 | 33 | 3 | 1 | 0 | 0 | 1 | 218.2 | 216 |
| 08:45 - 09:00 | 165 | 20 | 6 | 2 | 1 | 0 | 0 | 200.6 | 194 | 207 | 23 | 3 | 0 | 1 | 0 | 1 | 236.9 | 235 |
| Hourly Total | 648 | 87 | 14 | 5 | 2 | 0 | 6 | 774 | 762 | 777 | 89 | 11 | 3 | 1 | 0 | 7 | 894 | 888 |
| 09:00 - 09:15 | 120 | 28 | 9 | 2 | 1 | 0 | 0 | 168.1 | 160 | 222 | 33 | 3 | 0 | 2 | 0 | 0 | 263.5 | 260 |
| 09:15 - 09:30 | 133 | 22 | 3 | 1 | 0 | 0 | 0 | 161.8 | 159 | 168 | 27 | 6 | 0 | 0 | 0 | 0 | 204.0 | 201 |
| 09:30 - 09:45 | 116 | 30 | 10 | 1 | 1 | 0 | 0 | 165.3 | 158 | 176 | 27 | 5 | 1 | 0 | 0 | 0 | 212.8 | 209 |
| 09:45 - 10:00 | 129 | 17 | 8 | 2 | 0 | 0 | 0 | 162.6 | 156 | 168 | 31 | 3 | 2 | 0 | 0 | 3 | 209.3 | 207 |
| Hourly Total | 498 | 97 | 30 | 6 | 2 | 0 | 0 | 658 | 633 | 734 | 118 | 17 | 3 | 2 | 0 | 3 | 890 | 877 |
| 10:00 - 10:15 | 134 | 20 | 6 | 4 | 1 | 0 | 0 | 174.2 | 165 | 157 | 19 | 5 | 0 | 1 | 0 | 0 | 185.5 | 182 |
| 10:15 - 10:30 | 113 | 22 | 4 | 0 | 0 | 0 | 0 | 141.0 | 139 | 143 | 19 | 5 | 1 | 0 | 0 | 4 | 173.4 | 172 |
| 10:30 - 10:45 | 138 | 26 | 0 | 1 | 0 | 0 | 1 | 166.7 | 166 | 155 | 26 | 3 | 0 | 0 | 0 | 2 | 186.3 | 186 |
| 10:45 - 11:00 | 126 | 19 | 7 | 2 | 0 | 0 | 0 | 160.1 | 154 | 148 | 15 | 2 | 0 | 0 | 0 | 0 | 166.0 | 165 |
| Hourly Total | 511 | 87 | 17 | 7 | 1 | 0 | 1 | 642 | 624 | 603 | 79 | 15 | 1 | 1 | 0 | 6 | 711 | 705 |
| 11:00 - 11:15 | 136 | 25 | 8 | 2 | 1 | 0 | 2 | 180.4 | 174 | 135 | 21 | 8 | 1 | 1 | 0 | 2 | 173.1 | 168 |
| 11:15 - 11:30 | 140 | 31 | 8 | 0 | 0 | 0 | 1 | 183.4 | 180 | 142 | 25 | 1 | 2 | 0 | 0 | 1 | 173.5 | 171 |
| 11:30 - 11:45 | 164 | 25 | 5 | 3 | 0 | 0 | 1 | 203.8 | 198 | 139 | 31 | 4 | 2 | 0 | 0 | 0 | 180.6 | 176 |
| 11:45 - 12:00 | 133 | 25 | 7 | 0 | 0 | 0 | 1 | 168.9 | 166 | 168 | 25 | 2 | 0 | 0 | 0 | 0 | 196.0 | 195 |
| Hourly Total | 573 | 106 | 28 | 5 | 1 | 0 | 5 | 737 | 718 | 584 | 102 | 15 | 5 | 1 | 0 | 3 | 723 | 710 |
| 12:00 - 12:15 | 139 | 24 | 2 | 0 | 1 | 0 | 1 | 168.4 | 167 | 157 | 26 | 4 | 0 | 2 | 0 | 0 | 193.0 | 189 |
| 12:15 - 12:30 | 143 | 22 | 5 | 2 | 0 | 0 | 0 | 177.1 | 172 | 135 | 25 | 5 | 1 | 1 | 0 | 1 | 172.2 | 168 |
| 12:30 - 12:45 | 135 | 26 | 3 | 1 | 0 | 0 | 1 | 168.2 | 166 | 146 | 24 | 2 | 2 | 0 | 0 | 0 | 177.6 | 174 |
| 12:45 - 13:00 | 159 | 29 | 1 | 3 | 2 | 0 | 3 | 201.6 | 197 | 154 | 15 | 2 | 1 | 0 | 0 | 4 | 175.9 | 176 |
| Hourly Total | 576 | 101 | 11 | 6 | 3 | 0 | 5 | 715 | 702 | 592 | 90 | 13 | 4 | 3 | 0 | 5 | 719 | 707 |
| 13:00 - 13:15 | 183 | 33 | 4 | 0 | 1 | 0 | 0 | 224.0 | 221 | 142 | 23 | 2 | 0 | 3 | 0 | 0 | 174.0 | 170 |
| 13:15 - 13:30 | 152 | 23 | 6 | 0 | 0 | 0 | 0 | 184.0 | 181 | 171 | 22 | 5 | 2 | 0 | 0 | 7 | 207.9 | 207 |
| 13:30 - 13:45 | 140 | 29 | 3 | 3 | 0 | 0 | 1 | 180.8 | 176 | 148 | 25 | 6 | 0 | 0 | 0 | 4 | 183.6 | 183 |
| 13:45 - 14:00 | 156 | 27 | 1 | 0 | 0 | 0 | 2 | 185.3 | 186 | 141 | 22 | 0 | 0 | 0 | 0 | 0 | 163.0 | 163 |
| Hourly Total | 631 | 112 | 14 | 3 | 1 | 0 | 3 | 774 | 764 | 602 | 92 | 13 | 2 | 3 | 0 | 11 | 729 | 723 |
| 14:00 - 14:15 | 150 | 42 | 2 | 1 | 1 | 0 | 0 | 199.3 | 196 | 132 | 24 | 6 | 0 | 1 | 0 | 0 | 167.0 | 163 |
| 14:15 - 14:30 | 207 | 22 | 5 | 0 | 0 | 0 | 3 | 237.7 | 237 | 139 | 28 | 3 | 0 | 0 | 0 | 0 | 171.5 | 170 |
| 14:30 - 14:45 | 195 | 30 | 1 | 3 | 0 | 0 | 0 | 233.4 | 229 | 150 | 29 | 2 | 0 | 0 | 0 | 4 | 183.6 | 185 |
| 14:45 - 15:00 | 228 | 40 | 4 | 1 | 0 | 0 | 1 | 276.7 | 274 | 148 | 26 | 3 | 1 | 0 | 0 | 2 | 181.6 | 180 |
| Hourly Total | 780 | 134 | 12 | 5 | 1 | 0 | 4 | 947 | 936 | 569 | 107 | 14 | 1 | 1 | 0 | 6 | 704 | 698 |
| 15:00 - 15:15 | 232 | 26 | 3 | 0 | 0 | 0 | 6 | 264.9 | 267 | 203 | 24 | 3 | 1 | 0 | 0 | 1 | 234.2 | 232 |
| 15:15 - 15:30 | 242 | 37 | 5 | 2 | 0 | 0 | 4 | 292.7 | 290 | 199 | 26 | 7 | 1 | 1 | 0 | 1 | 240.2 | 235 |
| 15:30 - 15:45 | 254 | 30 | 4 | 0 | 0 | 0 | 3 | 291.2 | 291 | 222 | 29 | 5 | 2 | 0 | 0 | 1 | 263.5 | 259 |
| 15:45 - 16:00 | 214 | 43 | 6 | 0 | 1 | 0 | 2 | 268.8 | 266 | 191 | 28 | 2 | 0 | 0 | 0 | 2 | 222.8 | 223 |
| Hourly Total | 942 | 136 | 18 | 2 | 1 | 0 | 15 | 1118 | 1114 | 815 | 107 | 17 | 4 | 1 | 0 | 5 | 961 | 949 |
| 16:00 - 16:15 | 245 | 43 | 2 | 0 | 0 | 0 | 0 | 291.0 | 290 | 214 | 27 | 6 | 0 | 0 | 0 | 2 | 250.8 | 249 |
| 16:15 - 16:30 | 264 | 32 | 2 | 0 | 0 | 0 | 2 | 299.8 | 300 | 172 | 25 | 2 | 0 | 1 | 0 | 1 | 202.4 | 201 |
| 16:30 - 16:45 | 251 | 41 | 1 | 0 | 0 | 0 | 1 | 293.9 | 294 | 195 | 18 | 2 | 0 | 0 | 0 | 2 | 216.8 | 217 |
| 16:45 - 17:00 | 276 | 48 | 3 | 1 | 0 | 0 | 3 | 332.0 | 331 | 189 | 29 | 3 | 2 | 0 | 0 | 3 | 228.3 | 226 |
| Hourly Total | 1036 | 164 | 8 | 1 | 0 | 0 | 6 | 1217 | 1215 | 770 | 99 | 13 | 2 | 1 | 0 | 8 | 898 | 893 |
| 17:00 - 17:15 | 257 | 39 | 1 | 0 | 1 | 0 | 1 | 299.9 | 299 | 213 | 17 | 1 | 0 | 1 | 0 | 3 | 234.7 | 235 |
| 17:15 - 17:30 | 325 | 41 | 2 | 1 | 0 | 0 | 3 | 372.5 | 372 | 167 | 16 | 1 | 0 | 0 | 0 | 1 | 184.9 | 185 |
| 17:30 - 17:45 | 300 | 26 | 3 | 0 | 0 | 0 | 5 | 332.5 | 334 | 224 | 20 | 0 | 1 | 0 | 0 | 3 | 247.5 | 248 |
| 17:45 - 18:00 | 313 | 30 | 2 | 0 | 0 | 0 | 2 | 346.8 | 347 | 184 | 23 | 0 | 0 | 0 | 0 | 4 | 208.6 | 211 |
| Hourly Total | 1195 | 136 | 8 | 1 | 1 | 0 | 11 | 1352 | 1352 | 788 | 76 | 2 | 1 | 1 | 0 | 11 | 876 | 879 |
| 18:00 - 18:15 | 268 | 30 | 0 | 0 | 0 | 0 | 1 | 298.4 | 299 | 190 | 20 | 0 | 0 | 0 | 0 | 2 | 210.8 | 212 |
| 18:15 - 18:30 | 274 | 31 | 0 | 1 | 0 | 0 | 1 | 307.7 | 307 | 202 | 16 | 0 | 0 | 0 | 0 | 0 | 218.0 | 218 |
| 18:30 - 18:45 | 230 | 21 | 1 | 0 | 0 | 0 | 3 | 253.7 | 255 | 188 | 25 | 0 | 0 | 0 | 0 | 2 | 213.8 | 215 |
| 18:45 - 19:00 | 244 | 23 | 1 | 0 | 0 | 0 | 10 | 272.5 | 278 | 194 | 11 | 2 | 0 | 0 | 0 | 0 | 208.0 | 207 |
| Hourly Total | 1016 | 105 | 2 | 1 | 0 | 0 | 15 | 1132 | 1139 | 774 | 72 | 2 | 0 | 0 | 0 | 4 | 851 | 852 |
| Session Total | 8847 | 1362 | 178 | 43 | 15 | 0 | 72 | 10634 | 10517 | 8422 | 1162 | 143 | 29 | 15 | 0 | 81 | 9928 | 9852 |

# Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023

**Produced by Streetwise Services Ltd.**

**Junction:** A - Canterbury Way / B - A1072 Martins Way (East) / C - Grace Way / D - A1072 Martins Way (West)




| | | |
|---|---|---|
| Matrix Totals: | Counts | |
| Show single Session: | No | |
| | *07:00 to 19:00* | |
| Custom Start / End: | 07:00 | 19:00 |
| Show Peak Times: | No | |

**Arm Destination**

| Arm Origin | A | B | C | D | Total | % Total |
|---|---|---|---|---|---|---|
| A | 55 | 482 | 3009 | 3201 | **6747** | **100.00%** |
| B | 942 | 110 | 827 | 5736 | **7615** | **100.00%** |
| C | 2487 | 925 | 13 | 840 | **4265** | **100.00%** |
| D | 3257 | 5567 | 1618 | 75 | **10517** | **100.00%** |
| **Total** | **6741** | **7084** | **5467** | **9852** | | |
| **% Total** | **100.00%** | **100.00%** | **100.00%** | **100.00%** | | |

| Classifications | Include |
|---|---|
| CAR | **Yes** |
| LGV | **Yes** |
| OGV1 | **Yes** |
| OGV2 | **Yes** |
| BUS | **Yes** |
| P/CYCLE | **Yes** |
| M/CYCLE | **Yes** |

streetwise

*Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Canterbury Way / B - A1072 Martins Way (East) / C - Grace Way / D - A1072 Martins Way (West)**

| | A - Canterbury Way | | B - A1072 Martins Way (East) | | | C - Grace Way | | D - A1072 Martins Way (West) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Lane 1 | Lane 2 | Lane 1 | Lane 2 | Lane 3 | Lane 1 | Lane 2 | Lane 1 | Lane 2 | Lane 3 |
| Survey Period | MAX | MAX | MAX | MAX | MAX | MAX | MAX | MAX | MAX | MAX |
| 07:00 - 07:05 | 1 | 2 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 |
| 07:05 - 07:10 | 2 | 0 | 1 | 4 | 1 | 3 | 0 | 0 | 2 | 1 |
| 07:10 - 07:15 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| 07:15 - 07:20 | 1 | 2 | 1 | 2 | 2 | 2 | 1 | 0 | 1 | 0 |
| 07:20 - 07:25 | 2 | 1 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 0 |
| 07:25 - 07:30 | 2 | 2 | 0 | 5 | 1 | 3 | 0 | 0 | 1 | 1 |
| 07:30 - 07:35 | 2 | 1 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 |
| 07:35 - 07:40 | 2 | 5 | 2 | 5 | 1 | 3 | 2 | 0 | 0 | 0 |
| 07:40 - 07:45 | 1 | 1 | 2 | 6 | 2 | 3 | 0 | 0 | 0 | 0 |
| 07:45 - 07:50 | 7 | 5 | 1 | 3 | 1 | 2 | 1 | 0 | 3 | 1 |
| 07:50 - 07:55 | 1 | 3 | 1 | 2 | 4 | 3 | 1 | 0 | 2 | 2 |
| 07:55 - 08:00 | 3 | 2 | 2 | 4 | 1 | 3 | 1 | 1 | 2 | 1 |
| 08:00 - 08:05 | 4 | 2 | 3 | 5 | 2 | 3 | 1 | 0 | 1 | 0 |
| 08:05 - 08:10 | 4 | 1 | 2 | 4 | 4 | 2 | 2 | 1 | 2 | 2 |
| 08:10 - 08:15 | 3 | 2 | 1 | 7 | 3 | 1 | 2 | 1 | 1 | 1 |
| 08:15 - 08:20 | 3 | 2 | 2 | 9 | 3 | 1 | 1 | 1 | 2 | 0 |
| 08:20 - 08:25 | 1 | 2 | 1 | 3 | 2 | 2 | 1 | 1 | 1 | 1 |
| 08:25 - 08:30 | 1 | 2 | 1 | 2 | 1 | 3 | 1 | 1 | 2 | 1 |
| 08:30 - 08:35 | 3 | 3 | 1 | 5 | 1 | 2 | 1 | 1 | 2 | 2 |
| 08:35 - 08:40 | 2 | 3 | 2 | 3 | 4 | 1 | 1 | 0 | 2 | 1 |
| 08:40 - 08:45 | 2 | 3 | 2 | 2 | 3 | 4 | 4 | 1 | 2 | 2 |
| 08:45 - 08:50 | 1 | 2 | 2 | 3 | 1 | 1 | 1 | 0 | 3 | 1 |
| 08:50 - 08:55 | 4 | 1 | 1 | 4 | 1 | 2 | 2 | 0 | 1 | 1 |
| 08:55 - 09:00 | 3 | 2 | 3 | 3 | 2 | 3 | 1 | 3 | 2 | 0 |
| 09:00 - 09:05 | 2 | 2 | 1 | 4 | 3 | 3 | 2 | 0 | 1 | 1 |
| 09:05 - 09:10 | 3 | 3 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 |
| 09:10 - 09:15 | 1 | 2 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| 09:15 - 09:20 | 1 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 |
| 09:20 - 09:25 | 1 | 4 | 0 | 5 | 1 | 3 | 1 | 1 | 1 | 0 |
| 09:25 - 09:30 | 2 | 1 | 1 | 3 | 0 | 2 | 1 | 0 | 1 | 2 |
| 09:30 - 09:35 | 4 | 2 | 1 | 4 | 1 | 1 | 1 | 1 | 1 | 0 |
| 09:35 - 09:40 | 2 | 2 | 0 | 3 | 1 | 2 | 2 | 0 | 0 | 1 |
| 09:40 - 09:45 | 2 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 1 |
| 09:45 - 09:50 | 2 | 1 | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 0 |
| 09:50 - 09:55 | 1 | 4 | 1 | 2 | 3 | 1 | 0 | 0 | 2 | 0 |
| 09:55 - 10:00 | 1 | 1 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 1 |
| 10:00 - 10:05 | 1 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 2 |
| 10:05 - 10:10 | 1 | 1 | 0 | 5 | 2 | 2 | 1 | 0 | 3 | 1 |
| 10:10 - 10:15 | 1 | 1 | 1 | 7 | 2 | 2 | 1 | 0 | 2 | 1 |
| 10:15 - 10:20 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 |
| 10:20 - 10:25 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 1 |
| 10:25 - 10:30 | 1 | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 1 | 1 |
| 10:30 - 10:35 | 3 | 2 | 1 | 2 | 1 | 2 | 1 | 0 | 2 | 2 |
| 10:35 - 10:40 | 1 | 3 | 0 | 5 | 1 | 3 | 0 | 1 | 2 | 1 |
| 10:40 - 10:45 | 1 | 1 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 |
| 10:45 - 10:50 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 |
| 10:50 - 10:55 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 |
| 10:55 - 11:00 | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 1 |
| 11:00 - 11:05 | 1 | 1 | 0 | 1 | 0 | 1 | 3 | 0 | 2 | 0 |
| 11:05 - 11:10 | 1 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 2 | 1 |
| 11:10 - 11:15 | 1 | 2 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 1 |
| 11:15 - 11:20 | 1 | 2 | 0 | 2 | 1 | 2 | 0 | 0 | 2 | 1 |
| 11:20 - 11:25 | 1 | 2 | 0 | 3 | 1 | 2 | 0 | 0 | 1 | 1 |
| 11:25 - 11:30 | 1 | 2 | 0 | 2 | 1 | 1 | 1 | 1 | 2 | 1 |
| 11:30 - 11:35 | 2 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 1 | 0 |
| 11:35 - 11:40 | 2 | 3 | 0 | 5 | 0 | 1 | 1 | 0 | 1 | 0 |
| 11:40 - 11:45 | 2 | 5 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 |
| 11:45 - 11:50 | 2 | 2 | 1 | 3 | 0 | 1 | 2 | 0 | 3 | 1 |
| 11:50 - 11:55 | 1 | 3 | 0 | 3 | 1 | 2 | 2 | 0 | 0 | 0 |
| 11:55 - 12:00 | 1 | 7 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 |
| 12:00 - 12:05 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 12:05 - 12:10 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 0 | 1 | 0 |
| 12:10 - 12:15 | 1 | 2 | 0 | 4 | 2 | 2 | 1 | 0 | 2 | 1 |
| 12:15 - 12:20 | 2 | 1 | 0 | 3 | 2 | 1 | 1 | 0 | 2 | 1 |
| 12:20 - 12:25 | 1 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 1 |
| 12:25 - 12:30 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 |
| 12:30 - 12:35 | 1 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| 12:35 - 12:40 | 1 | 2 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 2 |
| 12:40 - 12:45 | 1 | 1 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 |
| 12:45 - 12:50 | 1 | 5 | 2 | 4 | 1 | 1 | 0 | 1 | 0 | 1 |
| 12:50 - 12:55 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 |
| 12:55 - 13:00 | 1 | 2 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 1 |
| 13:00 - 13:05 | 2 | 3 | 0 | 2 | 1 | 1 | 0 | 1 | 3 | 0 |
| 13:05 - 13:10 | 1 | 3 | 2 | 3 | 1 | 2 | 1 | 0 | 2 | 2 |
| 13:10 - 13:15 | 2 | 2 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 0 |
| 13:15 - 13:20 | 1 | 1 | 0 | 1 | 1 | 3 | 1 | 0 | 4 | 1 |
| 13:20 - 13:25 | 2 | 2 | 0 | 1 | 0 | 3 | 2 | 0 | 1 | 1 |
| 13:25 - 13:30 | 1 | 3 | 0 | 3 | 1 | 1 | 3 | 1 | 3 | 1 |
| 13:30 - 13:35 | 1 | 2 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 1 |
| 13:35 - 13:40 | 3 | 2 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 |
| 13:40 - 13:45 | 1 | 3 | 0 | 2 | 2 | 3 | 2 | 1 | 0 | 0 |
| 13:45 - 13:50 | 1 | 4 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 1 |
| 13:50 - 13:55 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 1 |
| 13:55 - 14:00 | 1 | 3 | 0 | 2 | 1 | 1 | 1 | 0 | 2 | 1 |
| 14:00 - 14:05 | 1 | 3 | 1 | 2 | 1 | 3 | 1 | 1 | 3 | 1 |
| 14:05 - 14:10 | 3 | 3 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 1 |
| 14:10 - 14:15 | 2 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 |
| 14:15 - 14:20 | 1 | 2 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 2 |
| 14:20 - 14:25 | 2 | 1 | 0 | 2 | 1 | 2 | 0 | 1 | 3 | 1 |
| 14:25 - 14:30 | 1 | 1 | 1 | 2 | 2 | 2 | 0 | 3 | 1 | 1 |
| 14:30 - 14:35 | 1 | 2 | 1 | 2 | 1 | 2 | 2 | 1 | 2 | 1 |
| 14:35 - 14:40 | 6 | 1 | 2 | 4 | 2 | 7 | 1 | 0 | 2 | 1 |
| 14:40 - 14:45 | 1 | 1 | 0 | 3 | 1 | 1 | 3 | 1 | 2 | 1 |
| 14:45 - 14:50 | 1 | 1 | 0 | 7 | 1 | 1 | 1 | 0 | 2 | 2 |
| 14:50 - 14:55 | 2 | 4 | 0 | 6 | 1 | 2 | 2 | 0 | 4 | 1 |
| 14:55 - 15:00 | 2 | 2 | 1 | 2 | 1 | 1 | 0 | 1 | 2 | 1 |
| 15:00 - 15:05 | 2 | 2 | 0 | 1 | 1 | 3 | 2 | 0 | 2 | 1 |
| 15:05 - 15:10 | 1 | 3 | 1 | 3 | 1 | 3 | 2 | 0 | 3 | 1 |
| 15:10 - 15:15 | 2 | 6 | 0 | 3 | 2 | 4 | 2 | 2 | 7 | 9 |
| 15:15 - 15:20 | 1 | 3 | 2 | 5 | 1 | 5 | 2 | 0 | 3 | 2 |
| 15:20 - 15:25 | 3 | 4 | 2 | 4 | 1 | 5 | 2 | 1 | 3 | 3 |
| 15:25 - 15:30 | 2 | 4 | 1 | 1 | 0 | 4 | 2 | 1 | 5 | 1 |
| 15:30 - 15:35 | 2 | 2 | 1 | 3 | 4 | 5 | 1 | 3 | 2 | 2 |
| 15:35 - 15:40 | 2 | 2 | 0 | 1 | 2 | 2 | 1 | 1 | 3 | 2 |
| 15:40 - 15:45 | 1 | 2 | 0 | 2 | 1 | 5 | 1 | 1 | 4 | 2 |
| 15:45 - 15:50 | 1 | 4 | 0 | 2 | 2 | 4 | 1 | 1 | 2 | 2 |
| 15:50 - 15:55 | 2 | 4 | 0 | 5 | 1 | 2 | 1 | 2 | 4 | 4 |
| 15:55 - 16:00 | 1 | 4 | 0 | 2 | 1 | 3 | 1 | 2 | 1 | 3 |
| 16:00 - 16:05 | 1 | 4 | 0 | 2 | 0 | 4 | 1 | 1 | 2 | 1 |
| 16:05 - 16:10 | 3 | 4 | 0 | 4 | 1 | 6 | 2 | 2 | 5 | 1 |
| 16:10 - 16:15 | 3 | 5 | 1 | 4 | 1 | 4 | 1 | 3 | 3 | 1 |
| 16:15 - 16:20 | 1 | 3 | 0 | 2 | 2 | 6 | 2 | 4 | 8 | 3 |
| 16:20 - 16:25 | 1 | 3 | 1 | 5 | 1 | 3 | 4 | 2 | 3 | 1 |
| 16:25 - 16:30 | 1 | 3 | 0 | 1 | 1 | 3 | 1 | 0 | 2 | 1 |
| 16:30 - 16:35 | 1 | 3 | 2 | 1 | 1 | 2 | 3 | 4 | 6 | 2 |
| 16:35 - 16:40 | 1 | 3 | 0 | 7 | 1 | 3 | 2 | 2 | 4 | 6 |
| 16:40 - 16:45 | 1 | 1 | 0 | 3 | 2 | 3 | 2 | 1 | 3 | 2 |
| 16:45 - 16:50 | 2 | 6 | 0 | 3 | 2 | 3 | 1 | 1 | 4 | 6 |
| 16:50 - 16:55 | 1 | 3 | 1 | 2 | 2 | 6 | 2 | 2 | 3 | 4 |
| 16:55 - 17:00 | 5 | 4 | 0 | 1 | 1 | 4 | 1 | 1 | 3 | 2 |
| 17:00 - 17:05 | 1 | 6 | 1 | 2 | 1 | 5 | 1 | 1 | 3 | 2 |
| 17:05 - 17:10 | 2 | 3 | 1 | 2 | 3 | 5 | 4 | 1 | 5 | 1 |
| 17:10 - 17:15 | 1 | 7 | 1 | 2 | 2 | 7 | 2 | 0 | 4 | 2 |
| 17:15 - 17:20 | 3 | 4 | 0 | 2 | 1 | 6 | 2 | 3 | 4 | 4 |
| 17:20 - 17:25 | 3 | 2 | 0 | 2 | 1 | 5 | 2 | 1 | 6 | 2 |
| 17:25 - 17:30 | 4 | 2 | 1 | 2 | 1 | 1 | 0 | 2 | 5 | 2 |
| 17:30 - 17:35 | 2 | 4 | 1 | 5 | 1 | 2 | 2 | 1 | 4 | 5 |
| 17:35 - 17:40 | 2 | 5 | 0 | 4 | 2 | 12 | 2 | 2 | 1 | 2 |
| 17:40 - 17:45 | 4 | 6 | 2 | 3 | 1 | 9 | 3 | 1 | 5 | 3 |
| 17:45 - 17:50 | 4 | 3 | 0 | 3 | 1 | 11 | 1 | 2 | 3 | 3 |
| 17:50 - 17:55 | 2 | 4 | 0 | 5 | 1 | 5 | 5 | 1 | 2 | 2 |
| 17:55 - 18:00 | 4 | 2 | 1 | 2 | 2 | 7 | 2 | 2 | 12 | 2 |
| 18:00 - 18:05 | 2 | 4 | 0 | 1 | 1 | 3 | 2 | 1 | 4 | 4 |
| 18:05 - 18:10 | 4 | 4 | 0 | 2 | 2 | 4 | 3 | 1 | 2 | 2 |
| 18:10 - 18:15 | 4 | 2 | 1 | 2 | 1 | 13 | 0 | 2 | 7 | 2 |
| 18:15 - 18:20 | 3 | 4 | 0 | 6 | 0 | 8 | 1 | 2 | 3 | 2 |
| 18:20 - 18:25 | 3 | 2 | 1 | 4 | 1 | 10 | 2 | 2 | 7 | 2 |
| 18:25 - 18:30 | 1 | 2 | 0 | 2 | 0 | 5 | 2 | 4 | 5 | 3 |
| 18:30 - 18:35 | 2 | 2 | 1 | 4 | 2 | 3 | 1 | 1 | 5 | 3 |
| 18:35 - 18:40 | 2 | 4 | 0 | 4 | 2 | 6 | 1 | 2 | 7 | 3 |
| 18:40 - 18:45 | 3 | 3 | 0 | 1 | 2 | 2 | 1 | 1 | 5 | 3 |
| 18:45 - 18:50 | 2 | 3 | 0 | 2 | 2 | 4 | 1 | 1 | 3 | 3 |
| 18:50 - 18:55 | 1 | 1 | 0 | 3 | 1 | 6 | 1 | 1 | 4 | 2 |
| 18:55 - 19:00 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 6 | 3 |

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** **A - Great Ashby Way / B - Canterbury Way (East) / C - Canterbury Way (South West)**

| CLASSIFICATION | PCU |
|---|---|
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |
| P/CYCLE | 0.2 |
| M/CYCLE | 0.4 |

## Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023

**Produced by Streetwise Services Ltd.**

**Junction:** A - Great Ashby Way / B - Canterbury Way (East) / C - Canterbury Way (South West)

**Approach:** A - Great Ashby Way

### A to B

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 07:15 - 07:30 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| 07:30 - 07:45 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| 07:45 - 08:00 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| **Hourly Total** | **49** | **5** | **0** | **0** | **0** | **0** | **0** | **54** | **54** |
| 08:00 - 08:15 | 24 | 1 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 |
| 08:15 - 08:30 | 31 | 2 | 0 | 0 | 0 | 0 | 1 | 33.4 | 34 |
| 08:30 - 08:45 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 |
| 08:45 - 09:00 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 |
| **Hourly Total** | **131** | **6** | **0** | **0** | **0** | **0** | **2** | **138** | **139** |
| 09:00 - 09:15 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 |
| 09:15 - 09:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 09:30 - 09:45 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 09:45 - 10:00 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 13.4 | 14 |
| **Hourly Total** | **55** | **5** | **1** | **0** | **0** | **0** | **1** | **62** | **62** |
| 10:00 - 10:15 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 10:15 - 10:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 10:30 - 10:45 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 10:45 - 11:00 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10.5 | 10 |
| **Hourly Total** | **36** | **6** | **1** | **0** | **0** | **0** | **0** | **44** | **43** |
| 11:00 - 11:15 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 16.0 | 15 |
| 11:15 - 11:30 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 11:30 - 11:45 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 18.5 | 18 |
| 11:45 - 12:00 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 7.5 | 7 |
| **Hourly Total** | **45** | **7** | **4** | **0** | **0** | **0** | **0** | **58** | **56** |
| 12:00 - 12:15 | 15 | 3 | 0 | 0 | 0 | 0 | 1 | 18.4 | 19 |
| 12:15 - 12:30 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 |
| 12:30 - 12:45 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 12:45 - 13:00 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| **Hourly Total** | **47** | **8** | **1** | **0** | **0** | **0** | **1** | **57** | **57** |
| 13:00 - 13:15 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 12.4 | 13 |
| 13:15 - 13:30 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 13:30 - 13:45 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 13.4 | 14 |
| 13:45 - 14:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| **Hourly Total** | **49** | **1** | **0** | **0** | **0** | **0** | **2** | **51** | **52** |
| 14:00 - 14:15 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 14:15 - 14:30 | 8 | 2 | 0 | 0 | 0 | 2 | 0 | 10.4 | 12 |
| 14:30 - 14:45 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 14:45 - 15:00 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| **Hourly Total** | **74** | **6** | **0** | **0** | **0** | **2** | **0** | **80** | **82** |
| 15:00 - 15:15 | 30 | 5 | 0 | 0 | 0 | 0 | 1 | 35.4 | 36 |
| 15:15 - 15:30 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 |
| 15:30 - 15:45 | 30 | 2 | 1 | 0 | 0 | 0 | 0 | 33.5 | 33 |
| 15:45 - 16:00 | 22 | 1 | 0 | 0 | 0 | 1 | 0 | 23.2 | 24 |
| **Hourly Total** | **110** | **13** | **1** | **0** | **0** | **1** | **1** | **125** | **126** |
| 16:00 - 16:15 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 |
| 16:15 - 16:30 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 |
| 16:30 - 16:45 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 16:45 - 17:00 | 28 | 3 | 1 | 0 | 0 | 0 | 1 | 32.9 | 33 |
| **Hourly Total** | **101** | **13** | **1** | **0** | **0** | **0** | **1** | **116** | **116** |
| 17:00 - 17:15 | 28 | 2 | 0 | 0 | 0 | 1 | 0 | 30.2 | 31 |
| 17:15 - 17:30 | 33 | 7 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 |
| 17:30 - 17:45 | 24 | 2 | 0 | 0 | 0 | 1 | 2 | 27.0 | 29 |
| 17:45 - 18:00 | 24 | 4 | 0 | 0 | 0 | 0 | 2 | 28.8 | 30 |
| **Hourly Total** | **109** | **15** | **0** | **0** | **0** | **2** | **4** | **126** | **130** |
| 18:00 - 18:15 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 |
| 18:15 - 18:30 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 18:30 - 18:45 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| 18:45 - 19:00 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| **Hourly Total** | **79** | **8** | **0** | **0** | **0** | **0** | **0** | **87** | **87** |
| **Session Total** | **885** | **93** | **9** | **0** | **0** | **5** | **12** | **997** | **1004** |

### A to C

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 72 | 11 | 1 | 0 | 1 | 1 | 2 | 87.5 | 88 |
| 07:15 - 07:30 | 83 | 10 | 2 | 0 | 0 | 0 | 1 | 96.4 | 96 |
| 07:30 - 07:45 | 137 | 11 | 2 | 1 | 1 | 1 | 0 | 155.5 | 153 |
| 07:45 - 08:00 | 127 | 13 | 0 | 0 | 0 | 0 | 0 | 140.0 | 140 |
| **Hourly Total** | **419** | **45** | **5** | **1** | **2** | **2** | **3** | **479** | **477** |
| 08:00 - 08:15 | 157 | 7 | 1 | 0 | 0 | 0 | 0 | 165.5 | 165 |
| 08:15 - 08:30 | 115 | 2 | 1 | 0 | 1 | 0 | 1 | 120.9 | 120 |
| 08:30 - 08:45 | 133 | 8 | 0 | 0 | 0 | 0 | 0 | 141.0 | 141 |
| 08:45 - 09:00 | 99 | 3 | 2 | 0 | 0 | 0 | 2 | 105.8 | 106 |
| **Hourly Total** | **504** | **20** | **4** | **0** | **1** | **0** | **3** | **533** | **532** |
| 09:00 - 09:15 | 105 | 14 | 0 | 0 | 1 | 0 | 0 | 121.0 | 120 |
| 09:15 - 09:30 | 82 | 3 | 1 | 0 | 0 | 0 | 0 | 86.5 | 86 |
| 09:30 - 09:45 | 78 | 6 | 0 | 1 | 1 | 0 | 1 | 88.7 | 87 |
| 09:45 - 10:00 | 63 | 5 | 2 | 0 | 0 | 0 | 1 | 71.4 | 71 |
| **Hourly Total** | **328** | **28** | **3** | **1** | **2** | **0** | **2** | **368** | **364** |
| 10:00 - 10:15 | 58 | 6 | 1 | 0 | 1 | 0 | 1 | 67.9 | 67 |
| 10:15 - 10:30 | 55 | 6 | 2 | 0 | 0 | 0 | 2 | 64.8 | 65 |
| 10:30 - 10:45 | 53 | 9 | 0 | 0 | 1 | 0 | 0 | 64.0 | 63 |
| 10:45 - 11:00 | 53 | 5 | 0 | 0 | 0 | 0 | 0 | 58.0 | 58 |
| **Hourly Total** | **219** | **26** | **3** | **0** | **2** | **0** | **3** | **255** | **253** |
| 11:00 - 11:15 | 49 | 4 | 1 | 0 | 1 | 0 | 0 | 56.5 | 55 |
| 11:15 - 11:30 | 66 | 6 | 0 | 0 | 0 | 0 | 0 | 72.0 | 72 |
| 11:30 - 11:45 | 41 | 9 | 1 | 0 | 1 | 0 | 0 | 53.5 | 52 |
| 11:45 - 12:00 | 65 | 14 | 1 | 0 | 0 | 0 | 1 | 80.9 | 81 |
| **Hourly Total** | **221** | **33** | **3** | **0** | **2** | **0** | **1** | **263** | **260** |
| 12:00 - 12:15 | 60 | 5 | 1 | 0 | 0 | 0 | 0 | 66.5 | 66 |
| 12:15 - 12:30 | 52 | 12 | 0 | 0 | 1 | 0 | 1 | 66.4 | 66 |
| 12:30 - 12:45 | 75 | 8 | 0 | 0 | 1 | 0 | 1 | 85.4 | 85 |
| 12:45 - 13:00 | 69 | 2 | 0 | 0 | 0 | 1 | 2 | 72.0 | 74 |
| **Hourly Total** | **256** | **27** | **1** | **0** | **2** | **1** | **4** | **290** | **291** |
| 13:00 - 13:15 | 59 | 3 | 0 | 0 | 1 | 0 | 0 | 64.0 | 63 |
| 13:15 - 13:30 | 57 | 5 | 2 | 0 | 0 | 0 | 0 | 65.0 | 64 |
| 13:30 - 13:45 | 67 | 4 | 1 | 0 | 1 | 2 | 1 | 75.3 | 76 |
| 13:45 - 14:00 | 55 | 6 | 1 | 0 | 0 | 0 | 0 | 62.5 | 62 |
| **Hourly Total** | **238** | **18** | **4** | **0** | **2** | **2** | **1** | **267** | **265** |
| 14:00 - 14:15 | 61 | 6 | 3 | 0 | 1 | 0 | 0 | 73.5 | 71 |
| 14:15 - 14:30 | 50 | 5 | 0 | 1 | 0 | 0 | 0 | 57.3 | 56 |
| 14:30 - 14:45 | 55 | 4 | 0 | 0 | 1 | 0 | 0 | 61.0 | 60 |
| 14:45 - 15:00 | 76 | 6 | 0 | 0 | 0 | 0 | 0 | 82.0 | 82 |
| **Hourly Total** | **242** | **21** | **3** | **1** | **2** | **0** | **0** | **274** | **269** |
| 15:00 - 15:15 | 72 | 5 | 1 | 0 | 1 | 0 | 0 | 80.5 | 79 |
| 15:15 - 15:30 | 64 | 5 | 1 | 0 | 0 | 0 | 1 | 70.9 | 71 |
| 15:30 - 15:45 | 79 | 5 | 0 | 0 | 1 | 0 | 0 | 86.0 | 85 |
| 15:45 - 16:00 | 79 | 6 | 0 | 0 | 0 | 0 | 1 | 85.4 | 86 |
| **Hourly Total** | **294** | **21** | **2** | **0** | **2** | **0** | **2** | **323** | **321** |
| 16:00 - 16:15 | 70 | 8 | 1 | 0 | 1 | 1 | 2 | 82.5 | 83 |
| 16:15 - 16:30 | 81 | 3 | 0 | 0 | 1 | 0 | 1 | 86.4 | 86 |
| 16:30 - 16:45 | 64 | 5 | 1 | 0 | 0 | 0 | 0 | 70.5 | 70 |
| 16:45 - 17:00 | 77 | 6 | 1 | 0 | 0 | 0 | 1 | 84.9 | 85 |
| **Hourly Total** | **292** | **22** | **3** | **0** | **2** | **1** | **4** | **324** | **324** |
| 17:00 - 17:15 | 79 | 3 | 0 | 0 | 0 | 0 | 0 | 82.0 | 82 |
| 17:15 - 17:30 | 73 | 9 | 0 | 0 | 1 | 0 | 0 | 84.0 | 83 |
| 17:30 - 17:45 | 75 | 6 | 0 | 0 | 1 | 0 | 4 | 84.6 | 86 |
| 17:45 - 18:00 | 86 | 13 | 0 | 0 | 0 | 0 | 2 | 99.8 | 101 |
| **Hourly Total** | **313** | **31** | **0** | **0** | **2** | **0** | **6** | **350** | **352** |
| 18:00 - 18:15 | 81 | 9 | 0 | 0 | 1 | 0 | 1 | 92.4 | 92 |
| 18:15 - 18:30 | 91 | 5 | 0 | 0 | 0 | 0 | 1 | 96.4 | 97 |
| 18:30 - 18:45 | 89 | 9 | 0 | 0 | 1 | 0 | 1 | 100.4 | 100 |
| 18:45 - 19:00 | 72 | 7 | 0 | 0 | 0 | 0 | 1 | 79.4 | 80 |
| **Hourly Total** | **333** | **30** | **0** | **0** | **2** | **0** | **4** | **369** | **369** |
| **Session Total** | **3659** | **322** | **31** | **3** | **23** | **6** | **33** | **4095** | **4077** |

### A to A

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 11:00 - 11:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 |
| **Hourly Total** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| **Hourly Total** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Session Total** | **7** | **1** | **0** | **0** | **0** | **0** | **0** | **8** | **8** |

### From A

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 80 | 12 | 1 | 0 | 1 | 1 | 2 | 96.5 | 97 |
| 07:15 - 07:30 | 91 | 11 | 2 | 0 | 0 | 0 | 1 | 105.4 | 105 |
| 07:30 - 07:45 | 152 | 14 | 2 | 1 | 1 | 1 | 0 | 173.5 | 171 |
| 07:45 - 08:00 | 146 | 13 | 0 | 0 | 0 | 0 | 0 | 159.0 | 159 |
| **Hourly Total** | **469** | **50** | **5** | **1** | **2** | **2** | **3** | **534** | **532** |
| 08:00 - 08:15 | 181 | 8 | 1 | 0 | 0 | 0 | 1 | 190.9 | 191 |
| 08:15 - 08:30 | 146 | 4 | 1 | 0 | 1 | 0 | 2 | 154.3 | 154 |
| 08:30 - 08:45 | 177 | 10 | 0 | 0 | 0 | 0 | 0 | 187.0 | 187 |
| 08:45 - 09:00 | 131 | 4 | 2 | 0 | 0 | 0 | 2 | 138.8 | 139 |
| **Hourly Total** | **635** | **26** | **4** | **0** | **1** | **0** | **5** | **671** | **671** |
| 09:00 - 09:15 | 130 | 14 | 1 | 0 | 1 | 0 | 0 | 147.5 | 146 |
| 09:15 - 09:30 | 92 | 3 | 1 | 0 | 0 | 0 | 0 | 96.5 | 96 |
| 09:30 - 09:45 | 85 | 11 | 0 | 1 | 1 | 0 | 1 | 100.7 | 99 |
| 09:45 - 10:00 | 76 | 5 | 2 | 0 | 0 | 0 | 2 | 84.8 | 85 |
| **Hourly Total** | **383** | **33** | **4** | **1** | **2** | **0** | **3** | **430** | **426** |
| 10:00 - 10:15 | 66 | 9 | 1 | 0 | 1 | 0 | 1 | 78.9 | 78 |
| 10:15 - 10:30 | 62 | 7 | 2 | 0 | 0 | 0 | 2 | 72.8 | 73 |
| 10:30 - 10:45 | 65 | 11 | 0 | 0 | 1 | 0 | 0 | 78.0 | 77 |
| 10:45 - 11:00 | 63 | 5 | 1 | 0 | 0 | 0 | 0 | 69.5 | 69 |
| **Hourly Total** | **256** | **32** | **4** | **0** | **2** | **0** | **3** | **299** | **297** |
| 11:00 - 11:15 | 62 | 5 | 3 | 0 | 1 | 0 | 0 | 73.5 | 71 |
| 11:15 - 11:30 | 78 | 10 | 0 | 0 | 0 | 0 | 0 | 88.0 | 88 |
| 11:30 - 11:45 | 56 | 11 | 2 | 0 | 1 | 0 | 0 | 72.0 | 70 |
| 11:45 - 12:00 | 71 | 15 | 2 | 0 | 0 | 0 | 1 | 89.4 | 89 |
| **Hourly Total** | **267** | **41** | **7** | **0** | **2** | **0** | **1** | **323** | **318** |
| 12:00 - 12:15 | 75 | 8 | 1 | 0 | 0 | 0 | 1 | 84.9 | 85 |
| 12:15 - 12:30 | 64 | 13 | 1 | 0 | 1 | 0 | 1 | 80.9 | 80 |
| 12:30 - 12:45 | 85 | 11 | 0 | 0 | 1 | 0 | 1 | 98.4 | 98 |
| 12:45 - 13:00 | 81 | 3 | 0 | 0 | 0 | 1 | 2 | 85.0 | 87 |
| **Hourly Total** | **305** | **35** | **2** | **0** | **2** | **1** | **5** | **349** | **350** |
| 13:00 - 13:15 | 71 | 3 | 0 | 0 | 1 | 0 | 1 | 76.4 | 76 |
| 13:15 - 13:30 | 70 | 5 | 2 | 0 | 0 | 0 | 0 | 78.0 | 77 |
| 13:30 - 13:45 | 79 | 5 | 1 | 0 | 1 | 2 | 2 | 88.7 | 90 |
| 13:45 - 14:00 | 67 | 6 | 1 | 0 | 0 | 0 | 0 | 74.5 | 74 |
| **Hourly Total** | **287** | **19** | **4** | **0** | **2** | **2** | **3** | **318** | **317** |
| 14:00 - 14:15 | 82 | 8 | 3 | 0 | 1 | 0 | 0 | 96.5 | 94 |
| 14:15 - 14:30 | 58 | 7 | 0 | 1 | 0 | 2 | 0 | 67.7 | 68 |
| 14:30 - 14:45 | 71 | 5 | 0 | 0 | 1 | 0 | 0 | 78.0 | 77 |
| 14:45 - 15:00 | 105 | 7 | 0 | 0 | 0 | 0 | 0 | 112.0 | 112 |
| **Hourly Total** | **316** | **27** | **3** | **1** | **2** | **2** | **0** | **354** | **351** |
| 15:00 - 15:15 | 103 | 10 | 1 | 0 | 1 | 0 | 1 | 116.9 | 116 |
| 15:15 - 15:30 | 92 | 10 | 1 | 0 | 0 | 0 | 1 | 103.9 | 104 |
| 15:30 - 15:45 | 109 | 7 | 1 | 0 | 1 | 0 | 0 | 119.5 | 118 |
| 15:45 - 16:00 | 102 | 7 | 0 | 0 | 0 | 1 | 1 | 109.6 | 111 |
| **Hourly Total** | **406** | **34** | **3** | **0** | **2** | **1** | **3** | **450** | **449** |
| 16:00 - 16:15 | 94 | 11 | 1 | 0 | 1 | 1 | 2 | 109.5 | 110 |
| 16:15 - 16:30 | 111 | 6 | 0 | 0 | 1 | 0 | 1 | 119.4 | 119 |
| 16:30 - 16:45 | 83 | 9 | 1 | 0 | 0 | 0 | 0 | 93.5 | 93 |
| 16:45 - 17:00 | 105 | 9 | 2 | 0 | 0 | 0 | 2 | 117.8 | 118 |
| **Hourly Total** | **393** | **35** | **4** | **0** | **2** | **1** | **5** | **440** | **440** |
| 17:00 - 17:15 | 107 | 5 | 0 | 0 | 0 | 1 | 0 | 112.2 | 113 |
| 17:15 - 17:30 | 106 | 16 | 0 | 0 | 1 | 0 | 0 | 124.0 | 123 |
| 17:30 - 17:45 | 99 | 8 | 0 | 0 | 1 | 1 | 6 | 111.6 | 115 |
| 17:45 - 18:00 | 110 | 17 | 0 | 0 | 0 | 0 | 4 | 128.6 | 131 |
| **Hourly Total** | **422** | **46** | **0** | **0** | **2** | **2** | **10** | **476** | **482** |
| 18:00 - 18:15 | 105 | 11 | 0 | 0 | 1 | 0 | 1 | 118.4 | 118 |
| 18:15 - 18:30 | 111 | 8 | 0 | 0 | 0 | 0 | 1 | 119.4 | 120 |
| 18:30 - 18:45 | 109 | 10 | 0 | 0 | 1 | 0 | 1 | 121.4 | 121 |
| 18:45 - 19:00 | 87 | 9 | 0 | 0 | 0 | 0 | 1 | 96.4 | 97 |
| **Hourly Total** | **412** | **38** | **0** | **0** | **2** | **0** | **4** | **456** | **456** |
| **Session Total** | **4551** | **416** | **40** | **3** | **23** | **11** | **45** | **5100** | **5089** |

### To A

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 49 | 5 | 0 | 0 | 0 | 0 | 0 | 54.0 | 54 |
| 07:15 - 07:30 | 67 | 11 | 0 | 0 | 1 | 0 | 1 | 80.4 | 80 |
| 07:30 - 07:45 | 77 | 15 | 2 | 0 | 0 | 0 | 0 | 95.0 | 94 |
| 07:45 - 08:00 | 95 | 14 | 0 | 1 | 0 | 2 | 0 | 111.7 | 112 |
| **Hourly Total** | **288** | **45** | **2** | **1** | **1** | **2** | **1** | **341** | **340** |
| 08:00 - 08:15 | 116 | 10 | 0 | 0 | 0 | 0 | 1 | 126.4 | 127 |
| 08:15 - 08:30 | 90 | 13 | 0 | 0 | 0 | 0 | 1 | 103.4 | 104 |
| 08:30 - 08:45 | 82 | 12 | 1 | 1 | 0 | 0 | 0 | 97.8 | 96 |
| 08:45 - 09:00 | 119 | 5 | 0 | 0 | 0 | 0 | 0 | 124.0 | 124 |
| **Hourly Total** | **407** | **40** | **1** | **1** | **0** | **0** | **2** | **452** | **451** |
| 09:00 - 09:15 | 82 | 6 | 3 | 0 | 0 | 0 | 1 | 92.9 | 92 |
| 09:15 - 09:30 | 64 | 9 | 1 | 0 | 0 | 0 | 0 | 74.5 | 74 |
| 09:30 - 09:45 | 56 | 11 | 1 | 0 | 0 | 0 | 0 | 68.5 | 68 |
| 09:45 - 10:00 | 60 | 7 | 3 | 0 | 0 | 0 | 0 | 71.5 | 70 |
| **Hourly Total** | **262** | **33** | **8** | **0** | **0** | **0** | **1** | **307** | **304** |
| 10:00 - 10:15 | 66 | 8 | 1 | 0 | 0 | 0 | 1 | 75.9 | 76 |
| 10:15 - 10:30 | 60 | 6 | 0 | 0 | 0 | 0 | 0 | 66.0 | 66 |
| 10:30 - 10:45 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | 60.0 | 60 |
| 10:45 - 11:00 | 61 | 10 | 2 | 0 | 0 | 0 | 0 | 74.0 | 73 |
| **Hourly Total** | **242** | **29** | **3** | **0** | **0** | **0** | **1** | **276** | **275** |
| 11:00 - 11:15 | 54 | 5 | 0 | 0 | 0 | 1 | 0 | 59.2 | 60 |
| 11:15 - 11:30 | 65 | 16 | 1 | 0 | 0 | 1 | 0 | 82.7 | 83 |
| 11:30 - 11:45 | 63 | 6 | 3 | 0 | 0 | 0 | 1 | 73.9 | 73 |
| 11:45 - 12:00 | 63 | 10 | 1 | 0 | 0 | 0 | 0 | 74.5 | 74 |
| **Hourly Total** | **245** | **37** | **5** | **0** | **0** | **2** | **1** | **290** | **290** |
| 12:00 - 12:15 | 78 | 7 | 1 | 0 | 0 | 0 | 0 | 86.5 | 86 |
| 12:15 - 12:30 | 68 | 10 | 1 | 0 | 0 | 0 | 0 | 79.5 | 79 |
| 12:30 - 12:45 | 79 | 8 | 1 | 1 | 0 | 0 | 1 | 91.2 | 90 |
| 12:45 - 13:00 | 81 | 5 | 0 | 1 | 0 | 0 | 2 | 89.1 | 89 |
| **Hourly Total** | **306** | **30** | **3** | **2** | **0** | **0** | **3** | **346** | **344** |
| 13:00 - 13:15 | 90 | 10 | 0 | 0 | 0 | 0 | 0 | 100.0 | 100 |
| 13:15 - 13:30 | 84 | 7 | 1 | 0 | 0 | 0 | 1 | 92.9 | 93 |
| 13:30 - 13:45 | 69 | 11 | 1 | 0 | 0 | 0 | 0 | 81.5 | 81 |
| 13:45 - 14:00 | 86 | 6 | 2 | 1 | 0 | 0 | 0 | 97.3 | 95 |
| **Hourly Total** | **329** | **34** | **4** | **1** | **0** | **0** | **1** | **372** | **369** |
| 14:00 - 14:15 | 67 | 8 | 0 | 0 | 0 | 1 | 1 | 75.6 | 77 |
| 14:15 - 14:30 | 72 | 3 | 0 | 0 | 0 | 0 | 1 | 75.4 | 76 |
| 14:30 - 14:45 | 80 | 11 | 2 | 0 | 0 | 0 | 1 | 94.4 | 94 |
| 14:45 - 15:00 | 94 | 8 | 3 | 1 | 0 | 0 | 0 | 108.8 | 106 |
| **Hourly Total** | **313** | **30** | **5** | **1** | **0** | **1** | **3** | **354** | **353** |
| 15:00 - 15:15 | 108 | 14 | 0 | 0 | 0 | 0 | 4 | 123.6 | 126 |
| 15:15 - 15:30 | 162 | 11 | 1 | 0 | 0 | 0 | 1 | 174.9 | 175 |
| 15:30 - 15:45 | 143 | 11 | 2 | 0 | 0 | 0 | 1 | 157.4 | 157 |
| 15:45 - 16:00 | 108 | 11 | 1 | 0 | 0 | 0 | 1 | 120.9 | 121 |
| **Hourly Total** | **521** | **47** | **4** | **0** | **0** | **0** | **7** | **577** | **579** |
| 16:00 - 16:15 | 110 | 13 | 1 | 0 | 0 | 0 | 2 | 125.3 | 126 |
| 16:15 - 16:30 | 156 | 10 | 0 | 0 | 0 | 0 | 1 | 166.4 | 167 |
| 16:30 - 16:45 | 138 | 12 | 0 | 0 | 0 | 0 | 0 | 150.0 | 150 |
| 16:45 - 17:00 | 141 | 16 | 1 | 0 | 0 | 0 | 1 | 158.9 | 159 |
| **Hourly Total** | **545** | **51** | **2** | **0** | **0** | **0** | **4** | **601** | **602** |
| 17:00 - 17:15 | 129 | 19 | 1 | 0 | 0 | 1 | 2 | 150.5 | 152 |
| 17:15 - 17:30 | 150 | 13 | 0 | 0 | 0 | 0 | 2 | 163.8 | 165 |
| 17:30 - 17:45 | 141 | 10 | 0 | 0 | 0 | 0 | 3 | 152.2 | 154 |
| 17:45 - 18:00 | 198 | 13 | 0 | 0 | 0 | 0 | 2 | 211.8 | 213 |
| **Hourly Total** | **618** | **55** | **1** | **0** | **0** | **1** | **9** | **678** | **684** |
| 18:00 - 18:15 | 153 | 9 | 0 | 0 | 0 | 0 | 1 | 162.4 | 163 |
| 18:15 - 18:30 | 124 | 11 | 0 | 0 | 0 | 0 | 2 | 135.8 | 137 |
| 18:30 - 18:45 | 132 | 11 | 0 | 0 | 0 | 0 | 0 | 143.0 | 143 |
| 18:45 - 19:00 | 126 | 11 | 0 | 0 | 0 | 0 | 0 | 137.0 | 137 |
| **Hourly Total** | **535** | **42** | **0** | **0** | **0** | **0** | **3** | **578** | **580** |
| **Session Total** | **4611** | **473** | **38** | **6** | **1** | **6** | **36** | **5172** | **5171** |

streetwise

## Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023

**Produced by Streetwise Services Ltd.**

**Junction:** A - Great Ashby Way / B - Canterbury Way (East) / C - Canterbury Way (South West)

**Approach:** B - Canterbury Way (East)

| | B to C | | | | | | | | | B to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 |
| 07:15 - 07:30 | 28 | 5 | 0 | 0 | 1 | 0 | 1 | 35.4 | 35 | 25 | 5 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 |
| 07:30 - 07:45 | 40 | 6 | 0 | 0 | 1 | 0 | 1 | 48.4 | 48 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 |
| 07:45 - 08:00 | 59 | 6 | 0 | 0 | 0 | 0 | 0 | 65.0 | 65 | 25 | 3 | 0 | 0 | 0 | 1 | 0 | 28.2 | 29 |
| Hourly Total | 162 | 22 | 0 | 0 | 2 | 0 | 2 | 189 | 188 | 94 | 15 | 0 | 0 | 0 | 1 | 1 | 110 | 111 |
| 08:00 - 08:15 | 52 | 8 | 0 | 0 | 1 | 0 | 1 | 62.4 | 62 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 |
| 08:15 - 08:30 | 50 | 2 | 0 | 1 | 1 | 0 | 0 | 56.3 | 54 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| 08:30 - 08:45 | 41 | 7 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| 08:45 - 09:00 | 66 | 5 | 0 | 0 | 1 | 0 | 0 | 73.0 | 72 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 |
| Hourly Total | 209 | 22 | 0 | 1 | 3 | 0 | 1 | 240 | 236 | 117 | 10 | 0 | 0 | 0 | 0 | 0 | 127 | 127 |
| 09:00 - 09:15 | 61 | 4 | 0 | 0 | 2 | 0 | 0 | 69.0 | 67 | 24 | 1 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 |
| 09:15 - 09:30 | 39 | 4 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 09:30 - 09:45 | 42 | 6 | 1 | 0 | 0 | 0 | 1 | 49.9 | 50 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 12.5 | 12 |
| 09:45 - 10:00 | 38 | 5 | 1 | 0 | 0 | 1 | 1 | 45.1 | 46 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 8.5 | 8 |
| Hourly Total | 180 | 19 | 2 | 0 | 2 | 1 | 2 | 207 | 206 | 53 | 5 | 2 | 0 | 0 | 0 | 1 | 61 | 61 |
| 10:00 - 10:15 | 38 | 3 | 0 | 0 | 1 | 0 | 0 | 43.0 | 42 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 10:15 - 10:30 | 29 | 4 | 0 | 0 | 1 | 0 | 0 | 35.0 | 34 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 10:30 - 10:45 | 43 | 6 | 0 | 0 | 1 | 0 | 1 | 51.4 | 51 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 10:45 - 11:00 | 48 | 2 | 0 | 0 | 1 | 0 | 0 | 52.0 | 51 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 12.5 | 12 |
| Hourly Total | 158 | 15 | 0 | 0 | 4 | 0 | 1 | 181 | 178 | 41 | 4 | 1 | 0 | 0 | 0 | 0 | 47 | 46 |
| 11:00 - 11:15 | 37 | 2 | 0 | 0 | 1 | 1 | 2 | 42.0 | 43 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 11.2 | 12 |
| 11:15 - 11:30 | 34 | 3 | 1 | 0 | 0 | 1 | 0 | 38.7 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 |
| 11:30 - 11:45 | 36 | 5 | 1 | 0 | 1 | 0 | 0 | 44.5 | 43 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 6.5 | 6 |
| 11:45 - 12:00 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| Hourly Total | 149 | 13 | 2 | 0 | 2 | 2 | 2 | 170 | 170 | 35 | 5 | 1 | 0 | 0 | 1 | 0 | 42 | 42 |
| 12:00 - 12:15 | 31 | 1 | 0 | 0 | 2 | 1 | 0 | 36.2 | 35 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 |
| 12:15 - 12:30 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 12:30 - 12:45 | 36 | 6 | 2 | 0 | 1 | 0 | 0 | 47.0 | 45 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 12.5 | 12 |
| 12:45 - 13:00 | 35 | 1 | 0 | 0 | 1 | 0 | 0 | 38.0 | 37 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| Hourly Total | 123 | 12 | 2 | 0 | 4 | 1 | 0 | 146 | 142 | 42 | 6 | 2 | 0 | 0 | 0 | 0 | 51 | 50 |
| 13:00 - 13:15 | 33 | 1 | 1 | 0 | 1 | 0 | 0 | 37.5 | 36 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 13:15 - 13:30 | 38 | 4 | 0 | 0 | 0 | 0 | 2 | 42.8 | 44 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 13:30 - 13:45 | 39 | 1 | 0 | 0 | 1 | 0 | 0 | 42.0 | 41 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 13:45 - 14:00 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| Hourly Total | 141 | 11 | 1 | 0 | 2 | 0 | 2 | 158 | 157 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 45 | 45 |
| 14:00 - 14:15 | 30 | 1 | 0 | 0 | 2 | 0 | 0 | 35.0 | 33 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 10.2 | 11 |
| 14:15 - 14:30 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 14:30 - 14:45 | 30 | 3 | 0 | 0 | 1 | 0 | 0 | 35.0 | 34 | 17 | 3 | 0 | 0 | 0 | 0 | 1 | 20.4 | 21 |
| 14:45 - 15:00 | 39 | 2 | 0 | 0 | 1 | 0 | 0 | 43.0 | 42 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| Hourly Total | 129 | 11 | 0 | 0 | 4 | 0 | 0 | 148 | 144 | 56 | 4 | 0 | 0 | 0 | 1 | 1 | 61 | 62 |
| 15:00 - 15:15 | 48 | 4 | 2 | 0 | 0 | 0 | 0 | 55.0 | 54 | 22 | 4 | 0 | 0 | 0 | 0 | 1 | 26.4 | 27 |
| 15:15 - 15:30 | 61 | 4 | 1 | 0 | 1 | 0 | 0 | 68.5 | 67 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 |
| 15:30 - 15:45 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 29 | 2 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 |
| 15:45 - 16:00 | 35 | 3 | 0 | 0 | 1 | 0 | 0 | 40.0 | 39 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| Hourly Total | 182 | 14 | 3 | 0 | 2 | 0 | 0 | 205 | 201 | 98 | 8 | 0 | 0 | 0 | 0 | 2 | 107 | 108 |
| 16:00 - 16:15 | 35 | 5 | 1 | 0 | 1 | 0 | 0 | 43.5 | 42 | 24 | 1 | 1 | 0 | 0 | 0 | 0 | 26.5 | 26 |
| 16:15 - 16:30 | 33 | 5 | 1 | 0 | 0 | 0 | 0 | 39.5 | 39 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| 16:30 - 16:45 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 16:45 - 17:00 | 39 | 4 | 0 | 0 | 0 | 0 | 0 | 43.0 | 43 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| Hourly Total | 143 | 16 | 2 | 0 | 1 | 0 | 0 | 164 | 162 | 77 | 3 | 1 | 0 | 0 | 0 | 0 | 82 | 81 |
| 17:00 - 17:15 | 30 | 3 | 0 | 0 | 2 | 0 | 0 | 37.0 | 35 | 14 | 2 | 0 | 0 | 0 | 1 | 1 | 16.6 | 18 |
| 17:15 - 17:30 | 40 | 6 | 1 | 0 | 0 | 0 | 1 | 47.9 | 48 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 17:30 - 17:45 | 47 | 4 | 0 | 0 | 1 | 0 | 0 | 53.0 | 52 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| 17:45 - 18:00 | 38 | 3 | 0 | 0 | 1 | 0 | 1 | 43.4 | 43 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| Hourly Total | 155 | 16 | 1 | 0 | 4 | 0 | 2 | 181 | 178 | 70 | 9 | 0 | 0 | 0 | 1 | 1 | 80 | 81 |
| 18:00 - 18:15 | 42 | 1 | 0 | 0 | 1 | 0 | 0 | 45.0 | 44 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 18:15 - 18:30 | 41 | 3 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 18:30 - 18:45 | 41 | 7 | 0 | 0 | 2 | 0 | 0 | 52.0 | 50 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 18:45 - 19:00 | 37 | 0 | 0 | 0 | 1 | 0 | 0 | 39.0 | 38 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| Hourly Total | 161 | 11 | 0 | 0 | 4 | 0 | 0 | 180 | 176 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | 60 | 60 |
| Session Total | 1892 | 182 | 13 | 1 | 34 | 4 | 12 | 2169 | 2138 | 779 | 78 | 7 | 0 | 0 | 4 | 6 | 871 | 874 |

| | B to B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Session Total | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |

| | From B | | | | | | | | | To B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 54 | 8 | 0 | 0 | 0 | 0 | 0 | 62.0 | 62 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 |
| 07:15 - 07:30 | 53 | 10 | 0 | 0 | 1 | 0 | 2 | 65.8 | 66 | 26 | 3 | 0 | 0 | 1 | 0 | 0 | 31.0 | 30 |
| 07:30 - 07:45 | 65 | 10 | 0 | 0 | 1 | 0 | 1 | 77.4 | 77 | 36 | 7 | 0 | 0 | 1 | 0 | 0 | 45.0 | 44 |
| 07:45 - 08:00 | 84 | 9 | 0 | 0 | 0 | 1 | 0 | 93.2 | 94 | 40 | 7 | 0 | 0 | 1 | 0 | 0 | 49.0 | 48 |
| Hourly Total | 256 | 37 | 0 | 0 | 2 | 1 | 3 | 298 | 299 | 121 | 21 | 0 | 0 | 3 | 0 | 0 | 148 | 145 |
| 08:00 - 08:15 | 90 | 13 | 0 | 0 | 1 | 0 | 1 | 105.4 | 105 | 50 | 2 | 1 | 0 | 0 | 0 | 1 | 53.9 | 54 |
| 08:15 - 08:30 | 68 | 5 | 0 | 1 | 1 | 0 | 0 | 77.3 | 75 | 65 | 4 | 0 | 0 | 1 | 0 | 1 | 71.4 | 71 |
| 08:30 - 08:45 | 65 | 7 | 0 | 0 | 0 | 0 | 0 | 72.0 | 72 | 83 | 4 | 0 | 0 | 0 | 0 | 0 | 87.0 | 87 |
| 08:45 - 09:00 | 103 | 7 | 0 | 0 | 1 | 0 | 0 | 112.0 | 111 | 70 | 3 | 0 | 0 | 0 | 0 | 0 | 73.0 | 73 |
| Hourly Total | 326 | 32 | 0 | 1 | 3 | 0 | 1 | 367 | 363 | 268 | 13 | 1 | 0 | 1 | 0 | 2 | 285 | 285 |
| 09:00 - 09:15 | 85 | 5 | 0 | 0 | 2 | 0 | 1 | 94.4 | 93 | 46 | 4 | 1 | 0 | 1 | 0 | 0 | 53.5 | 52 |
| 09:15 - 09:30 | 52 | 6 | 0 | 0 | 0 | 0 | 0 | 58.0 | 58 | 31 | 4 | 0 | 0 | 2 | 0 | 0 | 39.0 | 37 |
| 09:30 - 09:45 | 51 | 8 | 2 | 0 | 0 | 0 | 1 | 62.4 | 62 | 35 | 10 | 2 | 0 | 0 | 0 | 1 | 48.4 | 48 |
| 09:45 - 10:00 | 45 | 5 | 2 | 0 | 0 | 1 | 1 | 53.6 | 54 | 40 | 2 | 0 | 0 | 0 | 0 | 2 | 42.8 | 44 |
| Hourly Total | 233 | 24 | 4 | 0 | 2 | 1 | 3 | 268 | 267 | 152 | 20 | 3 | 0 | 3 | 0 | 3 | 184 | 181 |
| 10:00 - 10:15 | 45 | 3 | 0 | 0 | 1 | 0 | 0 | 50.0 | 49 | 34 | 4 | 0 | 0 | 2 | 0 | 0 | 42.0 | 40 |
| 10:15 - 10:30 | 41 | 4 | 0 | 0 | 1 | 0 | 0 | 47.0 | 46 | 31 | 4 | 0 | 0 | 1 | 0 | 0 | 37.0 | 36 |
| 10:30 - 10:45 | 56 | 8 | 0 | 0 | 1 | 0 | 1 | 66.4 | 66 | 44 | 8 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 |
| 10:45 - 11:00 | 57 | 4 | 1 | 0 | 1 | 0 | 0 | 64.5 | 63 | 38 | 2 | 1 | 0 | 0 | 0 | 1 | 41.9 | 42 |
| Hourly Total | 199 | 19 | 1 | 0 | 4 | 0 | 1 | 228 | 224 | 147 | 18 | 1 | 0 | 3 | 0 | 1 | 173 | 170 |
| 11:00 - 11:15 | 47 | 3 | 0 | 0 | 1 | 2 | 2 | 53.2 | 55 | 48 | 5 | 2 | 0 | 1 | 0 | 0 | 58.0 | 56 |
| 11:15 - 11:30 | 40 | 3 | 1 | 0 | 0 | 1 | 0 | 44.7 | 45 | 52 | 10 | 1 | 0 | 2 | 0 | 0 | 67.5 | 65 |
| 11:30 - 11:45 | 41 | 5 | 2 | 0 | 1 | 0 | 0 | 51.0 | 49 | 38 | 6 | 1 | 0 | 0 | 0 | 1 | 45.9 | 46 |
| 11:45 - 12:00 | 56 | 7 | 0 | 0 | 0 | 0 | 0 | 63.0 | 63 | 32 | 4 | 1 | 0 | 1 | 0 | 0 | 39.5 | 38 |
| Hourly Total | 184 | 18 | 3 | 0 | 2 | 3 | 2 | 212 | 212 | 170 | 25 | 5 | 0 | 4 | 0 | 1 | 211 | 205 |
| 12:00 - 12:15 | 42 | 3 | 1 | 0 | 2 | 1 | 0 | 50.7 | 49 | 47 | 6 | 0 | 0 | 1 | 0 | 2 | 55.8 | 56 |
| 12:15 - 12:30 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 52 | 4 | 1 | 0 | 1 | 0 | 0 | 59.5 | 58 |
| 12:30 - 12:45 | 45 | 8 | 3 | 0 | 1 | 0 | 0 | 59.5 | 57 | 38 | 6 | 1 | 0 | 0 | 0 | 0 | 45.5 | 45 |
| 12:45 - 13:00 | 47 | 2 | 0 | 0 | 1 | 0 | 0 | 51.0 | 50 | 44 | 5 | 0 | 0 | 1 | 0 | 0 | 51.0 | 50 |
| Hourly Total | 165 | 18 | 4 | 0 | 4 | 1 | 0 | 197 | 192 | 181 | 21 | 2 | 0 | 3 | 0 | 2 | 212 | 209 |
| 13:00 - 13:15 | 46 | 2 | 1 | 0 | 1 | 0 | 0 | 51.5 | 50 | 41 | 3 | 0 | 0 | 1 | 0 | 1 | 46.4 | 46 |
| 13:15 - 13:30 | 50 | 6 | 0 | 0 | 0 | 0 | 2 | 56.8 | 58 | 39 | 1 | 0 | 0 | 1 | 0 | 1 | 42.4 | 42 |
| 13:30 - 13:45 | 46 | 2 | 0 | 0 | 1 | 0 | 0 | 50.0 | 49 | 42 | 4 | 0 | 0 | 0 | 0 | 1 | 46.4 | 47 |
| 13:45 - 14:00 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 43 | 6 | 0 | 0 | 1 | 0 | 0 | 51.0 | 50 |
| Hourly Total | 183 | 15 | 1 | 0 | 2 | 0 | 2 | 204 | 203 | 165 | 14 | 0 | 0 | 3 | 0 | 3 | 186 | 185 |
| 14:00 - 14:15 | 40 | 1 | 0 | 0 | 2 | 1 | 0 | 45.2 | 44 | 50 | 6 | 0 | 0 | 1 | 0 | 0 | 58.0 | 57 |
| 14:15 - 14:30 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 41 | 7 | 0 | 0 | 1 | 2 | 0 | 50.4 | 51 |
| 14:30 - 14:45 | 47 | 6 | 0 | 0 | 1 | 0 | 1 | 55.4 | 55 | 60 | 5 | 0 | 0 | 0 | 0 | 0 | 65.0 | 65 |
| 14:45 - 15:00 | 55 | 3 | 0 | 0 | 1 | 0 | 0 | 60.0 | 59 | 77 | 6 | 0 | 0 | 1 | 0 | 1 | 85.4 | 85 |
| Hourly Total | 185 | 15 | 0 | 0 | 4 | 1 | 1 | 209 | 206 | 228 | 24 | 0 | 0 | 3 | 2 | 1 | 259 | 258 |
| 15:00 - 15:15 | 71 | 8 | 2 | 0 | 0 | 0 | 1 | 82.4 | 82 | 91 | 8 | 1 | 0 | 1 | 0 | 2 | 103.3 | 103 |
| 15:15 - 15:30 | 97 | 5 | 1 | 0 | 1 | 0 | 0 | 105.5 | 104 | 92 | 8 | 0 | 0 | 0 | 0 | 1 | 100.4 | 101 |
| 15:30 - 15:45 | 67 | 5 | 0 | 0 | 0 | 0 | 1 | 72.4 | 73 | 79 | 7 | 2 | 0 | 0 | 0 | 0 | 89.0 | 88 |
| 15:45 - 16:00 | 46 | 4 | 0 | 0 | 1 | 0 | 0 | 52.0 | 51 | 66 | 5 | 0 | 0 | 1 | 1 | 1 | 73.6 | 74 |
| Hourly Total | 281 | 22 | 3 | 0 | 2 | 0 | 2 | 312 | 310 | 328 | 28 | 3 | 0 | 2 | 1 | 4 | 366 | 366 |
| 16:00 - 16:15 | 59 | 6 | 2 | 0 | 1 | 0 | 0 | 70.0 | 68 | 70 | 15 | 0 | 0 | 0 | 0 | 0 | 85.0 | 85 |
| 16:15 - 16:30 | 52 | 7 | 1 | 0 | 0 | 0 | 0 | 60.5 | 60 | 81 | 13 | 0 | 0 | 1 | 0 | 0 | 96.0 | 95 |
| 16:30 - 16:45 | 49 | 2 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 | 70 | 12 | 0 | 0 | 0 | 0 | 1 | 82.4 | 83 |
| 16:45 - 17:00 | 60 | 4 | 0 | 0 | 0 | 0 | 0 | 64.0 | 64 | 69 | 8 | 1 | 0 | 2 | 0 | 1 | 82.9 | 81 |
| Hourly Total | 220 | 19 | 3 | 0 | 1 | 0 | 0 | 246 | 243 | 290 | 48 | 1 | 0 | 3 | 0 | 2 | 346 | 344 |
| 17:00 - 17:15 | 45 | 5 | 0 | 0 | 2 | 1 | 1 | 54.6 | 54 | 71 | 5 | 0 | 0 | 1 | 1 | 0 | 78.2 | 78 |
| 17:15 - 17:30 | 54 | 9 | 1 | 0 | 0 | 0 | 1 | 64.9 | 65 | 83 | 14 | 1 | 0 | 0 | 0 | 1 | 98.9 | 99 |
| 17:30 - 17:45 | 63 | 6 | 0 | 0 | 1 | 0 | 0 | 71.0 | 70 | 76 | 6 | 0 | 0 | 1 | 1 | 3 | 85.4 | 87 |
| 17:45 - 18:00 | 64 | 5 | 0 | 0 | 1 | 0 | 1 | 71.4 | 71 | 74 | 13 | 1 | 0 | 1 | 0 | 2 | 91.3 | 91 |
| Hourly Total | 226 | 25 | 1 | 0 | 4 | 1 | 3 | 262 | 260 | 304 | 38 | 2 | 0 | 3 | 2 | 6 | 354 | 355 |
| 18:00 - 18:15 | 59 | 1 | 0 | 0 | 1 | 0 | 0 | 62.0 | 61 | 66 | 5 | 1 | 0 | 1 | 0 | 0 | 74.5 | 73 |
| 18:15 - 18:30 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | 60.0 | 60 | 77 | 5 | 0 | 0 | 0 | 0 | 0 | 82.0 | 82 |
| 18:30 - 18:45 | 56 | 9 | 0 | 0 | 2 | 0 | 0 | 69.0 | 67 | 71 | 5 | 0 | 0 | 1 | 0 | 3 | 79.2 | 80 |
| 18:45 - 19:00 | 47 | 1 | 0 | 0 | 1 | 0 | 0 | 50.0 | 49 | 44 | 4 | 1 | 0 | 1 | 0 | 1 | 51.9 | 51 |
| Hourly Total | 217 | 16 | 0 | 0 | 4 | 0 | 0 | 241 | 237 | 258 | 19 | 2 | 0 | 3 | 0 | 4 | 288 | 286 |
| Session Total | 2675 | 260 | 20 | 1 | 34 | 8 | 18 | 3044 | 3016 | 2612 | 289 | 20 | 0 | 34 | 5 | 29 | 3012 | 2989 |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Great Ashby Way / B - Canterbury Way (East) / C - Canterbury Way (South West)

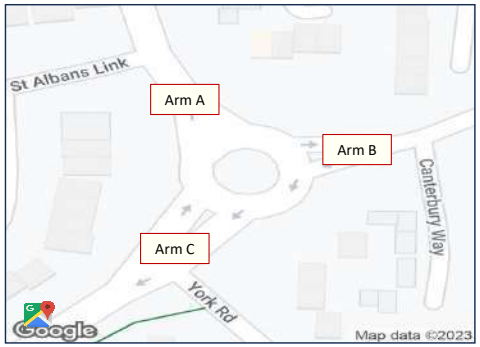
**Approach:** C - Canterbury Way (South West)

| | C to A | | | | | | | | | C to B | | | | | | | | | C to C | | | | | | | | | From C | | | | | | | | | To C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 32.0 | 32 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 07:00 - 07:15 | 43 | 6 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 109 | 17 | 1 | 0 | 1 | 1 | 2 | 128.0 | 131 |
| 07:15 - 07:30 | 42 | 6 | 0 | 0 | 1 | 0 | 0 | 50.0 | 49 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 22.0 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 07:15 - 07:30 | 61 | 9 | 0 | 0 | 2 | 0 | 0 | 74.0 | 72 | 112 | 16 | 2 | 0 | 1 | 0 | 2 | 133.0 | 133 |
| 07:30 - 07:45 | 52 | 11 | 2 | 0 | 0 | 0 | 0 | 66.0 | 65 | 21 | 4 | 0 | 0 | 1 | 0 | 0 | 27.0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 07:30 - 07:45 | 75 | 15 | 2 | 0 | 1 | 0 | 0 | 96.0 | 93 | 179 | 17 | 2 | 1 | 2 | 1 | 1 | 206.0 | 203 |
| 07:45 - 08:00 | 69 | 11 | 0 | 1 | 0 | 1 | 0 | 82.5 | 82 | 22 | 7 | 0 | 0 | 1 | 0 | 0 | 31.0 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 07:45 - 08:00 | 96 | 18 | 0 | 1 | 1 | 1 | 0 | 118.5 | 117 | 191 | 19 | 0 | 0 | 0 | 0 | 0 | 210.0 | 210 |
| **Hourly Total** | **193** | **30** | **2** | **1** | **1** | **1** | **0** | **221** | **228** | **72** | **16** | **0** | **0** | **3** | **0** | **0** | **94** | **91** | **10** | **2** | **0** | **0** | **0** | **0** | **0** | **12** | **12** | **Hourly Total** | **275** | **48** | **3** | **1** | **4** | **1** | **0** | **337** | **331** | **591** | **69** | **3** | **1** | **4** | **2** | **3** | **669** | **677** |
| 08:00 - 08:15 | 78 | 5 | 0 | 0 | 0 | 0 | 1 | 83.4 | 84 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 28.0 | 28 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 08:00 - 08:15 | 115 | 8 | 1 | 0 | 0 | 0 | 1 | 124.0 | 125 | 220 | 17 | 1 | 0 | 1 | 0 | 1 | 240.0 | 240 |
| 08:15 - 08:30 | 72 | 10 | 0 | 0 | 0 | 0 | 1 | 82.4 | 83 | 34 | 2 | 0 | 0 | 1 | 0 | 0 | 38.0 | 37 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 08:15 - 08:30 | 113 | 12 | 0 | 0 | 1 | 0 | 1 | 127.4 | 127 | 172 | 4 | 1 | 0 | 2 | 0 | 1 | 184.0 | 181 |
| 08:30 - 08:45 | 58 | 12 | 1 | 1 | 0 | 0 | 0 | 73.8 | 72 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 08:30 - 08:45 | 103 | 14 | 1 | 1 | 1 | 0 | 0 | 120.0 | 119 | 180 | 10 | 0 | 0 | 0 | 0 | 0 | 190.0 | 190 |
| 08:45 - 09:00 | 82 | 3 | 0 | 0 | 0 | 0 | 0 | 85.0 | 85 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 40.0 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 08:45 - 09:00 | 124 | 5 | 0 | 0 | 0 | 0 | 0 | 129.0 | 129 | 169 | 8 | 2 | 0 | 1 | 0 | 2 | 182.0 | 182 |
| **Hourly Total** | **290** | **30** | **1** | **1** | **0** | **0** | **2** | **324** | **324** | **137** | **7** | **1** | **0** | **1** | **0** | **0** | **147** | **146** | **28** | **2** | **0** | **0** | **0** | **0** | **0** | **30** | **30** | **Hourly Total** | **455** | **39** | **2** | **1** | **1** | **0** | **2** | **502** | **500** | **741** | **44** | **4** | **1** | **4** | **0** | **4** | **803** | **799** |
| 09:00 - 09:15 | 58 | 5 | 3 | 0 | 0 | 0 | 0 | 67.0 | 66 | 21 | 4 | 0 | 0 | 1 | 0 | 0 | 27.0 | 26 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 09:00 - 09:15 | 83 | 11 | 3 | 0 | 1 | 0 | 0 | 100.0 | 98 | 170 | 20 | 0 | 0 | 3 | 0 | 0 | 196.0 | 193 |
| 09:15 - 09:30 | 51 | 7 | 1 | 0 | 0 | 0 | 0 | 59.5 | 59 | 21 | 4 | 0 | 0 | 2 | 0 | 0 | 29.0 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 09:15 - 09:30 | 78 | 11 | 1 | 0 | 2 | 0 | 0 | 94.5 | 92 | 127 | 7 | 1 | 0 | 0 | 0 | 0 | 135.5 | 135 |
| 09:30 - 09:45 | 47 | 9 | 0 | 0 | 0 | 0 | 0 | 56.5 | 56 | 28 | 5 | 2 | 0 | 0 | 0 | 1 | 36.0 | 36 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 09:30 - 09:45 | 80 | 14 | 2 | 0 | 0 | 0 | 1 | 97.0 | 97 | 135 | 12 | 1 | 1 | 1 | 0 | 2 | 143.0 | 142 |
| 09:45 - 10:00 | 53 | 7 | 2 | 0 | 0 | 0 | 0 | 63.0 | 62 | 27 | 2 | 0 | 0 | 0 | 0 | 1 | 29.4 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 09:45 - 10:00 | 83 | 9 | 2 | 0 | 0 | 0 | 1 | 95.4 | 95 | 104 | 10 | 2 | 0 | 0 | 0 | 2 | 119.0 | 120 |
| **Hourly Total** | **209** | **28** | **6** | **0** | **0** | **0** | **0** | **246** | **242** | **97** | **15** | **2** | **0** | **3** | **0** | **2** | **122** | **118** | **18** | **2** | **0** | **0** | **0** | **0** | **0** | **20** | **20** | **Hourly Total** | **324** | **45** | **8** | **0** | **3** | **0** | **2** | **385** | **382** | **536** | **49** | **5** | **1** | **4** | **1** | **4** | **599** | **590** |
| 10:00 - 10:15 | 39 | 9 | 1 | 0 | 0 | 0 | 1 | 50.9 | 49 | 26 | 1 | 0 | 0 | 2 | 0 | 0 | 31.0 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 10:00 - 10:15 | 89 | 9 | 1 | 0 | 2 | 0 | 1 | 103.9 | 102 | 100 | 8 | 1 | 0 | 2 | 0 | 1 | 116.0 | 112 |
| 10:15 - 10:30 | 48 | 6 | 0 | 0 | 0 | 0 | 0 | 54.0 | 54 | 24 | 3 | 0 | 0 | 1 | 0 | 0 | 29.0 | 28 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 10:15 - 10:30 | 78 | 10 | 0 | 0 | 1 | 0 | 0 | 90.0 | 89 | 90 | 11 | 2 | 0 | 1 | 0 | 2 | 106.0 | 106 |
| 10:30 - 10:45 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 10:30 - 10:45 | 81 | 10 | 0 | 0 | 0 | 0 | 0 | 91.0 | 91 | 103 | 16 | 0 | 0 | 2 | 0 | 1 | 123.4 | 122 |
| 10:45 - 11:00 | 51 | 8 | 1 | 0 | 0 | 0 | 0 | 60.5 | 60 | 29 | 2 | 0 | 0 | 0 | 0 | 1 | 31.4 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 10:45 - 11:00 | 96 | 10 | 1 | 0 | 0 | 0 | 1 | 97.9 | 96 | 107 | 7 | 0 | 0 | 1 | 0 | 0 | 116.0 | 113 |
| **Hourly Total** | **180** | **26** | **2** | **0** | **0** | **0** | **1** | **210** | **209** | **111** | **12** | **0** | **0** | **3** | **0** | **1** | **129** | **127** | **23** | **2** | **0** | **0** | **0** | **0** | **0** | **25** | **25** | **Hourly Total** | **334** | **39** | **2** | **0** | **3** | **0** | **2** | **383** | **378** | **400** | **42** | **3** | **0** | **6** | **0** | **4** | **461** | **456** |
| 11:00 - 11:15 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 47.0 | 47 | 35 | 5 | 0 | 0 | 1 | 0 | 0 | 42.0 | 41 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 11:00 - 11:15 | 83 | 9 | 0 | 0 | 1 | 0 | 0 | 94.0 | 93 | 90 | 7 | 1 | 0 | 2 | 1 | 2 | 103.5 | 103 |
| 11:15 - 11:30 | 59 | 16 | 1 | 0 | 1 | 0 | 0 | 76.7 | 77 | 40 | 6 | 1 | 0 | 2 | 0 | 0 | 51.5 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 11:15 - 11:30 | 99 | 22 | 2 | 0 | 2 | 1 | 0 | 128.2 | 126 | 100 | 9 | 1 | 0 | 2 | 0 | 0 | 119.7 | 111 |
| 11:30 - 11:45 | 58 | 6 | 2 | 0 | 0 | 0 | 1 | 67.4 | 67 | 23 | 4 | 0 | 0 | 0 | 0 | 1 | 27.4 | 28 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 11:30 - 11:45 | 90 | 12 | 2 | 0 | 0 | 0 | 2 | 105.8 | 106 | 86 | 16 | 2 | 0 | 2 | 0 | 0 | 109.0 | 106 |
| 11:45 - 12:00 | 48 | 6 | 1 | 0 | 0 | 0 | 0 | 55.5 | 55 | 27 | 3 | 0 | 0 | 1 | 0 | 0 | 32.0 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 11:45 - 12:00 | 83 | 9 | 1 | 0 | 1 | 0 | 0 | 95.5 | 94 | 115 | 17 | 1 | 0 | 0 | 0 | 1 | 133.9 | 134 |
| **Hourly Total** | **209** | **31** | **4** | **0** | **1** | **0** | **1** | **247** | **246** | **125** | **18** | **1** | **0** | **4** | **0** | **1** | **153** | **149** | **24** | **3** | **0** | **0** | **0** | **0** | **0** | **27** | **27** | **Hourly Total** | **355** | **52** | **5** | **0** | **4** | **1** | **2** | **424** | **419** | **391** | **49** | **5** | **0** | **4** | **2** | **3** | **487** | **454** |
| 12:00 - 12:15 | 67 | 5 | 0 | 0 | 0 | 0 | 0 | 72.0 | 73 | 32 | 3 | 0 | 0 | 1 | 0 | 1 | 37.4 | 37 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 12:00 - 12:15 | 108 | 10 | 0 | 0 | 1 | 0 | 1 | 120.4 | 120 | 100 | 8 | 1 | 0 | 2 | 1 | 0 | 113.7 | 112 |
| 12:15 - 12:30 | 58 | 9 | 1 | 0 | 0 | 0 | 0 | 69.5 | 69 | 40 | 3 | 0 | 0 | 1 | 0 | 0 | 46.0 | 44 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 12:15 - 12:30 | 107 | 12 | 1 | 0 | 1 | 0 | 0 | 122.5 | 121 | 82 | 16 | 0 | 0 | 1 | 0 | 1 | 100.4 | 100 |
| 12:30 - 12:45 | 70 | 6 | 1 | 1 | 0 | 0 | 1 | 79.7 | 79 | 28 | 3 | 1 | 0 | 0 | 0 | 0 | 32.5 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 12:30 - 12:45 | 102 | 9 | 1 | 1 | 1 | 0 | 1 | 115.2 | 114 | 115 | 14 | 2 | 0 | 2 | 0 | 1 | 136.4 | 134 |
| 12:45 - 13:00 | 67 | 4 | 0 | 1 | 0 | 0 | 2 | 74.1 | 74 | 34 | 4 | 0 | 0 | 1 | 0 | 0 | 40.0 | 39 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 12:45 - 13:00 | 111 | 9 | 0 | 1 | 1 | 0 | 2 | 125.1 | 124 | 114 | 4 | 0 | 0 | 1 | 1 | 2 | 121.5 | 122 |
| **Hourly Total** | **262** | **24** | **1** | **2** | **0** | **0** | **3** | **293** | **292** | **134** | **13** | **1** | **0** | **3** | **0** | **1** | **155** | **152** | **32** | **3** | **0** | **0** | **0** | **0** | **0** | **35** | **35** | **Hourly Total** | **428** | **40** | **2** | **2** | **4** | **0** | **4** | **483** | **479** | **411** | **42** | **3** | **0** | **6** | **2** | **4** | **472** | **468** |
| 13:00 - 13:15 | 77 | 9 | 0 | 0 | 0 | 0 | 0 | 86.0 | 86 | 29 | 3 | 0 | 0 | 1 | 0 | 0 | 34.0 | 33 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 13:00 - 13:15 | 114 | 10 | 0 | 0 | 1 | 0 | 2 | 128.0 | 127 | 100 | 4 | 1 | 0 | 2 | 0 | 0 | 109.5 | 107 |
| 13:15 - 13:30 | 72 | 5 | 1 | 0 | 0 | 0 | 1 | 78.0 | 79 | 36 | 1 | 0 | 0 | 1 | 0 | 1 | 39.4 | 39 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 10.0 | 10 | 13:15 - 13:30 | 106 | 7 | 2 | 0 | 1 | 0 | 2 | 118.0 | 116 | 103 | 10 | 3 | 0 | 0 | 0 | 2 | 118.3 | 118 |
| 13:30 - 13:45 | 62 | 10 | 1 | 0 | 0 | 0 | 0 | 73.5 | 73 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 13:30 - 13:45 | 100 | 14 | 1 | 0 | 0 | 0 | 0 | 115.0 | 115 | 114 | 6 | 1 | 0 | 2 | 2 | 1 | 126.3 | 126 |
| 13:45 - 14:00 | 77 | 6 | 2 | 1 | 0 | 0 | 0 | 86.5 | 86 | 35 | 6 | 0 | 0 | 1 | 0 | 0 | 39.5 | 37 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 7.5 | 7 | 13:45 - 14:00 | 114 | 12 | 2 | 1 | 1 | 0 | 0 | 133.3 | 130 | 93 | 11 | 1 | 0 | 0 | 0 | 1 | 105.5 | 105 |
| **Hourly Total** | **288** | **30** | **4** | **1** | **0** | **0** | **1** | **327** | **324** | **130** | **13** | **0** | **0** | **3** | **0** | **1** | **144** | **142** | **31** | **3** | **1** | **0** | **0** | **0** | **0** | **35** | **34** | **Hourly Total** | **434** | **40** | **5** | **1** | **3** | **0** | **2** | **494** | **490** | **410** | **31** | **6** | **0** | **4** | **2** | **3** | **460** | **456** |
| 14:00 - 14:15 | 57 | 8 | 0 | 0 | 0 | 0 | 1 | 66.4 | 66 | 29 | 4 | 0 | 0 | 1 | 0 | 0 | 35.0 | 34 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 9.0 | 9 | 14:00 - 14:15 | 93 | 13 | 1 | 0 | 1 | 0 | 1 | 109.9 | 109 | 98 | 8 | 4 | 0 | 3 | 0 | 0 | 118.0 | 113 |
| 14:15 - 14:30 | 59 | 3 | 0 | 0 | 0 | 0 | 1 | 62.4 | 62 | 23 | 5 | 0 | 0 | 1 | 0 | 0 | 40.0 | 29 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 14:15 - 14:30 | 99 | 9 | 0 | 0 | 1 | 0 | 1 | 119.4 | 119 | 87 | 11 | 0 | 1 | 0 | 0 | 0 | 105.3 | 99 |
| 14:30 - 14:45 | 63 | 8 | 2 | 0 | 0 | 0 | 0 | 74.0 | 73 | 44 | 4 | 0 | 0 | 1 | 0 | 0 | 48.0 | 48 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 14:30 - 14:45 | 117 | 12 | 2 | 0 | 0 | 0 | 1 | 132.0 | 131 | 95 | 7 | 0 | 0 | 2 | 0 | 0 | 106.0 | 104 |
| 14:45 - 15:00 | 78 | 7 | 3 | 1 | 0 | 0 | 0 | 91.8 | 89 | 48 | 5 | 0 | 0 | 1 | 0 | 1 | 55.4 | 55 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 8.3 | 8 | 14:45 - 15:00 | 131 | 14 | 4 | 1 | 1 | 0 | 1 | 155.7 | 152 | 120 | 10 | 1 | 0 | 1 | 0 | 0 | 133.5 | 132 |
| **Hourly Total** | **257** | **26** | **5** | **1** | **0** | **0** | **2** | **294** | **291** | **144** | **18** | **0** | **0** | **3** | **0** | **1** | **178** | **174** | **29** | **4** | **2** | **0** | **0** | **0** | **0** | **36** | **35** | **Hourly Total** | **440** | **48** | **7** | **1** | **3** | **0** | **5** | **517** | **511** | **400** | **36** | **5** | **1** | **6** | **0** | **0** | **458** | **448** |
| 15:00 - 15:15 | 85 | 10 | 0 | 0 | 0 | 0 | 3 | 96.2 | 96 | 60 | 3 | 1 | 0 | 1 | 0 | 1 | 66.9 | 66 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 15:00 - 15:15 | 155 | 14 | 1 | 0 | 1 | 0 | 4 | 174.1 | 175 | 130 | 10 | 3 | 0 | 1 | 0 | 0 | 146.5 | 144 |
| 15:15 - 15:30 | 126 | 10 | 1 | 0 | 0 | 0 | 1 | 137.9 | 136 | 64 | 3 | 0 | 0 | 0 | 0 | 1 | 67.4 | 66 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 15:15 - 15:30 | 200 | 13 | 1 | 0 | 0 | 0 | 2 | 215.3 | 216 | 135 | 9 | 2 | 0 | 1 | 0 | 1 | 149.4 | 149 |
| 15:30 - 15:45 | 114 | 9 | 2 | 0 | 0 | 0 | 0 | 129.0 | 128 | 49 | 5 | 1 | 0 | 0 | 0 | 0 | 55.5 | 55 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 15:30 - 15:45 | 177 | 14 | 3 | 0 | 0 | 0 | 0 | 195.5 | 194 | 131 | 8 | 0 | 0 | 1 | 0 | 1 | 141.0 | 140 |
| 15:45 - 16:00 | 96 | 10 | 1 | 0 | 0 | 0 | 1 | 107.9 | 106 | 44 | 4 | 0 | 0 | 1 | 0 | 0 | 50.4 | 50 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 15:45 - 16:00 | 157 | 16 | 1 | 0 | 0 | 0 | 2 | 177.2 | 177 | 131 | 11 | 0 | 0 | 1 | 0 | 1 | 144.4 | 144 |
| **Hourly Total** | **421** | **39** | **4** | **0** | **0** | **0** | **5** | **469** | **469** | **217** | **15** | **2** | **0** | **2** | **0** | **2** | **240** | **239** | **51** | **3** | **0** | **0** | **0** | **0** | **0** | **54** | **54** | **Hourly Total** | **689** | **57** | **6** | **0** | **2** | **0** | **8** | **762** | **762** | **527** | **38** | **5** | **0** | **4** | **0** | **2** | **581** | **576** |
| 16:00 - 16:15 | 86 | 12 | 0 | 0 | 0 | 0 | 2 | 98.8 | 100 | 46 | 12 | 0 | 0 | 0 | 0 | 0 | 58.0 | 58 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 16:00 - 16:15 | 144 | 26 | 0 | 0 | 0 | 0 | 2 | 170.8 | 172 | 117 | 10 | 2 | 0 | 2 | 1 | 1 | 140.0 | 139 |
| 16:15 - 16:30 | 137 | 8 | 0 | 0 | 0 | 0 | 1 | 145.4 | 146 | 51 | 10 | 0 | 0 | 1 | 0 | 0 | 63.0 | 62 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 16:15 - 16:30 | 200 | 21 | 0 | 0 | 1 | 0 | 1 | 223.4 | 223 | 106 | 11 | 1 | 0 | 1 | 0 | 1 | 140.9 | 140 |
| 16:30 - 16:45 | 135 | 12 | 0 | 0 | 0 | 0 | 0 | 147.0 | 147 | 51 | 8 | 0 | 0 | 0 | 0 | 1 | 59.4 | 60 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 16:30 - 16:45 | 192 | 20 | 0 | 0 | 0 | 0 | 1 | 212.4 | 213 | 116 | 7 | 1 | 0 | 0 | 0 | 0 | 124.5 | 124 |
| 16:45 - 17:00 | 130 | 15 | 1 | 0 | 0 | 0 | 1 | 147.9 | 146 | 41 | 5 | 0 | 0 | 2 | 0 | 1 | 60.5 | 60 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 16:45 - 17:00 | 174 | 21 | 1 | 0 | 2 | 0 | 1 | 200.9 | 199 | 129 | 10 | 1 | 0 | 3 | 0 | 1 | 149.9 | 141 |
| **Hourly Total** | **488** | **48** | **1** | **0** | **0** | **0** | **4** | **519** | **521** | **189** | **35** | **0** | **0** | **3** | **0** | **2** | **240** | **235** | **53** | **5** | **0** | **0** | **0** | **0** | **0** | **58** | **58** | **Hourly Total** | **710** | **88** | **1** | **0** | **3** | **0** | **5** | **806** | **807** | **488** | **43** | **5** | **0** | **3** | **1** | **4** | **540** | **544** |
| 17:00 - 17:15 | 115 | 17 | 1 | 0 | 0 | 0 | 1 | 133.9 | 134 | 42 | 3 | 0 | 0 | 1 | 0 | 0 | 47.0 | 46 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 17:00 - 17:15 | 167 | 21 | 1 | 0 | 1 | 0 | 1 | 191.9 | 191 | 119 | 7 | 0 | 0 | 2 | 0 | 0 | 128.0 | 128 |
| 17:15 - 17:30 | 136 | 10 | 0 | 0 | 0 | 0 | 2 | 149.8 | 148 | 50 | 7 | 0 | 0 | 1 | 0 | 1 | 59.9 | 58 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 14.4 | 15 | 17:15 - 17:30 | 200 | 17 | 1 | 0 | 0 | 0 | 4 | 224.1 | 222 | 127 | 10 | 1 | 0 | 0 | 2 | 1 | 146.3 | 146 |
| 17:30 - 17:45 | 126 | 8 | 0 | 0 | 0 | 0 | 3 | 134.2 | 136 | 52 | 4 | 0 | 0 | 1 | 0 | 1 | 58.4 | 56 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 17:30 - 17:45 | 167 | 14 | 0 | 0 | 1 | 0 | 4 | 204.6 | 206 | 132 | 12 | 0 | 0 | 2 | 0 | 4 | 148.9 | 150 |
| 17:45 - 18:00 | 172 | 11 | 0 | 0 | 0 | 0 | 2 | 183.0 | 180 | 50 | 9 | 1 | 0 | 1 | 0 | 0 | 62.5 | 61 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 17:45 - 18:00 | 239 | 21 | 1 | 0 | 1 | 0 | 2 | 264.3 | 266 | 141 | 17 | 0 | 0 | 1 | 0 | 3 | 161.2 | 162 |
| **Hourly Total** | **549** | **46** | **1** | **0** | **0** | **0** | **8** | **599** | **603** | **194** | **23** | **2** | **0** | **3** | **0** | **2** | **227** | **224** | **51** | **4** | **0** | **0** | **0** | **0** | **1** | **55** | **56** | **Hourly Total** | **793** | **73** | **3** | **0** | **3** | **0** | **11** | **891** | **893** | **519** | **51** | **1** | **0** | **6** | **0** | **9** | **587** | **586** |
| 18:00 - 18:15 | 136 | 9 | 0 | 0 | 0 | 0 | 1 | 145.4 | 146 | 42 | 3 | 1 | 0 | 1 | 0 | 0 | 48.5 | 47 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 18:00 - 18:15 | 194 | 12 | 1 | 0 | 1 | 0 | 1 | 209.9 | 209 | 139 | 10 | 0 | 0 | 2 | 0 | 1 | 153.4 | 152 |
| 18:15 - 18:30 | 110 | 9 | 0 | 0 | 0 | 0 | 2 | 119.8 | 121 | 57 | 2 | 0 | 0 | 0 | 0 | 0 | 59.0 | 59 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 18:15 - 18:30 | 176 | 13 | 0 | 0 | 0 | 0 | 2 | 191.8 | 193 | 143 | 10 | 0 | 0 | 0 | 0 | 1 | 153.4 | 154 |
| 18:30 - 18:45 | 116 | 9 | 0 | 0 | 0 | 0 | 1 | 127.9 | 127 | 59 | 2 | 1 | 0 | 0 | 0 | 1 | 67.2 | 63 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 7.6 | 7 | 18:30 - 18:45 | 173 | 15 | 0 | 0 | 1 | 0 | 1 | 191.2 | 192 | 132 | 10 | 0 | 0 | 1 | 0 | 0 | 139.4 | 137 |
| 18:45 - 19:00 | 116 | 10 | 0 | 0 | 0 | 0 | 0 | 126.0 | 126 | 29 | 2 | 1 | 0 | 1 | 0 | 1 | 34.9 | 34 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 18:45 - 19:00 | 159 | 12 | 1 | 0 | 1 | 0 | 1 | 174.9 | 174 | 123 | 7 | 0 | 0 | 1 | 0 | 1 | 132.4 | 132 |
| **Hourly Total** | **480** | **37** | **0** | **0** | **0** | **0** | **2** | **518** | **520** | **178** | **11** | **2** | **0** | **2** | **0** | **2** | **209** | **203** | **49** | **4** | **0** | **0** | **0** | **0** | **0** | **50** | **50** | **Hourly Total** | **704** | **52** | **2** | **0** | **3** | **0** | **7** | **768** | **768** | **540** | **40** | **0** | **0** | **6** | **0** | **4** | **589** | **580** |
| **Session Total** | **3826** | **394** | **31** | **6** | **1** | **2** | **30** | **4294** | **4289** | **1722** | **194** | **11** | **0** | **34** | **0** | **17** | **2010** | **1981** | **392** | **36** | **3** | **0** | **0** | **0** | **1** | **434** | **433** | **Session Total** | **5941** | **626** | **48** | **6** | **35** | **2** | **48** | **6730** | **6703** | **5944** | **549** | **47** | **4** | **57** | **10** | **46** | **6656** | **6648** |

# Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023

**Produced by Streetwise Services Ltd.**

**Junction:** A - Great Ashby Way / B - Canterbury Way (East) / C - Canterbury Way (South West)




| | | |
|---|---|---|
| Matrix Totals: | Counts | |
| Show single Session: | No | |
| | *07:00 to 19:00* | |
| Custom Start / End: | 07:00 | 19:00 |
| Show Peak Times: | No | |

Arm Destination

| Arm Origin | A | B | C | Total | % Total |
|---|---|---|---|---|---|
| A | 8 | 1004 | 4077 | 5089 | 100.00% |
| B | 874 | 4 | 2138 | 3016 | 100.00% |
| C | 4289 | 1981 | 433 | 6703 | 100.00% |
| Total | 5171 | 2989 | 6648 | | |
| % Total | 100.00% | 100.00% | 100.00% | | |

| Classifications | Include |
|---|---|
| CAR | Yes |
| LGV | Yes |
| OGV1 | Yes |
| OGV2 | Yes |
| BUS | Yes |
| P/CYCLE | Yes |
| M/CYCLE | Yes |

streetwise

*Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Great Ashby Way / B - Canterbury Way (East) / C - Canterbury Way (South West)**

| | A - Great Ashby Way | B - Canterbury Way (East) | | C - Canterbury Way (South West) | |
|---|---|---|---|---|---|
| | Lane 1 | Lane 1 | Lane 2 | Lane 1 | Lane 2 |
| Survey Period | MAX | MAX | MAX | MAX | MAX |
| 07:00 - 07:05 | 0 | 1 | 0 | 0 | 0 |
| 07:05 - 07:10 | 5 | 4 | 0 | 0 | 0 |
| 07:10 - 07:15 | 2 | 5 | 1 | 0 | 0 |
| 07:15 - 07:20 | 0 | 1 | 0 | 0 | 0 |
| 07:20 - 07:25 | 0 | 2 | 0 | 0 | 0 |
| 07:25 - 07:30 | 2 | 2 | 0 | 0 | 0 |
| 07:30 - 07:35 | 1 | 2 | 0 | 0 | 0 |
| 07:35 - 07:40 | 1 | 4 | 0 | 0 | 0 |
| 07:40 - 07:45 | 5 | 5 | 0 | 0 | 0 |
| 07:45 - 07:50 | 1 | 4 | 0 | 2 | 0 |
| 07:50 - 07:55 | 1 | 1 | 0 | 0 | 0 |
| 07:55 - 08:00 | 2 | 3 | 0 | 0 | 0 |
| 08:00 - 08:05 | 4 | 3 | 0 | 1 | 0 |
| 08:05 - 08:10 | 6 | 5 | 2 | 2 | 0 |
| 08:10 - 08:15 | 4 | 3 | 0 | 1 | 0 |
| 08:15 - 08:20 | 0 | 3 | 0 | 0 | 0 |
| 08:20 - 08:25 | 2 | 2 | 0 | 0 | 0 |
| 08:25 - 08:30 | 4 | 2 | 1 | 3 | 0 |
| 08:30 - 08:35 | 2 | 4 | 0 | 1 | 0 |
| 08:35 - 08:40 | 1 | 2 | 0 | 0 | 0 |
| 08:40 - 08:45 | 10 | 5 | 0 | 1 | 0 |
| 08:45 - 08:50 | 2 | 2 | 0 | 2 | 0 |
| 08:50 - 08:55 | 3 | 15 | 0 | 1 | 0 |
| 08:55 - 09:00 | 4 | 12 | 0 | 1 | 0 |
| 09:00 - 09:05 | 8 | 5 | 0 | 2 | 0 |
| 09:05 - 09:10 | 0 | 2 | 0 | 0 | 0 |
| 09:10 - 09:15 | 0 | 1 | 0 | 0 | 0 |
| 09:15 - 09:20 | 2 | 2 | 0 | 0 | 0 |
| 09:20 - 09:25 | 7 | 2 | 0 | 2 | 0 |
| 09:25 - 09:30 | 3 | 1 | 0 | 0 | 0 |
| 09:30 - 09:35 | 2 | 5 | 0 | 0 | 0 |
| 09:35 - 09:40 | 2 | 2 | 0 | 0 | 0 |
| 09:40 - 09:45 | 6 | 2 | 0 | 3 | 0 |
| 09:45 - 09:50 | 3 | 1 | 0 | 0 | 0 |
| 09:50 - 09:55 | 2 | 3 | 0 | 0 | 0 |
| 09:55 - 10:00 | 5 | 1 | 0 | 0 | 0 |
| 10:00 - 10:05 | 0 | 2 | 0 | 0 | 0 |
| 10:05 - 10:10 | 3 | 1 | 0 | 0 | 0 |
| 10:10 - 10:15 | 0 | 1 | 0 | 0 | 0 |
| 10:15 - 10:20 | 0 | 2 | 0 | 0 | 0 |
| 10:20 - 10:25 | 1 | 2 | 0 | 0 | 0 |
| 10:25 - 10:30 | 1 | 1 | 0 | 0 | 0 |
| 10:30 - 10:35 | 2 | 1 | 0 | 3 | 0 |
| 10:35 - 10:40 | 3 | 2 | 0 | 1 | 0 |
| 10:40 - 10:45 | 0 | 2 | 0 | 0 | 0 |
| 10:45 - 10:50 | 0 | 1 | 0 | 0 | 0 |
| 10:50 - 10:55 | 4 | 0 | 0 | 3 | 0 |
| 10:55 - 11:00 | 1 | 1 | 0 | 2 | 0 |
| 11:00 - 11:05 | 1 | 0 | 0 | 0 | 0 |
| 11:05 - 11:10 | 0 | 1 | 0 | 1 | 1 |
| 11:10 - 11:15 | 1 | 2 | 0 | 0 | 0 |
| 11:15 - 11:20 | 1 | 1 | 0 | 0 | 0 |
| 11:20 - 11:25 | 6 | 1 | 0 | 0 | 0 |
| 11:25 - 11:30 | 2 | 1 | 0 | 0 | 0 |
| 11:30 - 11:35 | 0 | 1 | 0 | 0 | 0 |
| 11:35 - 11:40 | 0 | 1 | 0 | 0 | 0 |
| 11:40 - 11:45 | 0 | 0 | 0 | 1 | 0 |
| 11:45 - 11:50 | 4 | 2 | 1 | 1 | 0 |
| 11:50 - 11:55 | 3 | 0 | 0 | 1 | 0 |
| 11:55 - 12:00 | 4 | 1 | 0 | 1 | 0 |
| 12:00 - 12:05 | 2 | 1 | 0 | 4 | 0 |
| 12:05 - 12:10 | 0 | 2 | 0 | 0 | 0 |
| 12:10 - 12:15 | 7 | 1 | 0 | 0 | 0 |
| 12:15 - 12:20 | 8 | 0 | 0 | 0 | 0 |
| 12:20 - 12:25 | 1 | 1 | 0 | 0 | 0 |
| 12:25 - 12:30 | 3 | 1 | 0 | 0 | 0 |
| 12:30 - 12:35 | 2 | 2 | 0 | 3 | 0 |
| 12:35 - 12:40 | 2 | 3 | 0 | 2 | 0 |
| 12:40 - 12:45 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 12:50 | 3 | 1 | 0 | 1 | 0 |
| 12:50 - 12:55 | 3 | 4 | 0 | 0 | 0 |
| 12:55 - 13:00 | 1 | 2 | 0 | 0 | 0 |
| 13:00 - 13:05 | 0 | 1 | 0 | 1 | 0 |
| 13:05 - 13:10 | 3 | 3 | 0 | 1 | 0 |
| 13:10 - 13:15 | 0 | 3 | 0 | 0 | 0 |
| 13:15 - 13:20 | 1 | 1 | 0 | 0 | 0 |
| 13:20 - 13:25 | 2 | 1 | 0 | 0 | 0 |
| 13:25 - 13:30 | 6 | 1 | 0 | 1 | 0 |
| 13:30 - 13:35 | 1 | 2 | 0 | 1 | 0 |
| 13:35 - 13:40 | 1 | 1 | 0 | 0 | 0 |
| 13:40 - 13:45 | 1 | 2 | 0 | 0 | 0 |
| 13:45 - 13:50 | 1 | 1 | 0 | 0 | 0 |
| 13:50 - 13:55 | 2 | 2 | 0 | 0 | 0 |
| 13:55 - 14:00 | 0 | 1 | 0 | 0 | 0 |
| 14:00 - 14:05 | 3 | 1 | 0 | 0 | 0 |
| 14:05 - 14:10 | 2 | 2 | 0 | 0 | 0 |
| 14:10 - 14:15 | 3 | 1 | 0 | 0 | 0 |
| 14:15 - 14:20 | 0 | 1 | 0 | 0 | 0 |
| 14:20 - 14:25 | 1 | 1 | 0 | 1 | 0 |
| 14:25 - 14:30 | 1 | 1 | 0 | 0 | 0 |
| 14:30 - 14:35 | 0 | 4 | 0 | 2 | 0 |
| 14:35 - 14:40 | 5 | 1 | 0 | 2 | 0 |
| 14:40 - 14:45 | 0 | 0 | 0 | 0 | 0 |
| 14:45 - 14:50 | 1 | 1 | 0 | 0 | 0 |
| 14:50 - 14:55 | 2 | 2 | 0 | 0 | 0 |
| 14:55 - 15:00 | 2 | 1 | 0 | 3 | 0 |
| 15:00 - 15:05 | 2 | 3 | 0 | 2 | 0 |
| 15:05 - 15:10 | 2 | 5 | 0 | 2 | 0 |
| 15:10 - 15:15 | 5 | 2 | 0 | 11 | 0 |
| 15:15 - 15:20 | 4 | 5 | 0 | 7 | 0 |
| 15:20 - 15:25 | 2 | 2 | 0 | 5 | 0 |
| 15:25 - 15:30 | 5 | 2 | 0 | 6 | 0 |
| 15:30 - 15:35 | 2 | 2 | 0 | 4 | 0 |
| 15:35 - 15:40 | 3 | 4 | 0 | 2 | 0 |
| 15:40 - 15:45 | 3 | 3 | 0 | 5 | 0 |
| 15:45 - 15:50 | 2 | 1 | 0 | 1 | 0 |
| 15:50 - 15:55 | 3 | 2 | 0 | 3 | 0 |
| 15:55 - 16:00 | 1 | 1 | 0 | 2 | 0 |
| 16:00 - 16:05 | 1 | 2 | 0 | 0 | 0 |
| 16:05 - 16:10 | 3 | 4 | 0 | 3 | 0 |
| 16:10 - 16:15 | 3 | 2 | 0 | 5 | 0 |
| 16:15 - 16:20 | 4 | 1 | 0 | 2 | 0 |
| 16:20 - 16:25 | 7 | 2 | 0 | 5 | 0 |
| 16:25 - 16:30 | 3 | 2 | 0 | 3 | 0 |
| 16:30 - 16:35 | 2 | 3 | 0 | 1 | 0 |
| 16:35 - 16:40 | 4 | 2 | 0 | 0 | 0 |
| 16:40 - 16:45 | 2 | 2 | 0 | 11 | 0 |
| 16:45 - 16:50 | 2 | 3 | 0 | 2 | 0 |
| 16:50 - 16:55 | 3 | 1 | 0 | 10 | 0 |
| 16:55 - 17:00 | 2 | 1 | 0 | 10 | 0 |
| 17:00 - 17:05 | 2 | 1 | 0 | 1 | 0 |
| 17:05 - 17:10 | 4 | 4 | 0 | 3 | 0 |
| 17:10 - 17:15 | 4 | 4 | 0 | 0 | 0 |
| 17:15 - 17:20 | 5 | 2 | 0 | 0 | 0 |
| 17:20 - 17:25 | 3 | 2 | 0 | 5 | 0 |
| 17:25 - 17:30 | 2 | 1 | 0 | 0 | 0 |
| 17:30 - 17:35 | 6 | 1 | 0 | 0 | 0 |
| 17:35 - 17:40 | 6 | 3 | 0 | 0 | 0 |
| 17:40 - 17:45 | 5 | 2 | 0 | 0 | 0 |
| 17:45 - 17:50 | 3 | 2 | 0 | 9 | 0 |
| 17:50 - 17:55 | 3 | 4 | 1 | 3 | 0 |
| 17:55 - 18:00 | 2 | 2 | 0 | 12 | 0 |
| 18:00 - 18:05 | 2 | 1 | 0 | 6 | 0 |
| 18:05 - 18:10 | 2 | 3 | 0 | 8 | 0 |
| 18:10 - 18:15 | 1 | 3 | 0 | 0 | 0 |
| 18:15 - 18:20 | 16 | 2 | 0 | 0 | 0 |
| 18:20 - 18:25 | 5 | 3 | 0 | 0 | 0 |
| 18:25 - 18:30 | 1 | 2 | 0 | 9 | 0 |
| 18:30 - 18:35 | 5 | 3 | 0 | 0 | 0 |
| 18:35 - 18:40 | 8 | 3 | 0 | 5 | 0 |
| 18:40 - 18:45 | 3 | 3 | 0 | 4 | 0 |
| 18:45 - 18:50 | 1 | 1 | 0 | 0 | 0 |
| 18:50 - 18:55 | 0 | 1 | 0 | 0 | 0 |
| 18:55 - 19:00 | 1 | 0 | 0 | 0 | 0 |

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Orwell Avenue / B - Great Ashby Way (North East) / C - Great Ashby Way (South West)**

| CLASSIFICATION | PCU |
|---|---|
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |
| P/CYCLE | 0.2 |
| M/CYCLE | 0.4 |

**Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023**

**Produced by Streetwise Services Ltd.**

**Junction:** A - Orwell Avenue / B - Great Ashby Way (North East) / C - Great Ashby Way (South West)

**Approach:** A - Orwell Avenue

| | A to B | | | | | | | | | A to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 07:15 - 07:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 9.4 | 10 |
| 07:30 - 07:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 07:45 - 08:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 |
| **Hourly Total** | **16** | **2** | **0** | **0** | **0** | **0** | **0** | **18** | **18** | **60** | **5** | **0** | **0** | **0** | **0** | **1** | **65** | **66** |
| 08:00 - 08:15 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 |
| 08:15 - 08:30 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 08:30 - 08:45 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 |
| 08:45 - 09:00 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 12.4 | 13 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| **Hourly Total** | **43** | **9** | **0** | **0** | **0** | **0** | **1** | **52** | **53** | **93** | **0** | **0** | **0** | **0** | **0** | **0** | **93** | **93** |
| 09:00 - 09:15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| 09:15 - 09:30 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 09:30 - 09:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 09:45 - 10:00 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 3.4 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 |
| **Hourly Total** | **24** | **4** | **0** | **0** | **0** | **0** | **1** | **28** | **29** | **38** | **8** | **0** | **0** | **0** | **0** | **0** | **46** | **46** |
| 10:00 - 10:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 10:15 - 10:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 10:30 - 10:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 10:45 - 11:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 10.2 | 11 |
| **Hourly Total** | **14** | **0** | **0** | **0** | **0** | **0** | **0** | **14** | **14** | **32** | **4** | **0** | **0** | **0** | **1** | **0** | **36** | **37** |
| 11:00 - 11:15 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 5.2 | 6 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10.5 | 10 |
| 11:15 - 11:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 12 | 1 | 0 | 0 | 0 | 1 | 0 | 13.2 | 14 |
| 11:30 - 11:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 12.5 | 12 |
| 11:45 - 12:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| **Hourly Total** | **15** | **1** | **0** | **0** | **0** | **1** | **0** | **16** | **17** | **36** | **4** | **2** | **0** | **0** | **1** | **0** | **43** | **43** |
| 12:00 - 12:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| 12:15 - 12:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 8.2 | 9 |
| 12:30 - 12:45 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 4.2 | 5 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 8.2 | 9 |
| 12:45 - 13:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| **Hourly Total** | **17** | **2** | **0** | **0** | **0** | **1** | **0** | **19** | **20** | **37** | **2** | **0** | **0** | **0** | **2** | **0** | **39** | **41** |
| 13:00 - 13:15 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 7.4 | 8 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 13.4 | 14 |
| 13:15 - 13:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 |
| 13:30 - 13:45 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 4 | 1 | 0 | 0 | 0 | 3 | 0 | 5.6 | 8 |
| 13:45 - 14:00 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| **Hourly Total** | **21** | **6** | **0** | **0** | **0** | **0** | **1** | **27** | **28** | **33** | **3** | **0** | **0** | **0** | **3** | **1** | **37** | **40** |
| 14:00 - 14:15 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 3.7 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 8.5 | 8 |
| 14:15 - 14:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 |
| 14:30 - 14:45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 14:45 - 15:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| **Hourly Total** | **14** | **4** | **1** | **0** | **0** | **1** | **0** | **20** | **20** | **46** | **3** | **1** | **0** | **0** | **0** | **0** | **51** | **50** |
| 15:00 - 15:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 2 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| 15:15 - 15:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 15:30 - 15:45 | 10 | 2 | 0 | 0 | 0 | 0 | 1 | 12.4 | 13 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| 15:45 - 16:00 | 17 | 1 | 0 | 0 | 0 | 1 | 0 | 18.2 | 19 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 18.4 | 19 |
| **Hourly Total** | **39** | **3** | **0** | **0** | **0** | **1** | **1** | **43** | **44** | **59** | **3** | **0** | **0** | **0** | **0** | **1** | **62** | **63** |
| 16:00 - 16:15 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 8.4 | 9 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 16:15 - 16:30 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 15.4 | 16 |
| 16:30 - 16:45 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 7.4 | 8 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 16:45 - 17:00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 7.4 | 8 |
| **Hourly Total** | **29** | **5** | **0** | **0** | **0** | **0** | **2** | **35** | **36** | **51** | **4** | **0** | **0** | **0** | **0** | **2** | **56** | **57** |
| 17:00 - 17:15 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 18.4 | 19 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 |
| 17:15 - 17:30 | 12 | 1 | 0 | 0 | 0 | 1 | 0 | 13.2 | 14 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 |
| 17:30 - 17:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 17 | 2 | 0 | 0 | 0 | 0 | 1 | 19.4 | 20 |
| 17:45 - 18:00 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 18 | 4 | 0 | 0 | 0 | 2 | 0 | 22.4 | 24 |
| **Hourly Total** | **55** | **4** | **0** | **0** | **0** | **1** | **1** | **60** | **61** | **58** | **14** | **0** | **0** | **0** | **2** | **1** | **73** | **75** |
| 18:00 - 18:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 18:15 - 18:30 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 |
| 18:30 - 18:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 18:45 - 19:00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 |
| **Hourly Total** | **34** | **5** | **0** | **0** | **0** | **0** | **0** | **39** | **39** | **45** | **7** | **0** | **0** | **0** | **0** | **0** | **52** | **52** |
| **Session Total** | **321** | **45** | **1** | **0** | **0** | **5** | **7** | **371** | **379** | **588** | **57** | **3** | **0** | **0** | **9** | **6** | **654** | **663** |

| | A to A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 1 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Session Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |

| | From A | | | | | | | | | To A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| 07:15 - 07:30 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 14.4 | 15 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 |
| 07:30 - 07:45 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 41.0 | 41 |
| 07:45 - 08:00 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 | 49 | 5 | 0 | 0 | 0 | 0 | 0 | 54.0 | 54 |
| **Hourly Total** | **76** | **7** | **0** | **0** | **0** | **0** | **1** | **83** | **84** | **123** | **14** | **0** | **0** | **0** | **0** | **0** | **137** | **137** |
| 08:00 - 08:15 | 52 | 3 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 | 69 | 0 | 0 | 0 | 0 | 0 | 2 | 69.8 | 71 |
| 08:15 - 08:30 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 45 | 4 | 0 | 0 | 0 | 0 | 1 | 49.4 | 50 |
| 08:30 - 08:45 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 42.0 | 42 |
| 08:45 - 09:00 | 25 | 1 | 0 | 0 | 0 | 0 | 1 | 26.4 | 27 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30.0 | 30 |
| **Hourly Total** | **137** | **9** | **0** | **0** | **0** | **0** | **1** | **146** | **147** | **178** | **12** | **0** | **0** | **0** | **0** | **3** | **191** | **193** |
| 09:00 - 09:15 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 17 | 2 | 1 | 0 | 0 | 1 | 0 | 20.7 | 21 |
| 09:15 - 09:30 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 18 | 3 | 0 | 0 | 0 | 2 | 0 | 21.4 | 23 |
| 09:30 - 09:45 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 10.4 | 12 |
| 09:45 - 10:00 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 12.4 | 13 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| **Hourly Total** | **62** | **12** | **0** | **0** | **0** | **0** | **1** | **74** | **75** | **54** | **7** | **1** | **0** | **0** | **5** | **0** | **64** | **67** |
| 10:00 - 10:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 10:15 - 10:30 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 16.5 | 16 |
| 10:30 - 10:45 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 |
| 10:45 - 11:00 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 14.2 | 15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 |
| **Hourly Total** | **46** | **4** | **0** | **0** | **0** | **1** | **0** | **50** | **51** | **50** | **7** | **1** | **0** | **0** | **0** | **0** | **59** | **58** |
| 11:00 - 11:15 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 15.7 | 16 | 11 | 2 | 0 | 0 | 0 | 2 | 0 | 13.4 | 15 |
| 11:15 - 11:30 | 15 | 2 | 0 | 0 | 0 | 1 | 0 | 17.2 | 18 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 14.5 | 14 |
| 11:30 - 11:45 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 16.5 | 16 | 11 | 3 | 1 | 0 | 0 | 2 | 0 | 15.9 | 17 |
| 11:45 - 12:00 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| **Hourly Total** | **51** | **5** | **2** | **0** | **0** | **2** | **0** | **59** | **60** | **48** | **12** | **2** | **0** | **0** | **4** | **0** | **64** | **66** |
| 12:00 - 12:15 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| 12:15 - 12:30 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 11.2 | 12 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 12:30 - 12:45 | 11 | 1 | 0 | 0 | 0 | 2 | 0 | 12.4 | 14 | 9 | 2 | 0 | 0 | 0 | 0 | 1 | 11.4 | 12 |
| 12:45 - 13:00 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 |
| **Hourly Total** | **54** | **4** | **0** | **0** | **0** | **3** | **0** | **59** | **61** | **58** | **7** | **0** | **0** | **0** | **0** | **1** | **65** | **66** |
| 13:00 - 13:15 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 20.8 | 22 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 |
| 13:15 - 13:30 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 15.4 | 16 |
| 13:30 - 13:45 | 8 | 4 | 0 | 0 | 0 | 3 | 0 | 12.6 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 |
| 13:45 - 14:00 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 27.5 | 27 |
| **Hourly Total** | **54** | **9** | **0** | **0** | **0** | **3** | **2** | **64** | **68** | **69** | **8** | **1** | **0** | **0** | **0** | **1** | **79** | **79** |
| 14:00 - 14:15 | 7 | 2 | 2 | 0 | 0 | 1 | 0 | 12.2 | 12 | 6 | 4 | 0 | 0 | 0 | 0 | 1 | 10.4 | 11 |
| 14:15 - 14:30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 |
| 14:30 - 14:45 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 |
| 14:45 - 15:00 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 31.0 | 31 |
| **Hourly Total** | **60** | **7** | **2** | **0** | **0** | **1** | **0** | **70** | **70** | **67** | **7** | **0** | **0** | **0** | **0** | **1** | **74** | **75** |
| 15:00 - 15:15 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 22 | 3 | 0 | 0 | 0 | 1 | 1 | 25.6 | 27 |
| 15:15 - 15:30 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 33 | 4 | 0 | 0 | 0 | 0 | 0 | 37.0 | 37 |
| 15:30 - 15:45 | 20 | 3 | 0 | 0 | 0 | 0 | 1 | 23.4 | 24 | 33 | 2 | 0 | 0 | 0 | 1 | 0 | 35.2 | 36 |
| 15:45 - 16:00 | 35 | 1 | 0 | 0 | 0 | 1 | 1 | 36.6 | 38 | 28 | 6 | 1 | 0 | 0 | 0 | 0 | 35.5 | 35 |
| **Hourly Total** | **98** | **6** | **0** | **0** | **0** | **1** | **2** | **105** | **107** | **116** | **15** | **1** | **0** | **0** | **2** | **1** | **133** | **135** |
| 16:00 - 16:15 | 24 | 1 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 | 24 | 6 | 0 | 0 | 0 | 0 | 1 | 30.4 | 31 |
| 16:15 - 16:30 | 21 | 4 | 0 | 0 | 0 | 0 | 1 | 25.4 | 26 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| 16:30 - 16:45 | 22 | 1 | 0 | 0 | 0 | 0 | 1 | 23.4 | 24 | 30 | 4 | 1 | 0 | 0 | 1 | 0 | 35.7 | 36 |
| 16:45 - 17:00 | 13 | 3 | 0 | 0 | 0 | 0 | 1 | 16.4 | 17 | 31 | 5 | 0 | 0 | 0 | 0 | 1 | 36.4 | 37 |
| **Hourly Total** | **80** | **9** | **0** | **0** | **0** | **0** | **4** | **91** | **93** | **112** | **16** | **1** | **0** | **0** | **1** | **2** | **131** | **132** |
| 17:00 - 17:15 | 32 | 4 | 0 | 0 | 0 | 0 | 1 | 36.4 | 37 | 26 | 7 | 0 | 0 | 0 | 3 | 0 | 33.6 | 36 |
| 17:15 - 17:30 | 21 | 5 | 0 | 0 | 0 | 1 | 0 | 26.2 | 27 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 |
| 17:30 - 17:45 | 24 | 2 | 0 | 0 | 0 | 0 | 1 | 26.4 | 27 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 |
| 17:45 - 18:00 | 36 | 7 | 0 | 0 | 0 | 2 | 0 | 43.4 | 45 | 34 | 4 | 0 | 0 | 0 | 0 | 3 | 39.2 | 41 |
| **Hourly Total** | **113** | **18** | **0** | **0** | **0** | **3** | **2** | **132** | **136** | **117** | **18** | **0** | **0** | **0** | **3** | **3** | **137** | **141** |
| 18:00 - 18:15 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 25.0 | 25 | 31 | 2 | 0 | 0 | 0 | 1 | 2 | 34.0 | 36 |
| 18:15 - 18:30 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 |
| 18:30 - 18:45 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 |
| 18:45 - 19:00 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19.0 | 19 | 31 | 2 | 0 | 0 | 0 | 1 | 0 | 33.2 | 34 |
| **Hourly Total** | **79** | **12** | **0** | **0** | **0** | **0** | **0** | **91** | **91** | **105** | **9** | **0** | **0** | **0** | **2** | **2** | **115** | **118** |
| **Session Total** | **910** | **102** | **4** | **0** | **0** | **14** | **13** | **1026** | **1043** | **1097** | **132** | **7** | **0** | **0** | **17** | **14** | **1249** | **1267** |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** A - Orwell Avenue / B - Great Ashby Way (North East) / C - Great Ashby Way (South West)

**Approach:** B - Great Ashby Way (North East)

| | B to C | | | | | | | | | B to A | | | | | | | | | B to B | | | | | | | | | From B | | | | | | | | | To B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 69 | 9 | 2 | 0 | 1 | 0 | 2 | 82.0 | 83 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 07:00 - 07:15 | 77 | 10 | 2 | 0 | 1 | 0 | 2 | 92.0 | 92 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 |
| 07:15 - 07:30 | 76 | 10 | 1 | 0 | 0 | 1 | 0 | 87.7 | 88 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 07:15 - 07:30 | 91 | 10 | 1 | 0 | 0 | 1 | 0 | 102.7 | 103 | 34 | 6 | 0 | 0 | 1 | 0 | 0 | 41.0 | 40 |
| 07:30 - 07:45 | 123 | 9 | 1 | 1 | 2 | 0 | 1 | 138.2 | 137 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 07:30 - 07:45 | 144 | 9 | 1 | 1 | 2 | 0 | 1 | 159.2 | 159 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 35.0 | 35 |
| 07:45 - 08:00 | 124 | 10 | 0 | 0 | 0 | 0 | 0 | 134.0 | 134 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26.0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 07:45 - 08:00 | 149 | 11 | 0 | 0 | 0 | 0 | 0 | 160.0 | 160 | 62 | 3 | 0 | 0 | 0 | 0 | 0 | 68.0 | 68 |
| **Hourly Total** | **392** | **37** | **4** | **1** | **3** | **2** | **3** | **442** | **441** | **69** | **3** | **0** | **0** | **0** | **0** | **0** | **72** | **72** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **Hourly Total** | **461** | **40** | **4** | **1** | **3** | **3** | **3** | **513** | **513** | **146** | **17** | **0** | **0** | **1** | **0** | **0** | **168** | **164** |
| 08:00 - 08:15 | 163 | 7 | 2 | 0 | 0 | 0 | 1 | 173.4 | 173 | 34 | 0 | 0 | 0 | 0 | 0 | 1 | 34.4 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 08:00 - 08:15 | 197 | 7 | 2 | 0 | 0 | 0 | 2 | 207.8 | 208 | 58 | 7 | 0 | 0 | 0 | 0 | 0 | 65.0 | 65 |
| 08:15 - 08:30 | 96 | 5 | 0 | 0 | 1 | 0 | 0 | 100.0 | 100 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 08:15 - 08:30 | 123 | 7 | 0 | 0 | 1 | 0 | 0 | 132.0 | 131 | 67 | 7 | 0 | 0 | 0 | 0 | 0 | 74.0 | 74 |
| 08:30 - 08:45 | 116 | 3 | 0 | 0 | 0 | 0 | 0 | 119.0 | 119 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 24.0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 08:30 - 08:45 | 137 | 6 | 0 | 0 | 0 | 0 | 0 | 143.0 | 143 | 78 | 12 | 0 | 0 | 0 | 0 | 0 | 90.0 | 90 |
| 08:45 - 09:00 | 96 | 5 | 1 | 0 | 1 | 1 | 2 | 106.5 | 106 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 08:45 - 09:00 | 107 | 6 | 1 | 0 | 1 | 1 | 2 | 117.5 | 118 | 81 | 5 | 0 | 1 | 0 | 0 | 1 | 88.7 | 88 |
| **Hourly Total** | **472** | **20** | **3** | **0** | **2** | **1** | **3** | **503** | **502** | **91** | **6** | **0** | **0** | **0** | **0** | **1** | **97** | **98** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **Hourly Total** | **564** | **26** | **3** | **0** | **2** | **1** | **4** | **609** | **609** | **284** | **31** | **0** | **1** | **0** | **0** | **1** | **318** | **317** |
| 09:00 - 09:15 | 92 | 5 | 1 | 0 | 0 | 0 | 0 | 96.0 | 96 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 09:00 - 09:15 | 103 | 7 | 1 | 0 | 0 | 0 | 0 | 108.0 | 108 | 62 | 6 | 2 | 0 | 0 | 0 | 0 | 70.0 | 69 |
| 09:15 - 09:30 | 69 | 4 | 1 | 0 | 0 | 0 | 0 | 74.0 | 74 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 09:15 - 09:30 | 77 | 5 | 1 | 0 | 0 | 0 | 0 | 83.0 | 83 | 50 | 8 | 0 | 0 | 0 | 0 | 0 | 58.0 | 58 |
| 09:30 - 09:45 | 60 | 6 | 0 | 1 | 1 | 0 | 1 | 70.7 | 69 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 09:30 - 09:45 | 66 | 4 | 0 | 0 | 1 | 1 | 1 | 76.7 | 75 | 43 | 6 | 0 | 0 | 0 | 0 | 0 | 51.0 | 51 |
| 09:45 - 10:00 | 75 | 6 | 1 | 0 | 0 | 0 | 1 | 77.9 | 78 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 09:45 - 10:00 | 75 | 7 | 1 | 0 | 0 | 0 | 1 | 83.9 | 84 | 41 | 3 | 2 | 0 | 0 | 0 | 1 | 47.4 | 47 |
| **Hourly Total** | **296** | **21** | **3** | **1** | **1** | **0** | **2** | **322** | **319** | **27** | **4** | **0** | **0** | **0** | **0** | **0** | **31** | **31** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **Hourly Total** | **318** | **23** | **3** | **1** | **1** | **1** | **2** | **352** | **350** | **196** | **20** | **4** | **0** | **0** | **0** | **1** | **226** | **225** |
| 10:00 - 10:15 | 49 | 2 | 0 | 0 | 1 | 0 | 1 | 52.4 | 52 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10:00 - 10:15 | 53 | 3 | 0 | 0 | 1 | 0 | 1 | 58.4 | 58 | 45 | 4 | 0 | 0 | 0 | 0 | 1 | 49.4 | 50 |
| 10:15 - 10:30 | 42 | 5 | 1 | 0 | 0 | 0 | 2 | 49.3 | 50 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10:15 - 10:30 | 45 | 7 | 2 | 0 | 0 | 0 | 2 | 55.8 | 56 | 43 | 7 | 1 | 0 | 0 | 0 | 0 | 51.5 | 51 |
| 10:30 - 10:45 | 34 | 7 | 0 | 0 | 1 | 1 | 0 | 43.2 | 43 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10:30 - 10:45 | 39 | 8 | 0 | 0 | 1 | 1 | 0 | 49.2 | 49 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39.0 | 39 |
| 10:45 - 11:00 | 46 | 3 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 10:45 - 11:00 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 | 40 | 8 | 1 | 0 | 0 | 0 | 0 | 48.5 | 49 |
| **Hourly Total** | **170** | **17** | **1** | **0** | **2** | **1** | **3** | **194** | **194** | **16** | **4** | **1** | **0** | **0** | **0** | **0** | **22** | **21** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **Hourly Total** | **186** | **21** | **2** | **0** | **2** | **1** | **3** | **215** | **215** | **164** | **22** | **2** | **0** | **0** | **0** | **1** | **189** | **189** |
| 11:00 - 11:15 | 37 | 4 | 1 | 0 | 1 | 0 | 0 | 44.5 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 11:00 - 11:15 | 37 | 4 | 1 | 0 | 1 | 0 | 0 | 44.5 | 43 | 41 | 2 | 0 | 0 | 0 | 1 | 0 | 43.2 | 44 |
| 11:15 - 11:30 | 50 | 9 | 0 | 0 | 0 | 0 | 0 | 54.0 | 54 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 11:15 - 11:30 | 60 | 9 | 1 | 0 | 0 | 0 | 0 | 70.0 | 70 | 41 | 9 | 0 | 0 | 0 | 0 | 0 | 50.0 | 50 |
| 11:30 - 11:45 | 36 | 5 | 0 | 0 | 1 | 0 | 0 | 43.0 | 42 | 4 | 1 | 1 | 0 | 0 | 1 | 0 | 6.7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 11:30 - 11:45 | 40 | 6 | 1 | 0 | 0 | 1 | 0 | 49.7 | 49 | 45 | 3 | 0 | 0 | 0 | 0 | 1 | 48.4 | 49 |
| 11:45 - 12:00 | 47 | 8 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 11:45 - 12:00 | 51 | 10 | 0 | 0 | 0 | 0 | 0 | 61.0 | 61 | 45 | 3 | 1 | 0 | 0 | 0 | 0 | 49.3 | 49 |
| **Hourly Total** | **170** | **26** | **1** | **0** | **2** | **0** | **0** | **207** | **204** | **13** | **3** | **2** | **0** | **0** | **1** | **0** | **19** | **19** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **Hourly Total** | **188** | **29** | **3** | **0** | **2** | **1** | **0** | **229** | **223** | **172** | **17** | **1** | **0** | **0** | **0** | **1** | **191** | **192** |
| 12:00 - 12:15 | 55 | 6 | 1 | 0 | 1 | 0 | 1 | 59.9 | 59 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 12:00 - 12:15 | 55 | 6 | 1 | 0 | 1 | 0 | 1 | 64.9 | 64 | 48 | 7 | 0 | 0 | 0 | 0 | 0 | 55.0 | 55 |
| 12:15 - 12:30 | 41 | 9 | 1 | 0 | 0 | 0 | 2 | 52.3 | 53 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 12:15 - 12:30 | 44 | 9 | 1 | 0 | 0 | 0 | 2 | 55.3 | 56 | 48 | 5 | 1 | 0 | 0 | 0 | 0 | 54.5 | 54 |
| 12:30 - 12:45 | 62 | 4 | 0 | 0 | 1 | 0 | 1 | 68.4 | 68 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 12:30 - 12:45 | 63 | 4 | 0 | 0 | 0 | 1 | 1 | 71.4 | 71 | 60 | 7 | 0 | 0 | 0 | 0 | 1 | 69.2 | 70 |
| 12:45 - 13:00 | 45 | 3 | 0 | 0 | 0 | 0 | 3 | 55.5 | 55 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 12:45 - 13:00 | 48 | 5 | 0 | 0 | 0 | 0 | 2 | 53.0 | 55 | 60 | 1 | 0 | 0 | 0 | 0 | 2 | 66.0 | 66 |
| **Hourly Total** | **198** | **22** | **2** | **0** | **2** | **0** | **6** | **229** | **230** | **12** | **4** | **0** | **0** | **0** | **0** | **0** | **16** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **210** | **24** | **2** | **0** | **2** | **1** | **6** | **245** | **246** | **223** | **20** | **1** | **0** | **0** | **1** | **2** | **245** | **247** |
| 13:00 - 13:15 | 47 | 2 | 0 | 0 | 1 | 0 | 0 | 51.0 | 50 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13:00 - 13:15 | 51 | 2 | 0 | 0 | 1 | 0 | 0 | 55.0 | 54 | 60 | 11 | 0 | 0 | 0 | 0 | 1 | 71.0 | 72 |
| 13:15 - 13:30 | 42 | 5 | 2 | 0 | 0 | 0 | 1 | 50.4 | 50 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13:15 - 13:30 | 47 | 5 | 2 | 0 | 0 | 0 | 1 | 55.4 | 55 | 58 | 6 | 1 | 0 | 0 | 0 | 1 | 66.7 | 66 |
| 13:30 - 13:45 | 50 | 5 | 1 | 0 | 1 | 0 | 1 | 59.9 | 59 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13:30 - 13:45 | 54 | 6 | 1 | 0 | 1 | 0 | 1 | 63.9 | 63 | 59 | 11 | 1 | 0 | 0 | 0 | 0 | 71.5 | 71 |
| 13:45 - 14:00 | 39 | 4 | 1 | 0 | 0 | 0 | 0 | 44.5 | 44 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 13:45 - 14:00 | 45 | 5 | 1 | 0 | 0 | 0 | 0 | 51.5 | 51 | 71 | 6 | 0 | 1 | 0 | 0 | 0 | 79.7 | 79 |
| **Hourly Total** | **178** | **16** | **4** | **0** | **2** | **0** | **2** | **205** | **202** | **19** | **2** | **0** | **0** | **0** | **0** | **0** | **21** | **21** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **Hourly Total** | **197** | **18** | **4** | **0** | **2** | **0** | **2** | **226** | **223** | **248** | **34** | **2** | **1** | **0** | **1** | **2** | **299** | **299** |
| 14:00 - 14:15 | 58 | 3 | 1 | 0 | 1 | 0 | 0 | 64.5 | 63 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 4.4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14:00 - 14:15 | 62 | 3 | 1 | 0 | 1 | 0 | 1 | 68.9 | 68 | 54 | 6 | 1 | 0 | 0 | 1 | 1 | 62.1 | 63 |
| 14:15 - 14:30 | 43 | 4 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14:15 - 14:30 | 48 | 4 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 | 55 | 3 | 0 | 0 | 0 | 1 | 0 | 58.4 | 59 |
| 14:30 - 14:45 | 48 | 5 | 0 | 0 | 1 | 0 | 0 | 55.0 | 54 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14:30 - 14:45 | 55 | 4 | 0 | 0 | 1 | 0 | 0 | 63.0 | 62 | 51 | 6 | 2 | 0 | 0 | 0 | 0 | 60.0 | 59 |
| 14:45 - 15:00 | 70 | 7 | 0 | 0 | 0 | 0 | 0 | 77.0 | 77 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 14:45 - 15:00 | 84 | 7 | 0 | 0 | 0 | 0 | 0 | 91.0 | 91 | 68 | 9 | 2 | 1 | 0 | 0 | 0 | 82.3 | 80 |
| **Hourly Total** | **221** | **19** | **1** | **0** | **2** | **0** | **0** | **245** | **243** | **28** | **1** | **0** | **0** | **0** | **0** | **0** | **29** | **30** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **Hourly Total** | **249** | **20** | **1** | **0** | **2** | **0** | **1** | **273** | **273** | **228** | **24** | **5** | **1** | **0** | **1** | **2** | **263** | **261** |
| 15:00 - 15:15 | 70 | 6 | 1 | 0 | 1 | 0 | 1 | 79.9 | 79 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 15:00 - 15:15 | 78 | 6 | 1 | 0 | 1 | 0 | 1 | 87.9 | 87 | 72 | 7 | 1 | 0 | 0 | 0 | 3 | 81.7 | 83 |
| 15:15 - 15:30 | 47 | 2 | 1 | 0 | 0 | 0 | 1 | 50.9 | 51 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 15:15 - 15:30 | 54 | 3 | 1 | 0 | 0 | 0 | 1 | 58.9 | 59 | 125 | 7 | 1 | 0 | 0 | 1 | 1 | 134.1 | 136 |
| 15:30 - 15:45 | 66 | 3 | 0 | 0 | 1 | 0 | 0 | 71.0 | 70 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 15:30 - 15:45 | 102 | 4 | 0 | 0 | 1 | 0 | 0 | 108.0 | 107 | 114 | 8 | 0 | 0 | 0 | 0 | 1 | 122.4 | 123 |
| 15:45 - 16:00 | 67 | 8 | 0 | 0 | 0 | 0 | 0 | 73.0 | 73 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 15:45 - 16:00 | 75 | 9 | 1 | 0 | 0 | 0 | 0 | 85.0 | 85 | 95 | 7 | 1 | 0 | 0 | 1 | 1 | 104.1 | 103 |
| **Hourly Total** | **270** | **17** | **2** | **0** | **2** | **0** | **2** | **295** | **293** | **33** | **5** | **1** | **0** | **0** | **0** | **0** | **39** | **40** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **Hourly Total** | **309** | **22** | **3** | **0** | **2** | **0** | **2** | **340** | **338** | **406** | **29** | **3** | **0** | **0** | **2** | **6** | **442** | **446** |
| 16:00 - 16:15 | 47 | 6 | 1 | 0 | 1 | 0 | 2 | 57.3 | 57 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16:00 - 16:15 | 55 | 10 | 1 | 0 | 1 | 0 | 2 | 69.3 | 69 | 88 | 13 | 2 | 0 | 0 | 0 | 0 | 104.6 | 105 |
| 16:15 - 16:30 | 57 | 4 | 0 | 0 | 1 | 0 | 0 | 63.0 | 63 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16:15 - 16:30 | 62 | 5 | 0 | 0 | 0 | 1 | 0 | 69.0 | 68 | 106 | 12 | 0 | 0 | 0 | 0 | 1 | 138.4 | 139 |
| 16:30 - 16:45 | 53 | 5 | 1 | 0 | 0 | 0 | 0 | 59.5 | 59 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 10.0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16:30 - 16:45 | 61 | 6 | 2 | 0 | 0 | 0 | 0 | 70.0 | 69 | 101 | 8 | 0 | 0 | 0 | 0 | 1 | 109.4 | 110 |
| 16:45 - 17:00 | 79 | 3 | 1 | 0 | 0 | 0 | 1 | 83.9 | 84 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 16:45 - 17:00 | 90 | 7 | 1 | 0 | 0 | 0 | 0 | 98.9 | 99 | 104 | 16 | 0 | 0 | 0 | 0 | 0 | 120.0 | 120 |
| **Hourly Total** | **236** | **18** | **3** | **0** | **2** | **0** | **3** | **264** | **262** | **32** | **10** | **1** | **0** | **0** | **0** | **0** | **43** | **43** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **Hourly Total** | **268** | **28** | **4** | **0** | **2** | **0** | **3** | **307** | **305** | **419** | **49** | **2** | **0** | **0** | **0** | **4** | **472** | **474** |
| 17:00 - 17:15 | 63 | 2 | 0 | 1 | 1 | 0 | 0 | 67.0 | 66 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 17:00 - 17:15 | 68 | 4 | 0 | 0 | 1 | 0 | 0 | 76.0 | 75 | 109 | 10 | 1 | 0 | 0 | 0 | 3 | 121.3 | 122 |
| 17:15 - 17:30 | 57 | 5 | 0 | 0 | 0 | 0 | 0 | 62.0 | 62 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 17:15 - 17:30 | 71 | 8 | 0 | 0 | 0 | 0 | 0 | 79.0 | 79 | 129 | 13 | 0 | 0 | 0 | 0 | 1 | 144.3 | 146 |
| 17:30 - 17:45 | 75 | 5 | 0 | 0 | 1 | 0 | 3 | 83.2 | 84 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 17:30 - 17:45 | 82 | 6 | 0 | 0 | 0 | 1 | 0 | 91.2 | 92 | 123 | 7 | 0 | 0 | 0 | 0 | 4 | 131.9 | 134 |
| 17:45 - 18:00 | 70 | 8 | 0 | 0 | 0 | 0 | 1 | 79.4 | 79 | 10 | 1 | 0 | 0 | 0 | 0 | 2 | 11.0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 17:45 - 18:00 | 80 | 9 | 0 | 0 | 0 | 0 | 3 | 90.2 | 92 | 141 | 11 | 0 | 0 | 0 | 0 | 1 | 152.4 | 153 |
| **Hourly Total** | **265** | **20** | **0** | **1** | **2** | **0** | **4** | **291** | **291** | **36** | **9** | **0** | **0** | **0** | **0** | **2** | **45** | **47** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **Hourly Total** | **301** | **29** | **0** | **0** | **1** | **1** | **3** | **336** | **338** | **502** | **41** | **1** | **0** | **0** | **1** | **10** | **549** | **555** |
| 18:00 - 18:15 | 74 | 6 | 0 | 0 | 1 | 0 | 1 | 82.4 | 82 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 14.4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 18:00 - 18:15 | 87 | 7 | 0 | 0 | 1 | 0 | 2 | 96.0 | 97 | 131 | 8 | 0 | 0 | 0 | 0 | 0 | 139.0 | 139 |
| 18:15 - 18:30 | 70 | 5 | 0 | 0 | 0 | 0 | 2 | 76.8 | 77 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 18:15 - 18:30 | 73 | 7 | 0 | 0 | 0 | 0 | 2 | 83.0 | 82 | 102 | 12 | 0 | 0 | 0 | 0 | 3 | 115.2 | 117 |
| 18:30 - 18:45 | 74 | 3 | 0 | 0 | 1 | 0 | 0 | 79.0 | 78 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 18:30 - 18:45 | 85 | 4 | 0 | 0 | 1 | 0 | 0 | 91.0 | 90 | 112 | 5 | 0 | 0 | 0 | 0 | 0 | 117.0 | 117 |
| 18:45 - 19:00 | 62 | 9 | 0 | 0 | 0 | 0 | 1 | 71.4 | 72 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 18:45 - 19:00 | 70 | 9 | 0 | 0 | 0 | 0 | 1 | 79.4 | 80 | 79 | 11 | 0 | 0 | 0 | 0 | 0 | 90.0 | 90 |
| **Hourly Total** | **280** | **23** | **0** | **0** | **2** | **0** | **4** | **309** | **309** | **35** | **4** | **0** | **0** | **0** | **0** | **1** | **39** | **40** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **Hourly Total** | **315** | **27** | **0** | **0** | **2** | **0** | **5** | **349** | **349** | **424** | **36** | **0** | **0** | **0** | **0** | **3** | **461** | **463** |
| **Session Total** | **3149** | **266** | **24** | **2** | **23** | **5** | **31** | **3500** | **3490** | **417** | **56** | **5** | **0** | **0** | **1** | **5** | **482** | **483** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **Session Total** | **3566** | **311** | **29** | **2** | **23** | **6** | **36** | **3967** | **3972** | **3411** | **348** | **21** | **3** | **1** | **7** | **33** | **3811** | **3821** |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Orwell Avenue / B - Great Ashby Way (North East) / C - Great Ashby Way (South West)

**Approach:** C - Great Ashby Way (South West)

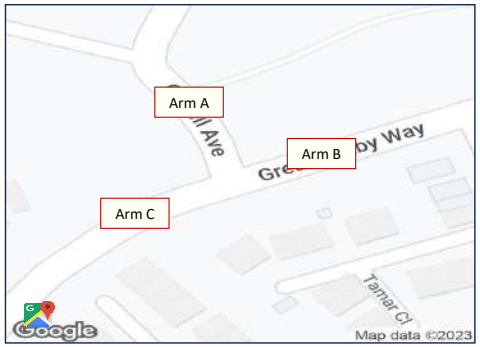
| | C to A | | | | | | | | | C to B | | | | | | | | | C to C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:15 - 07:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.0 | 7 | 30 | 4 | 0 | 0 | 1 | 0 | 0 | 36.0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:30 - 07:45 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 33.0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 07:45 - 08:00 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28.0 | 28 | 58 | 3 | 0 | 0 | 0 | 0 | 0 | 61.0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **54** | **11** | **0** | **0** | **0** | **0** | **0** | **65** | **65** | **130** | **15** | **0** | **0** | **1** | **0** | **0** | **147** | **147** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 08:00 - 08:15 | 34 | 0 | 0 | 0 | 0 | 0 | 1 | 34.4 | 35 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 48.0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:15 - 08:30 | 20 | 2 | 0 | 0 | 0 | 0 | 1 | 23.4 | 23 | 58 | 4 | 0 | 0 | 0 | 0 | 0 | 62.0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:30 - 08:45 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 69 | 10 | 0 | 0 | 0 | 0 | 0 | 79.0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 08:45 - 09:00 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 70 | 4 | 0 | 1 | 0 | 0 | 0 | 76.3 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **86** | **6** | **0** | **0** | **0** | **0** | **2** | **93** | **94** | **241** | **22** | **0** | **1** | **0** | **0** | **0** | **265** | **264** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 09:00 - 09:15 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 10.7 | 11 | 53 | 4 | 2 | 0 | 0 | 0 | 0 | 60.0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:15 - 09:30 | 10 | 2 | 0 | 0 | 0 | 2 | 0 | 13.4 | 14 | 43 | 6 | 0 | 0 | 0 | 0 | 0 | 49.0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:30 - 09:45 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 6.4 | 6 | 36 | 9 | 0 | 0 | 0 | 0 | 0 | 45.0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 09:45 - 10:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5.0 | 5 | 39 | 2 | 2 | 0 | 0 | 0 | 0 | 44.0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **27** | **3** | **1** | **0** | **0** | **3** | **0** | **33** | **36** | **171** | **21** | **4** | **0** | **0** | **0** | **0** | **198** | **196** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 10:00 - 10:15 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11.0 | 11 | 42 | 4 | 0 | 0 | 0 | 0 | 1 | 50.4 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:15 - 10:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 39 | 7 | 1 | 0 | 0 | 0 | 0 | 47.0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:30 - 10:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 36.0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 10:45 - 11:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 36 | 8 | 1 | 0 | 0 | 0 | 0 | 45.0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **34** | **3** | **0** | **0** | **0** | **0** | **0** | **37** | **37** | **150** | **22** | **2** | **0** | **0** | **0** | **1** | **178** | **175** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 11:00 - 11:15 | 11 | 2 | 0 | 0 | 0 | 2 | 0 | 13.4 | 13 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 38.0 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.0 | 1 |
| 11:15 - 11:30 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8.0 | 8 | 38 | 8 | 0 | 0 | 0 | 0 | 0 | 46.0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:30 - 11:45 | 7 | 2 | 0 | 0 | 0 | 1 | 0 | 8.2 | 10 | 41 | 3 | 0 | 0 | 0 | 0 | 1 | 44.4 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 11:45 - 12:00 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 42 | 3 | 1 | 0 | 0 | 0 | 0 | 46.5 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **35** | **9** | **0** | **0** | **0** | **3** | **0** | **43** | **47** | **157** | **16** | **1** | **0** | **0** | **0** | **1** | **173** | **176** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 12:00 - 12:15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 45 | 7 | 0 | 0 | 0 | 0 | 0 | 52.0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:15 - 12:30 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 12 | 46 | 4 | 1 | 0 | 0 | 0 | 0 | 51.5 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:30 - 12:45 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 9.4 | 9 | 58 | 7 | 0 | 0 | 0 | 0 | 0 | 65.5 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 12:45 - 13:00 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14.0 | 14 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 57.0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **46** | **3** | **0** | **0** | **0** | **0** | **1** | **53** | **50** | **206** | **18** | **1** | **0** | **0** | **0** | **0** | **226** | **225** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 13:00 - 13:15 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 53 | 11 | 0 | 0 | 0 | 0 | 0 | 64.0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:15 - 13:30 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 10.4 | 11 | 52 | 5 | 1 | 0 | 0 | 1 | 0 | 59.7 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:30 - 13:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10.0 | 10 | 55 | 8 | 1 | 0 | 0 | 0 | 0 | 64.3 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 13:45 - 14:00 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 20.5 | 20 | 67 | 4 | 0 | 1 | 0 | 0 | 1 | 73.7 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **50** | **6** | **1** | **0** | **0** | **0** | **1** | **58** | **58** | **227** | **28** | **2** | **1** | **0** | **1** | **1** | **261** | **260** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 14:00 - 14:15 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 6.0 | 6 | 53 | 5 | 0 | 0 | 0 | 0 | 1 | 60.4 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:15 - 14:30 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13.0 | 13 | 52 | 2 | 0 | 0 | 0 | 0 | 1 | 54.4 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:30 - 14:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9.0 | 9 | 45 | 5 | 2 | 0 | 0 | 0 | 0 | 53.0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 14:45 - 15:00 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17 | 64 | 8 | 2 | 1 | 0 | 0 | 0 | 77.3 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **39** | **6** | **0** | **0** | **0** | **0** | **0** | **45** | **45** | **214** | **20** | **4** | **1** | **0** | **0** | **2** | **243** | **241** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 15:00 - 15:15 | 14 | 3 | 0 | 0 | 0 | 1 | 1 | 17.6 | 18 | 70 | 7 | 1 | 0 | 0 | 0 | 3 | 79.7 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:15 - 15:30 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29.0 | 29 | 115 | 7 | 1 | 0 | 0 | 1 | 1 | 124.1 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:30 - 15:45 | 17 | 1 | 0 | 0 | 0 | 1 | 0 | 19.2 | 19 | 104 | 6 | 0 | 0 | 0 | 0 | 0 | 110.9 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 15:45 - 16:00 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23.0 | 23 | 78 | 8 | 1 | 0 | 0 | 0 | 1 | 85.9 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **77** | **10** | **0** | **0** | **0** | **2** | **1** | **88** | **89** | **367** | **28** | **3** | **0** | **0** | **1** | **5** | **400** | **402** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 16:00 - 16:15 | 16 | 2 | 0 | 0 | 0 | 0 | 1 | 18.4 | 18 | 80 | 13 | 2 | 0 | 0 | 0 | 1 | 96.4 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:15 - 16:30 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22.0 | 22 | 119 | 9 | 0 | 0 | 0 | 0 | 1 | 128.4 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:30 - 16:45 | 22 | 3 | 0 | 0 | 0 | 1 | 0 | 25.2 | 26 | 94 | 8 | 0 | 0 | 0 | 0 | 0 | 102.0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 16:45 - 17:00 | 20 | 1 | 0 | 0 | 0 | 0 | 1 | 21.4 | 22 | 97 | 14 | 0 | 0 | 0 | 0 | 3 | 111.5 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **80** | **6** | **0** | **0** | **0** | **1** | **2** | **87** | **88** | **390** | **44** | **2** | **0** | **0** | **0** | **5** | **438** | **438** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 17:00 - 17:15 | 21 | 3 | 0 | 0 | 0 | 3 | 0 | 24.6 | 27 | 91 | 10 | 1 | 0 | 0 | 0 | 1 | 102.9 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:15 - 17:30 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21.0 | 21 | 117 | 12 | 0 | 0 | 0 | 0 | 3 | 133.2 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:30 - 17:45 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18 | 116 | 7 | 0 | 0 | 0 | 0 | 4 | 124.6 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 17:45 - 18:00 | 24 | 3 | 0 | 0 | 0 | 0 | 1 | 27.4 | 28 | 123 | 8 | 0 | 0 | 0 | 0 | 1 | 131.4 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **81** | **9** | **0** | **0** | **0** | **3** | **1** | **91** | **94** | **447** | **37** | **1** | **0** | **0** | **0** | **9** | **493** | **494** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 18:00 - 18:15 | 18 | 1 | 0 | 0 | 0 | 1 | 1 | 19.6 | 21 | 121 | 7 | 0 | 0 | 0 | 0 | 0 | 128.0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:15 - 18:30 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15.0 | 15 | 95 | 10 | 0 | 0 | 0 | 0 | 3 | 106.2 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:30 - 18:45 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16.0 | 16 | 102 | 5 | 0 | 0 | 0 | 0 | 0 | 107.0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| 18:45 - 19:00 | 23 | 2 | 0 | 0 | 0 | 1 | 0 | 25.2 | 26 | 72 | 9 | 0 | 0 | 0 | 0 | 0 | 81.0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 |
| **Hourly Total** | **70** | **5** | **0** | **0** | **0** | **2** | **1** | **76** | **78** | **390** | **31** | **0** | **0** | **0** | **0** | **3** | **422** | **424** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Session Total** | **679** | **77** | **2** | **0** | **0** | **16** | **9** | **784** | **793** | **3090** | **360** | **20** | **3** | **1** | **2** | **26** | **3448** | **3442** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |

| | From C | | | | | | | | | To C | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 27.0 | 27 | 82 | 9 | 2 | 0 | 1 | 0 | 2 | 96.8 | 96 |
| 07:15 - 07:30 | 37 | 4 | 0 | 0 | 1 | 0 | 0 | 43.0 | 42 | 85 | 10 | 1 | 0 | 0 | 1 | 1 | 97.1 | 96 |
| 07:30 - 07:45 | 42 | 11 | 0 | 0 | 0 | 0 | 0 | 53.0 | 53 | 136 | 12 | 1 | 1 | 1 | 2 | 0 | 164.2 | 163 |
| 07:45 - 08:00 | 82 | 7 | 0 | 0 | 0 | 0 | 0 | 89.0 | 89 | 149 | 11 | 0 | 0 | 0 | 0 | 0 | 160.0 | 160 |
| **Hourly Total** | **184** | **26** | **0** | **0** | **1** | **0** | **0** | **212** | **211** | **452** | **42** | **4** | **1** | **2** | **3** | **3** | **518** | **517** |
| 08:00 - 08:15 | 78 | 4 | 0 | 0 | 0 | 0 | 1 | 82.4 | 83 | 200 | 7 | 2 | 0 | 0 | 0 | 1 | 210.4 | 210 |
| 08:15 - 08:30 | 79 | 6 | 0 | 0 | 0 | 0 | 1 | 86.4 | 86 | 115 | 5 | 3 | 0 | 0 | 1 | 0 | 122.9 | 121 |
| 08:30 - 08:45 | 84 | 10 | 0 | 0 | 0 | 0 | 0 | 97.0 | 97 | 141 | 3 | 0 | 0 | 0 | 0 | 0 | 144.0 | 144 |
| 08:45 - 09:00 | 67 | 5 | 0 | 0 | 1 | 0 | 0 | 84.3 | 93 | 110 | 5 | 1 | 0 | 0 | 1 | 1 | 119.5 | 120 |
| **Hourly Total** | **327** | **25** | **0** | **0** | **1** | **0** | **2** | **349** | **359** | **566** | **20** | **6** | **0** | **2** | **2** | **2** | **596** | **595** |
| 09:00 - 09:15 | 62 | 4 | 3 | 0 | 0 | 1 | 0 | 70.7 | 70 | 104 | 11 | 1 | 0 | 0 | 0 | 0 | 116.0 | 116 |
| 09:15 - 09:30 | 53 | 8 | 0 | 0 | 0 | 0 | 2 | 61.4 | 63 | 79 | 6 | 1 | 0 | 0 | 0 | 0 | 86.0 | 86 |
| 09:30 - 09:45 | 45 | 9 | 0 | 0 | 0 | 2 | 0 | 58.4 | 61 | 67 | 6 | 0 | 1 | 1 | 0 | 1 | 77.7 | 76 |
| 09:45 - 10:00 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 45.0 | 46 | 79 | 6 | 1 | 0 | 0 | 0 | 1 | 86.9 | 87 |
| **Hourly Total** | **198** | **24** | **3** | **0** | **0** | **3** | **2** | **231** | **232** | **329** | **29** | **3** | **1** | **1** | **0** | **2** | **366** | **365** |
| 10:00 - 10:15 | 51 | 8 | 0 | 0 | 0 | 0 | 1 | 57.4 | 58 | 55 | 3 | 0 | 0 | 1 | 0 | 1 | 65.4 | 66 |
| 10:15 - 10:30 | 49 | 7 | 1 | 0 | 0 | 0 | 0 | 57.0 | 57 | 48 | 7 | 1 | 0 | 0 | 0 | 2 | 57.3 | 58 |
| 10:30 - 10:45 | 41 | 3 | 0 | 0 | 0 | 0 | 0 | 44.0 | 44 | 43 | 8 | 0 | 0 | 1 | 1 | 0 | 53.2 | 53 |
| 10:45 - 11:00 | 43 | 9 | 1 | 0 | 0 | 0 | 0 | 53.3 | 53 | 58 | 3 | 0 | 0 | 0 | 1 | 0 | 59.2 | 60 |
| **Hourly Total** | **184** | **27** | **1** | **0** | **0** | **0** | **1** | **212** | **212** | **204** | **21** | **1** | **0** | **2** | **2** | **3** | **235** | **237** |
| 11:00 - 11:15 | 48 | 4 | 0 | 0 | 0 | 2 | 0 | 52.4 | 54 | 47 | 4 | 2 | 0 | 1 | 0 | 0 | 54.0 | 54 |
| 11:15 - 11:30 | 43 | 11 | 0 | 0 | 0 | 0 | 0 | 54.0 | 54 | 67 | 10 | 0 | 0 | 0 | 0 | 1 | 77.2 | 78 |
| 11:30 - 11:45 | 48 | 5 | 0 | 0 | 0 | 1 | 1 | 53.8 | 55 | 46 | 6 | 1 | 0 | 1 | 0 | 0 | 55.5 | 54 |
| 11:45 - 12:00 | 54 | 5 | 1 | 0 | 0 | 0 | 0 | 60.5 | 60 | 52 | 10 | 0 | 0 | 0 | 0 | 0 | 62.0 | 62 |
| **Hourly Total** | **193** | **25** | **1** | **0** | **0** | **3** | **1** | **221** | **223** | **212** | **30** | **3** | **0** | **2** | **1** | **1** | **251** | **248** |
| 12:00 - 12:15 | 59 | 8 | 0 | 0 | 0 | 0 | 0 | 67.0 | 67 | 59 | 7 | 1 | 0 | 1 | 0 | 1 | 69.9 | 69 |
| 12:15 - 12:30 | 57 | 5 | 1 | 0 | 0 | 0 | 0 | 63.5 | 63 | 49 | 9 | 1 | 0 | 0 | 1 | 2 | 60.5 | 62 |
| 12:30 - 12:45 | 66 | 7 | 0 | 0 | 0 | 0 | 1 | 73.4 | 74 | 69 | 5 | 0 | 0 | 1 | 1 | 1 | 76.6 | 77 |
| 12:45 - 13:00 | 70 | 1 | 0 | 0 | 0 | 0 | 2 | 71.0 | 73 | 58 | 3 | 0 | 0 | 0 | 0 | 2 | 61.0 | 63 |
| **Hourly Total** | **252** | **21** | **1** | **0** | **0** | **0** | **3** | **275** | **277** | **235** | **24** | **2** | **0** | **2** | **2** | **6** | **268** | **271** |
| 13:00 - 13:15 | 67 | 14 | 0 | 0 | 0 | 0 | 0 | 81.0 | 81 | 60 | 2 | 0 | 0 | 0 | 1 | 1 | 64.4 | 64 |
| 13:15 - 13:30 | 61 | 6 | 1 | 0 | 0 | 1 | 1 | 69.1 | 70 | 49 | 4 | 2 | 0 | 0 | 0 | 1 | 58.4 | 58 |
| 13:30 - 13:45 | 65 | 8 | 1 | 0 | 0 | 0 | 0 | 74.3 | 74 | 54 | 6 | 1 | 0 | 0 | 1 | 3 | 64.3 | 66 |
| 13:45 - 14:00 | 84 | 6 | 1 | 0 | 1 | 0 | 0 | 94.2 | 92 | 48 | 5 | 1 | 0 | 0 | 0 | 0 | 54.5 | 54 |
| **Hourly Total** | **277** | **34** | **3** | **1** | **1** | **1** | **2** | **319** | **317** | **211** | **19** | **4** | **0** | **2** | **2** | **5** | **242** | **242** |
| 14:00 - 14:15 | 55 | 9 | 0 | 0 | 0 | 0 | 1 | 64.4 | 65 | 64 | 4 | 2 | 0 | 1 | 0 | 0 | 73.0 | 71 |
| 14:15 - 14:30 | 65 | 2 | 0 | 0 | 0 | 0 | 1 | 67.4 | 69 | 52 | 4 | 0 | 0 | 0 | 0 | 0 | 56.0 | 56 |
| 14:30 - 14:45 | 53 | 4 | 2 | 0 | 0 | 0 | 0 | 62.0 | 61 | 62 | 7 | 0 | 0 | 1 | 0 | 0 | 71.0 | 70 |
| 14:45 - 15:00 | 80 | 9 | 2 | 1 | 0 | 0 | 0 | 94.3 | 92 | 69 | 7 | 0 | 0 | 0 | 0 | 0 | 96.0 | 96 |
| **Hourly Total** | **253** | **24** | **4** | **1** | **0** | **0** | **2** | **288** | **287** | **247** | **22** | **2** | **0** | **2** | **0** | **0** | **296** | **293** |
| 15:00 - 15:15 | 84 | 10 | 1 | 0 | 0 | 1 | 4 | 97.3 | 100 | 69 | 7 | 1 | 0 | 1 | 0 | 1 | 89.9 | 89 |
| 15:15 - 15:30 | 141 | 10 | 1 | 0 | 0 | 1 | 1 | 153.1 | 154 | 58 | 3 | 1 | 0 | 0 | 0 | 1 | 63.9 | 64 |
| 15:30 - 15:45 | 121 | 7 | 0 | 0 | 0 | 1 | 0 | 128.2 | 129 | 96 | 4 | 0 | 0 | 1 | 0 | 0 | 102.0 | 101 |
| 15:45 - 16:00 | 98 | 9 | 1 | 0 | 0 | 0 | 1 | 108.9 | 109 | 85 | 6 | 0 | 0 | 0 | 0 | 1 | 91.4 | 92 |
| **Hourly Total** | **444** | **36** | **3** | **0** | **0** | **2** | **6** | **488** | **492** | **309** | **20** | **2** | **0** | **2** | **0** | **3** | **347** | **346** |
| 16:00 - 16:15 | 96 | 10 | 2 | 0 | 0 | 0 | 2 | 114.8 | 115 | 83 | 7 | 1 | 0 | 1 | 0 | 1 | 74.3 | 74 |
| 16:15 - 16:30 | 141 | 9 | 0 | 0 | 0 | 0 | 1 | 150.4 | 151 | 71 | 5 | 0 | 0 | 0 | 1 | 0 | 78.4 | 76 |
| 16:30 - 16:45 | 116 | 11 | 0 | 0 | 0 | 0 | 1 | 127.2 | 128 | 68 | 6 | 1 | 0 | 0 | 0 | 0 | 75.5 | 75 |
| 16:45 - 17:00 | 117 | 15 | 0 | 0 | 0 | 0 | 0 | 132.4 | 133 | 85 | 4 | 1 | 0 | 0 | 0 | 2 | 91.3 | 92 |
| **Hourly Total** | **470** | **45** | **2** | **0** | **0** | **1** | **4** | **525** | **527** | **307** | **22** | **3** | **0** | **2** | **0** | **3** | **319** | **317** |
| 17:00 - 17:15 | 112 | 13 | 1 | 0 | 0 | 3 | 1 | 127.5 | 130 | 77 | 6 | 0 | 0 | 1 | 0 | 0 | 85.0 | 84 |
| 17:15 - 17:30 | 136 | 14 | 0 | 0 | 0 | 3 | 1 | 151.2 | 153 | 66 | 9 | 0 | 0 | 0 | 1 | 0 | 75.0 | 75 |
| 17:30 - 17:45 | 133 | 8 | 0 | 0 | 0 | 0 | 4 | 142.8 | 145 | 92 | 7 | 0 | 0 | 1 | 0 | 4 | 102.0 | 104 |
| 17:45 - 18:00 | 147 | 11 | 0 | 0 | 0 | 2 | 0 | 158.8 | 160 | 88 | 12 | 0 | 0 | 0 | 2 | 1 | 100.0 | 103 |
| **Hourly Total** | **528** | **46** | **1** | **0** | **0** | **8** | **6** | **580** | **588** | **323** | **34** | **0** | **0** | **2** | **3** | **5** | **362** | **366** |
| 18:00 - 18:15 | 139 | 8 | 0 | 0 | 0 | 1 | 1 | 147.6 | 149 | 85 | 9 | 0 | 0 | 0 | 1 | 1 | 96.4 | 96 |
| 18:15 - 18:30 | 106 | 11 | 0 | 0 | 0 | 0 | 3 | 121.2 | 123 | 81 | 6 | 0 | 0 | 0 | 0 | 2 | 87.0 | 89 |
| 18:30 - 18:45 | 117 | 6 | 0 | 0 | 0 | 0 | 0 | 123.0 | 123 | 69 | 4 | 0 | 0 | 0 | 0 | 0 | 69.0 | 69 |
| 18:45 - 19:00 | 95 | 11 | 0 | 0 | 0 | 1 | 0 | 106.2 | 107 | 70 | 11 | 0 | 0 | 0 | 0 | 1 | 81.4 | 82 |
| **Hourly Total** | **457** | **36** | **0** | **0** | **0** | **2** | **4** | **498** | **502** | **305** | **30** | **0** | **0** | **0** | **2** | **4** | **361** | **361** |
| **Session Total** | **3770** | **377** | **22** | **3** | **1** | **18** | **30** | **4207** | **4226** | **3738** | **313** | **27** | **2** | **22** | **14** | **37** | **4160** | **4154** |

## *Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** **A - Orwell Avenue / B - Great Ashby Way (North East) / C - Great Ashby Way (South West)**




| | | |
|---|---|---|
| **Matrix Totals:** | **Counts** | |
| **Show single Session:** | **No** | |
| | ***07:00 to 19:00*** | |
| **Custom Start / End:** | **07:00** | **19:00** |
| **Show Peak Times:** | **No** | |

**Arm Destination**

| Arm Origin | A | B | C | Total | % Total |
|---|---|---|---|---|---|
| **A** | 1 | 379 | 663 | **1043** | **100.00%** |
| **B** | 483 | 0 | 3490 | **3973** | **100.00%** |
| **C** | 783 | 3442 | 1 | **4226** | **100.00%** |
| **Total** | **1267** | **3821** | **4154** | | |
| **% Total** | **100.00%** | **100.00%** | **100.00%** | | |

| Classifications | Include |
|---|---|
| CAR | **Yes** |
| LGV | **Yes** |
| OGV1 | **Yes** |
| OGV2 | **Yes** |
| BUS | **Yes** |
| P/CYCLE | **Yes** |
| M/CYCLE | **Yes** |

*Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction: A - Orwell Avenue / B - Great Ashby Way (North East) / C - Great Ashby Way (South West)**

| | A - Orwell Avenue | | B - Great Ashby Way (North East) | C - Great Ashby Way (South West) |
|---|---|---|---|---|
| | Lane 1 | Lane 2 | Lane 1 | Lane 1 |
| Survey Period | MAX | MAX | MAX | MAX |
| 07:00 - 07:05 | 0 | 1 | 1 | 0 |
| 07:05 - 07:10 | 0 | 1 | 0 | 0 |
| 07:10 - 07:15 | 0 | 1 | 0 | 0 |
| 07:15 - 07:20 | 0 | 2 | 0 | 0 |
| 07:20 - 07:25 | 0 | 1 | 0 | 0 |
| 07:25 - 07:30 | 0 | 0 | 0 | 0 |
| 07:30 - 07:35 | 0 | 1 | 1 | 0 |
| 07:35 - 07:40 | 0 | 2 | 1 | 0 |
| 07:40 - 07:45 | 0 | 2 | 1 | 0 |
| 07:45 - 07:50 | 0 | 2 | 0 | 0 |
| 07:50 - 07:55 | 0 | 1 | 3 | 0 |
| 07:55 - 08:00 | 0 | 2 | 2 | 0 |
| 08:00 - 08:05 | 2 | 7 | 1 | 0 |
| 08:05 - 08:10 | 0 | 5 | 0 | 0 |
| 08:10 - 08:15 | 0 | 5 | 1 | 0 |
| 08:15 - 08:20 | 0 | 2 | 1 | 0 |
| 08:20 - 08:25 | 0 | 1 | 1 | 0 |
| 08:25 - 08:30 | 0 | 2 | 1 | 0 |
| 08:30 - 08:35 | 0 | 6 | 1 | 0 |
| 08:35 - 08:40 | 0 | 2 | 2 | 0 |
| 08:40 - 08:45 | 0 | 2 | 1 | 0 |
| 08:45 - 08:50 | 1 | 1 | 1 | 0 |
| 08:50 - 08:55 | 0 | 1 | 1 | 0 |
| 08:55 - 09:00 | 0 | 4 | 1 | 0 |
| 09:00 - 09:05 | 1 | 2 | 2 | 0 |
| 09:05 - 09:10 | 0 | 1 | 0 | 0 |
| 09:10 - 09:15 | 0 | 2 | 1 | 0 |
| 09:15 - 09:20 | 0 | 1 | 1 | 0 |
| 09:20 - 09:25 | 0 | 4 | 2 | 0 |
| 09:25 - 09:30 | 0 | 1 | 0 | 0 |
| 09:30 - 09:35 | 0 | 1 | 0 | 0 |
| 09:35 - 09:40 | 0 | 1 | 1 | 0 |
| 09:40 - 09:45 | 0 | 1 | 0 | 0 |
| 09:45 - 09:50 | 0 | 1 | 0 | 0 |
| 09:50 - 09:55 | 0 | 2 | 0 | 0 |
| 09:55 - 10:00 | 0 | 1 | 0 | 0 |
| 10:00 - 10:05 | 0 | 0 | 1 | 0 |
| 10:05 - 10:10 | 0 | 2 | 0 | 0 |
| 10:10 - 10:15 | 0 | 1 | 0 | 0 |
| 10:15 - 10:20 | 0 | 5 | 0 | 0 |
| 10:20 - 10:25 | 0 | 0 | 2 | 0 |
| 10:25 - 10:30 | 0 | 0 | 0 | 0 |
| 10:30 - 10:35 | 0 | 1 | 0 | 0 |
| 10:35 - 10:40 | 0 | 1 | 0 | 0 |
| 10:40 - 10:45 | 0 | 1 | 0 | 0 |
| 10:45 - 10:50 | 0 | 0 | 0 | 0 |
| 10:50 - 10:55 | 0 | 1 | 0 | 0 |
| 10:55 - 11:00 | 0 | 2 | 0 | 0 |
| 11:00 - 11:05 | 0 | 1 | 0 | 0 |
| 11:05 - 11:10 | 0 | 2 | 0 | 0 |
| 11:10 - 11:15 | 0 | 1 | 0 | 0 |
| 11:15 - 11:20 | 0 | 2 | 0 | 0 |
| 11:20 - 11:25 | 0 | 1 | 0 | 0 |
| 11:25 - 11:30 | 0 | 2 | 0 | 0 |
| 11:30 - 11:35 | 0 | 1 | 1 | 0 |
| 11:35 - 11:40 | 0 | 2 | 0 | 0 |
| 11:40 - 11:45 | 0 | 1 | 0 | 0 |
| 11:45 - 11:50 | 0 | 0 | 0 | 0 |
| 11:50 - 11:55 | 0 | 1 | 0 | 0 |
| 11:55 - 12:00 | 0 | 0 | 0 | 0 |
| 12:00 - 12:05 | 0 | 1 | 0 | 0 |
| 12:05 - 12:10 | 0 | 1 | 0 | 0 |
| 12:10 - 12:15 | 1 | 1 | 1 | 0 |
| 12:15 - 12:20 | 0 | 1 | 0 | 0 |
| 12:20 - 12:25 | 0 | 1 | 0 | 0 |
| 12:25 - 12:30 | 0 | 1 | 0 | 0 |
| 12:30 - 12:35 | 0 | 1 | 0 | 0 |
| 12:35 - 12:40 | 0 | 1 | 0 | 0 |
| 12:40 - 12:45 | 0 | 1 | 0 | 0 |
| 12:45 - 12:50 | 0 | 1 | 1 | 0 |
| 12:50 - 12:55 | 0 | 2 | 0 | 0 |
| 12:55 - 13:00 | 0 | 1 | 0 | 0 |
| 13:00 - 13:05 | 0 | 1 | 1 | 0 |
| 13:05 - 13:10 | 0 | 2 | 0 | 0 |
| 13:10 - 13:15 | 0 | 1 | 0 | 0 |
| 13:15 - 13:20 | 0 | 1 | 0 | 0 |
| 13:20 - 13:25 | 0 | 1 | 0 | 0 |
| 13:25 - 13:30 | 0 | 1 | 1 | 0 |
| 13:30 - 13:35 | 0 | 1 | 0 | 0 |
| 13:35 - 13:40 | 0 | 1 | 0 | 0 |
| 13:40 - 13:45 | 0 | 1 | 0 | 0 |
| 13:45 - 13:50 | 0 | 1 | 0 | 0 |
| 13:50 - 13:55 | 0 | 1 | 0 | 0 |
| 13:55 - 14:00 | 0 | 1 | 1 | 0 |
| 14:00 - 14:05 | 0 | 2 | 1 | 0 |
| 14:05 - 14:10 | 0 | 3 | 0 | 0 |
| 14:10 - 14:15 | 0 | 0 | 0 | 0 |
| 14:15 - 14:20 | 0 | 1 | 1 | 0 |
| 14:20 - 14:25 | 0 | 1 | 0 | 0 |
| 14:25 - 14:30 | 0 | 1 | 0 | 0 |
| 14:30 - 14:35 | 0 | 2 | 0 | 0 |
| 14:35 - 14:40 | 0 | 1 | 0 | 0 |
| 14:40 - 14:45 | 0 | 1 | 1 | 0 |
| 14:45 - 14:50 | 1 | 3 | 0 | 0 |
| 14:50 - 14:55 | 0 | 1 | 0 | 0 |
| 14:55 - 15:00 | 0 | 3 | 1 | 0 |
| 15:00 - 15:05 | 0 | 1 | 0 | 0 |
| 15:05 - 15:10 | 0 | 2 | 0 | 0 |
| 15:10 - 15:15 | 0 | 2 | 1 | 0 |
| 15:15 - 15:20 | 0 | 1 | 0 | 0 |
| 15:20 - 15:25 | 0 | 1 | 2 | 0 |
| 15:25 - 15:30 | 0 | 2 | 0 | 0 |
| 15:30 - 15:35 | 0 | 1 | 0 | 0 |
| 15:35 - 15:40 | 0 | 2 | 1 | 0 |
| 15:40 - 15:45 | 0 | 3 | 1 | 0 |
| 15:45 - 15:50 | 0 | 1 | 1 | 0 |
| 15:50 - 15:55 | 0 | 2 | 0 | 0 |
| 15:55 - 16:00 | 0 | 2 | 1 | 0 |
| 16:00 - 16:05 | 1 | 1 | 1 | 0 |
| 16:05 - 16:10 | 0 | 1 | 2 | 0 |
| 16:10 - 16:15 | 0 | 1 | 0 | 0 |
| 16:15 - 16:20 | 1 | 1 | 1 | 0 |
| 16:20 - 16:25 | 0 | 1 | 0 | 0 |
| 16:25 - 16:30 | 0 | 1 | 0 | 0 |
| 16:30 - 16:35 | 0 | 2 | 0 | 0 |
| 16:35 - 16:40 | 0 | 1 | 1 | 0 |
| 16:40 - 16:45 | 0 | 2 | 1 | 0 |
| 16:45 - 16:50 | 0 | 2 | 1 | 0 |
| 16:50 - 16:55 | 0 | 3 | 0 | 0 |
| 16:55 - 17:00 | 0 | 1 | 1 | 0 |
| 17:00 - 17:05 | 0 | 1 | 1 | 0 |
| 17:05 - 17:10 | 0 | 4 | 1 | 0 |
| 17:10 - 17:15 | 2 | 2 | 1 | 0 |
| 17:15 - 17:20 | 0 | 2 | 1 | 0 |
| 17:20 - 17:25 | 0 | 1 | 2 | 0 |
| 17:25 - 17:30 | 0 | 3 | 2 | 0 |
| 17:30 - 17:35 | 0 | 4 | 1 | 0 |
| 17:35 - 17:40 | 0 | 3 | 1 | 0 |
| 17:40 - 17:45 | 0 | 1 | 1 | 0 |
| 17:45 - 17:50 | 0 | 1 | 1 | 0 |
| 17:50 - 17:55 | 0 | 3 | 0 | 0 |
| 17:55 - 18:00 | 0 | 2 | 1 | 0 |
| 18:00 - 18:05 | 0 | 2 | 1 | 0 |
| 18:05 - 18:10 | 0 | 1 | 0 | 0 |
| 18:10 - 18:15 | 0 | 1 | 2 | 0 |
| 18:15 - 18:20 | 0 | 2 | 0 | 0 |
| 18:20 - 18:25 | 0 | 0 | 0 | 0 |
| 18:25 - 18:30 | 0 | 1 | 0 | 0 |
| 18:30 - 18:35 | 0 | 2 | 1 | 0 |
| 18:35 - 18:40 | 0 | 1 | 1 | 0 |
| 18:40 - 18:45 | 0 | 2 | 1 | 0 |
| 18:45 - 18:50 | 0 | 1 | 0 | 0 |
| 18:50 - 18:55 | 0 | 1 | 1 | 0 |
| 18:55 - 19:00 | 0 | 1 | 0 | 0 |

# *Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** **A - Bray Drive / B - Great Ashby Way (North East) / C - Wansbeck Close / D - Great Ashby Way (West)**

**SWSC Version:** **3.01c**

**Project File:**

**Date Generated:** **26-06-2023**

**Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023**

Produced by Streetwise Services Ltd.

**Junction:** A - Bray Drive / B - Great Ashby Way (North East) / C - Wansbeck Close / D - Great Ashby Way (West)

**Approach:** A - Bray Drive

**A to B**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| 07:15 - 07:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 |
| 07:30 - 07:45 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | #REF! | 8 |
| 07:45 - 08:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 6 |
| Hourly Total | 20 | 1 | 0 | 0 | 0 | 1 | 0 | #REF! | 22 |
| 08:00 - 08:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 6 |
| 08:15 - 08:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| 08:30 - 08:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| 08:45 - 09:00 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 6 |
| Hourly Total | 20 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 22 |
| 09:00 - 09:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:30 - 09:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 |
| 09:45 - 10:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 7 |
| Hourly Total | 11 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 13 |
| 10:00 - 10:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 10:15 - 10:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 10:30 - 10:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 10:45 - 11:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| Hourly Total | 4 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 |
| 11:00 - 11:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 |
| 11:15 - 11:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 |
| 11:30 - 11:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 |
| 11:45 - 12:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| Hourly Total | 11 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 13 |
| 12:00 - 12:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 |
| 12:15 - 12:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 |
| 12:30 - 12:45 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | #REF! | 3 |
| 12:45 - 13:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 |
| Hourly Total | 9 | 2 | 1 | 0 | 0 | 0 | 0 | #REF! | 12 |
| 13:00 - 13:15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 7 |
| 13:15 - 13:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 |
| 13:30 - 13:45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 |
| 13:45 - 14:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| Hourly Total | 9 | 5 | 0 | 0 | 0 | 0 | 0 | #REF! | 14 |
| 14:00 - 14:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 |
| 14:15 - 14:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 14:30 - 14:45 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | #REF! | 4 |
| 14:45 - 15:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 |
| Hourly Total | 8 | 1 | 0 | 0 | 0 | 0 | 1 | #REF! | 10 |
| 15:00 - 15:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 7 |
| 15:15 - 15:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 |
| 15:30 - 15:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| 15:45 - 16:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| Hourly Total | 17 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 20 |
| 16:00 - 16:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 |
| 16:15 - 16:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| 16:30 - 16:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 |
| 16:45 - 17:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| Hourly Total | 13 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 17 |
| 17:00 - 17:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 |
| 17:15 - 17:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| 17:30 - 17:45 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | #REF! | 8 |
| 17:45 - 18:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| Hourly Total | 18 | 2 | 0 | 0 | 0 | 1 | 0 | #REF! | 21 |
| 18:00 - 18:15 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | #REF! | 3 |
| 18:15 - 18:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 6 |
| 18:30 - 18:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 |
| 18:45 - 19:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 |
| Hourly Total | 11 | 2 | 0 | 0 | 0 | 1 | 0 | #REF! | 14 |
| Session Total | 151 | 26 | 1 | 0 | 0 | 3 | 1 | #REF! | 182 |

**A to C**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 08:45 - 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 09:00 - 09:15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | #REF! | 2 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:45 - 10:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| Hourly Total | 1 | 1 | 1 | 0 | 0 | 0 | 0 | #REF! | 3 |
| 10:00 - 10:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 11:30 - 11:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 14:00 - 14:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | #REF! | 1 |
| Hourly Total | 0 | 1 | 0 | 0 | 0 | 1 | 0 | #REF! | 2 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 15:30 - 15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 16:30 - 16:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 1 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 17:15 - 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 17:45 - 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| Hourly Total | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Session Total | 6 | 5 | 1 | 0 | 0 | 1 | 0 | #REF! | 13 |

**A to D**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 22 |
| 07:15 - 07:30 | 24 | 5 | 0 | 0 | 0 | 1 | 0 | #REF! | 30 |
| 07:30 - 07:45 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 42 |
| 07:45 - 08:00 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 46 |
| Hourly Total | 132 | 7 | 0 | 0 | 0 | 1 | 0 | #REF! | 140 |
| 08:00 - 08:15 | 64 | 2 | 0 | 0 | 0 | 0 | 1 | #REF! | 67 |
| 08:15 - 08:30 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 43 |
| 08:30 - 08:45 | 51 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 53 |
| 08:45 - 09:00 | 21 | 0 | 0 | 0 | 0 | 1 | 0 | #REF! | 22 |
| Hourly Total | 177 | 6 | 0 | 0 | 0 | 1 | 1 | #REF! | 185 |
| 09:00 - 09:15 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 21 |
| 09:15 - 09:30 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 21 |
| 09:30 - 09:45 | 22 | 2 | 0 | 0 | 0 | 0 | 1 | #REF! | 25 |
| 09:45 - 10:00 | 22 | 3 | 0 | 0 | 0 | 0 | 1 | #REF! | 26 |
| Hourly Total | 84 | 7 | 0 | 0 | 0 | 0 | 2 | #REF! | 93 |
| 10:00 - 10:15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 14 |
| 10:15 - 10:30 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 15 |
| 10:30 - 10:45 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 11 |
| 10:45 - 11:00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 9 |
| Hourly Total | 41 | 8 | 0 | 0 | 0 | 0 | 0 | #REF! | 49 |
| 11:00 - 11:15 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 10 |
| 11:15 - 11:30 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 25 |
| 11:30 - 11:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 9 |
| 11:45 - 12:00 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 |
| Hourly Total | 53 | 7 | 0 | 0 | 0 | 0 | 0 | #REF! | 60 |
| 12:00 - 12:15 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 14 |
| 12:15 - 12:30 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 15 |
| 12:30 - 12:45 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 17 |
| 12:45 - 13:00 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 10 |
| Hourly Total | 48 | 8 | 0 | 0 | 0 | 0 | 0 | #REF! | 56 |
| 13:00 - 13:15 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | #REF! | 17 |
| 13:15 - 13:30 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | #REF! | 16 |
| 13:30 - 13:45 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 |
| 13:45 - 14:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 8 |
| Hourly Total | 55 | 0 | 0 | 0 | 0 | 1 | 1 | #REF! | 57 |
| 14:00 - 14:15 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | #REF! | 13 |
| 14:15 - 14:30 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 12 |
| 14:30 - 14:45 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 20 |
| 14:45 - 15:00 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 25 |
| Hourly Total | 62 | 7 | 0 | 0 | 0 | 0 | 1 | #REF! | 70 |
| 15:00 - 15:15 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 24 |
| 15:15 - 15:30 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 19 |
| 15:30 - 15:45 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 22 |
| 15:45 - 16:00 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 27 |
| Hourly Total | 85 | 7 | 0 | 0 | 0 | 0 | 0 | #REF! | 92 |
| 16:00 - 16:15 | 16 | 3 | 0 | 0 | 0 | 0 | 2 | #REF! | 21 |
| 16:15 - 16:30 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 17 |
| 16:30 - 16:45 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 |
| 16:45 - 17:00 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 28 |
| Hourly Total | 75 | 5 | 0 | 0 | 0 | 0 | 2 | #REF! | 82 |
| 17:00 - 17:15 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 18 |
| 17:15 - 17:30 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 |
| 17:30 - 17:45 | 19 | 1 | 0 | 0 | 0 | 0 | 3 | #REF! | 23 |
| 17:45 - 18:00 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 20 |
| Hourly Total | 66 | 8 | 0 | 0 | 0 | 0 | 3 | #REF! | 77 |
| 18:00 - 18:15 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | #REF! | 24 |
| 18:15 - 18:30 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 24 |
| 18:30 - 18:45 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 25 |
| 18:45 - 19:00 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 20 |
| Hourly Total | 88 | 3 | 0 | 0 | 0 | 0 | 2 | #REF! | 93 |
| Session Total | 966 | 73 | 0 | 0 | 0 | 3 | 12 | #REF! | 1054 |

**A to A**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 07:45 - 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 11:00 - 11:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 12:30 - 12:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 13:00 - 13:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 16:30 - 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Session Total | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |

**From A**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 27 |
| 07:15 - 07:30 | 26 | 6 | 0 | 0 | 0 | 1 | 0 | #REF! | 33 |
| 07:30 - 07:45 | 49 | 0 | 0 | 0 | 0 | 1 | 0 | #REF! | 50 |
| 07:45 - 08:00 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 53 |
| Hourly Total | 153 | 8 | 0 | 0 | 0 | 2 | 0 | #REF! | 163 |
| 08:00 - 08:15 | 70 | 2 | 0 | 0 | 0 | 0 | 1 | #REF! | 73 |
| 08:15 - 08:30 | 46 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 48 |
| 08:30 - 08:45 | 56 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 58 |
| 08:45 - 09:00 | 26 | 2 | 0 | 0 | 0 | 1 | 0 | #REF! | 29 |
| Hourly Total | 198 | 8 | 0 | 0 | 0 | 1 | 1 | #REF! | 208 |
| 09:00 - 09:15 | 22 | 3 | 1 | 0 | 0 | 0 | 0 | #REF! | 26 |
| 09:15 - 09:30 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 21 |
| 09:30 - 09:45 | 25 | 2 | 0 | 0 | 0 | 0 | 1 | #REF! | 28 |
| 09:45 - 10:00 | 28 | 5 | 0 | 0 | 0 | 0 | 1 | #REF! | 34 |
| Hourly Total | 96 | 10 | 1 | 0 | 0 | 0 | 2 | #REF! | 109 |
| 10:00 - 10:15 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 |
| 10:15 - 10:30 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 |
| 10:30 - 10:45 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 12 |
| 10:45 - 11:00 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 10 |
| Hourly Total | 45 | 9 | 0 | 0 | 0 | 0 | 0 | #REF! | 54 |
| 11:00 - 11:15 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 15 |
| 11:15 - 11:30 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 27 |
| 11:30 - 11:45 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 12 |
| 11:45 - 12:00 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 21 |
| Hourly Total | 65 | 10 | 0 | 0 | 0 | 0 | 0 | #REF! | 75 |
| 12:00 - 12:15 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 |
| 12:15 - 12:30 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 18 |
| 12:30 - 12:45 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | #REF! | 21 |
| 12:45 - 13:00 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 14 |
| Hourly Total | 58 | 10 | 1 | 0 | 0 | 0 | 0 | #REF! | 69 |
| 13:00 - 13:15 | 22 | 2 | 0 | 0 | 0 | 1 | 0 | #REF! | 25 |
| 13:15 - 13:30 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | #REF! | 19 |
| 13:30 - 13:45 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 19 |
| 13:45 - 14:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 9 |
| Hourly Total | 65 | 5 | 0 | 0 | 0 | 1 | 1 | #REF! | 72 |
| 14:00 - 14:15 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | #REF! | 16 |
| 14:15 - 14:30 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 13 |
| 14:30 - 14:45 | 22 | 1 | 0 | 0 | 0 | 0 | 1 | #REF! | 24 |
| 14:45 - 15:00 | 25 | 3 | 0 | 0 | 0 | 1 | 0 | #REF! | 29 |
| Hourly Total | 70 | 9 | 0 | 0 | 0 | 1 | 2 | #REF! | 82 |
| 15:00 - 15:15 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 31 |
| 15:15 - 15:30 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 22 |
| 15:30 - 15:45 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 28 |
| 15:45 - 16:00 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | #REF! | 32 |
| Hourly Total | 103 | 10 | 0 | 0 | 0 | 0 | 0 | #REF! | 113 |
| 16:00 - 16:15 | 18 | 4 | 0 | 0 | 0 | 0 | 2 | #REF! | 24 |
| 16:15 - 16:30 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 22 |
| 16:30 - 16:45 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 23 |
| 16:45 - 17:00 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 33 |
| Hourly Total | 90 | 10 | 0 | 0 | 0 | 0 | 2 | #REF! | 102 |
| 17:00 - 17:15 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 21 |
| 17:15 - 17:30 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 22 |
| 17:30 - 17:45 | 25 | 2 | 0 | 0 | 0 | 1 | 3 | #REF! | 31 |
| 17:45 - 18:00 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 26 |
| Hourly Total | 86 | 10 | 0 | 0 | 0 | 1 | 3 | #REF! | 100 |
| 18:00 - 18:15 | 24 | 0 | 0 | 0 | 0 | 1 | 2 | #REF! | 27 |
| 18:15 - 18:30 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 30 |
| 18:30 - 18:45 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 27 |
| 18:45 - 19:00 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 23 |
| Hourly Total | 99 | 5 | 0 | 0 | 0 | 1 | 2 | #REF! | 107 |
| Session Total | 1128 | 104 | 2 | 0 | 0 | 7 | 13 | #REF! | 1254 |

**To A**

| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 8 |
| 07:15 - 07:30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 9 |
| 07:30 - 07:45 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 14 |
| 07:45 - 08:00 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 19 |
| Hourly Total | 47 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 50 |
| 08:00 - 08:15 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 14 |
| 08:15 - 08:30 | 21 | 1 | 0 | 0 | 0 | 1 | 0 | #REF! | 23 |
| 08:30 - 08:45 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 22 |
| 08:45 - 09:00 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 24 |
| Hourly Total | 72 | 10 | 0 | 0 | 0 | 1 | 0 | #REF! | 83 |
| 09:00 - 09:15 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 23 |
| 09:15 - 09:30 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 24 |
| 09:30 - 09:45 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 15 |
| 09:45 - 10:00 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | #REF! | 15 |
| Hourly Total | 65 | 11 | 1 | 0 | 0 | 0 | 0 | #REF! | 77 |
| 10:00 - 10:15 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 17 |
| 10:15 - 10:30 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | #REF! | 12 |
| 10:30 - 10:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| 10:45 - 11:00 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 13 |
| Hourly Total | 37 | 9 | 1 | 0 | 0 | 0 | 0 | #REF! | 47 |
| 11:00 - 11:15 | 15 | 1 | 0 | 0 | 0 | 1 | 0 | #REF! | 17 |
| 11:15 - 11:30 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 13 |
| 11:30 - 11:45 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | #REF! | 13 |
| 11:45 - 12:00 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 14 |
| Hourly Total | 51 | 4 | 0 | 0 | 0 | 1 | 1 | #REF! | 57 |
| 12:00 - 12:15 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 17 |
| 12:15 - 12:30 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 19 |
| 12:30 - 12:45 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 27 |
| 12:45 - 13:00 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 17 |
| Hourly Total | 75 | 5 | 0 | 0 | 0 | 0 | 0 | #REF! | 80 |
| 13:00 - 13:15 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 29 |
| 13:15 - 13:30 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 17 |
| 13:30 - 13:45 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 17 |
| 13:45 - 14:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 |
| Hourly Total | 71 | 8 | 0 | 0 | 0 | 0 | 0 | #REF! | 79 |
| 14:00 - 14:15 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | #REF! | 13 |
| 14:15 - 14:30 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | #REF! | 16 |
| 14:30 - 14:45 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 17 |
| 14:45 - 15:00 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 |
| Hourly Total | 53 | 7 | 0 | 0 | 0 | 0 | 2 | #REF! | 62 |
| 15:00 - 15:15 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | #REF! | 21 |
| 15:15 - 15:30 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 45 |
| 15:30 - 15:45 | 50 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 51 |
| 15:45 - 16:00 | 31 | 3 | 0 | 0 | 0 | 0 | 1 | #REF! | 35 |
| Hourly Total | 143 | 7 | 0 | 0 | 0 | 0 | 2 | #REF! | 152 |
| 16:00 - 16:15 | 25 | 4 | 0 | 0 | 0 | 1 | 1 | #REF! | 31 |
| 16:15 - 16:30 | 47 | 7 | 0 | 0 | 0 | 0 | 0 | #REF! | 54 |
| 16:30 - 16:45 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 31 |
| 16:45 - 17:00 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 32 |
| Hourly Total | 129 | 17 | 0 | 0 | 0 | 1 | 1 | #REF! | 148 |
| 17:00 - 17:15 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 45 |
| 17:15 - 17:30 | 39 | 4 | 0 | 0 | 0 | 1 | 0 | #REF! | 44 |
| 17:30 - 17:45 | 22 | 5 | 0 | 0 | 0 | 0 | 2 | #REF! | 29 |
| 17:45 - 18:00 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 34 |
| Hourly Total | 135 | 14 | 0 | 0 | 0 | 1 | 2 | #REF! | 152 |
| 18:00 - 18:15 | 37 | 3 | 0 | 0 | 0 | 1 | 0 | #REF! | 41 |
| 18:15 - 18:30 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 38 |
| 18:30 - 18:45 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 35 |
| 18:45 - 19:00 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 31 |
| Hourly Total | 134 | 10 | 0 | 0 | 0 | 1 | 0 | #REF! | 145 |
| Session Total | 1012 | 105 | 2 | 0 | 0 | 5 | 8 | #REF! | 1132 |

**Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023**

Produced by Streetwise Services Ltd.

**Junction:** A - Bray Drive / B - Great Ashby Way (North East) / C - Wansbeck Close / D - Great Ashby Way (West)

**Approach:** B - Great Ashby Way (North East)

| | B to C | | | | | | | | | B to D | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 44 | 9 | 2 | 0 | 1 | 0 | 2 | #REF! | 58 |
| 07:15 - 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 57 | 5 | 1 | 0 | 0 | 0 | 0 | #REF! | 63 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 96 | 7 | 1 | 1 | 1 | 2 | 0 | #REF! | 108 |
| 07:45 - 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 97 | 8 | 0 | 0 | 0 | 0 | 0 | #REF! | 105 |
| **Hourly Total** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **3** | **294** | **29** | **4** | **1** | **2** | **2** | **2** | **#REF!** | **334** |
| 08:00 - 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 118 | 4 | 2 | 0 | 0 | 0 | 1 | #REF! | 125 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 75 | 4 | 0 | 0 | 1 | 0 | 0 | #REF! | 80 |
| 08:30 - 08:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 80 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 84 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 90 | 7 | 1 | 0 | 1 | 0 | 2 | #REF! | 101 |
| **Hourly Total** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **4** | **363** | **19** | **3** | **0** | **2** | **0** | **3** | **#REF!** | **390** |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 68 | 6 | 0 | 0 | 0 | 0 | 0 | #REF! | 74 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 51 | 4 | 1 | 0 | 0 | 0 | 0 | #REF! | 56 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 43 | 3 | 0 | 1 | 1 | 0 | 0 | #REF! | 48 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 50 | 3 | 1 | 0 | 0 | 0 | 0 | #REF! | 54 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **0** | **212** | **16** | **2** | **1** | **1** | **0** | **0** | **#REF!** | **232** |
| 10:00 - 10:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 33 | 2 | 0 | 0 | 1 | 0 | 1 | #REF! | 37 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 35 | 4 | 2 | 0 | 0 | 0 | 2 | #REF! | 43 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 26 | 5 | 0 | 0 | 1 | 1 | 0 | #REF! | 33 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 39 |
| **Hourly Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **1** | **132** | **12** | **2** | **0** | **2** | **1** | **3** | **#REF!** | **152** |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 27 | 1 | 1 | 0 | 1 | 0 | 0 | #REF! | 30 |
| 11:15 - 11:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 33 | 6 | 1 | 0 | 0 | 1 | 0 | #REF! | 41 |
| 11:30 - 11:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 | 27 | 4 | 1 | 0 | 1 | 0 | 0 | #REF! | 33 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | #REF! | 1 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | #REF! | 41 |
| **Hourly Total** | **4** | **1** | **0** | **0** | **0** | **1** | **0** | **#REF!** | **6** | **121** | **18** | **3** | **0** | **2** | **1** | **0** | **#REF!** | **145** |
| 12:00 - 12:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 38 | 4 | 1 | 0 | 1 | 0 | 1 | #REF! | 45 |
| 12:15 - 12:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 32 | 4 | 0 | 0 | 0 | 0 | 2 | #REF! | 38 |
| 12:30 - 12:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 45 | 5 | 0 | 0 | 1 | 0 | 1 | #REF! | 52 |
| 12:45 - 13:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 36 | 3 | 0 | 0 | 0 | 0 | 2 | #REF! | 41 |
| **Hourly Total** | **2** | **3** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **5** | **151** | **16** | **1** | **0** | **2** | **0** | **6** | **#REF!** | **176** |
| 13:00 - 13:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 32 | 1 | 0 | 0 | 1 | 0 | 0 | #REF! | 34 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 30 | 6 | 2 | 0 | 0 | 0 | 0 | #REF! | 38 |
| 13:30 - 13:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 34 | 4 | 1 | 0 | 1 | 0 | 1 | #REF! | 41 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 37 | 5 | 1 | 0 | 0 | 0 | 0 | #REF! | 43 |
| **Hourly Total** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **2** | **133** | **16** | **4** | **0** | **2** | **0** | **1** | **#REF!** | **156** |
| 14:00 - 14:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 48 | 1 | 1 | 0 | 1 | 0 | 0 | #REF! | 51 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 34 |
| 14:30 - 14:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 34 | 3 | 0 | 0 | 1 | 0 | 0 | #REF! | 38 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 54 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 58 |
| **Hourly Total** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **3** | **169** | **9** | **1** | **0** | **2** | **0** | **0** | **#REF!** | **181** |
| 15:00 - 15:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 46 | 5 | 1 | 0 | 1 | 0 | 1 | #REF! | 54 |
| 15:15 - 15:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 35 | 0 | 1 | 0 | 0 | 0 | 1 | #REF! | 37 |
| 15:30 - 15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 77 | 1 | 0 | 0 | 1 | 0 | 0 | #REF! | 79 |
| 15:45 - 16:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 54 | 3 | 1 | 0 | 0 | 0 | 0 | #REF! | 58 |
| **Hourly Total** | **6** | **1** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **7** | **212** | **9** | **3** | **0** | **2** | **0** | **2** | **#REF!** | **228** |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 33 | 6 | 1 | 0 | 1 | 0 | 0 | #REF! | 41 |
| 16:15 - 16:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 43 | 5 | 0 | 0 | 1 | 0 | 0 | #REF! | 49 |
| 16:30 - 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 40 | 2 | 2 | 0 | 0 | 0 | 0 | #REF! | 44 |
| 16:45 - 17:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 61 | 5 | 1 | 0 | 0 | 0 | 1 | #REF! | 68 |
| **Hourly Total** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **6** | **177** | **18** | **4** | **0** | **2** | **0** | **1** | **#REF!** | **202** |
| 17:00 - 17:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 47 | 6 | 0 | 0 | 1 | 0 | 0 | #REF! | 54 |
| 17:15 - 17:30 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | #REF! | 5 | 56 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 60 |
| 17:30 - 17:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 58 | 5 | 0 | 0 | 1 | 0 | 0 | #REF! | 64 |
| 17:45 - 18:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 58 | 5 | 0 | 0 | 0 | 0 | 3 | #REF! | 66 |
| **Hourly Total** | **11** | **1** | **0** | **0** | **0** | **0** | **1** | **#REF!** | **13** | **219** | **20** | **0** | **0** | **2** | **0** | **3** | **#REF!** | **244** |
| 18:00 - 18:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 8 | 62 | 5 | 0 | 0 | 1 | 0 | 0 | #REF! | 68 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 46 | 7 | 0 | 0 | 0 | 0 | 2 | #REF! | 55 |
| 18:30 - 18:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 | 57 | 3 | 0 | 0 | 1 | 0 | 0 | #REF! | 61 |
| 18:45 - 19:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 54 | 5 | 0 | 0 | 0 | 0 | 0 | #REF! | 59 |
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| **Session Total** | **55** | **7** | **0** | **0** | **0** | **1** | **1** | **#REF!** | **64** | **2402** | **202** | **27** | **2** | **23** | **4** | **23** | **#REF!** | **2683** |

| | B to A | | | | | | | | | B to B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 07:30 - 07:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
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| 08:00 - 08:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 08:15 - 08:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 08:30 - 08:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 08:45 - 09:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
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| 09:00 - 09:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:15 - 09:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:30 - 09:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:45 - 10:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
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| 10:00 - 10:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 10:15 - 10:30 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
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| 11:00 - 11:15 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | #REF! | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
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| 11:30 - 11:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 11:45 - 12:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
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| 12:00 - 12:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 12:15 - 12:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 12:30 - 12:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 12:45 - 13:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| **Hourly Total** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **0** |
| 13:00 - 13:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
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| 13:30 - 13:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 13:45 - 14:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| **Hourly Total** | **8** | **1** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **0** |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
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| 14:30 - 14:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 14:45 - 15:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
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| 15:00 - 15:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 15:15 - 15:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 15:30 - 15:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 15:45 - 16:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| **Hourly Total** | **19** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **19** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **2** |
| 16:00 - 16:15 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 16:15 - 16:30 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 16:30 - 16:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 16:45 - 17:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| **Hourly Total** | **16** | **3** | **0** | **0** | **0** | **1** | **0** | **#REF!** | **20** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **0** |
| 17:00 - 17:15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 17:15 - 17:30 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | #REF! | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 17:30 - 17:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 17:45 - 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| **Hourly Total** | **21** | **3** | **0** | **0** | **0** | **1** | **0** | **#REF!** | **25** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **0** |
| 18:00 - 18:15 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | #REF! | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 18:15 - 18:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
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| 18:45 - 19:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| **Hourly Total** | **20** | **0** | **0** | **0** | **0** | **1** | **0** | **#REF!** | **21** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **0** |
| **Session Total** | **136** | **14** | **1** | **0** | **0** | **4** | **0** | **#REF!** | **155** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **#REF!** | **2** |

| | From B | | | | | | | | | To B | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 45 | 9 | 2 | 0 | 1 | 0 | 2 | #REF! | 59 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 26 |
| 07:15 - 07:30 | 58 | 5 | 1 | 0 | 0 | 0 | 0 | #REF! | 64 | 26 | 5 | 0 | 0 | 1 | 0 | 1 | #REF! | 33 |
| 07:30 - 07:45 | 100 | 8 | 1 | 1 | 1 | 2 | 0 | #REF! | 113 | 27 | 6 | 0 | 0 | 0 | 1 | 0 | #REF! | 34 |
| 07:45 - 08:00 | 100 | 8 | 0 | 0 | 0 | 0 | 0 | #REF! | 108 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 52 |
| **Hourly Total** | **303** | **30** | **4** | **1** | **2** | **2** | **2** | **#REF!** | **344** | **127** | **15** | **0** | **0** | **1** | **1** | **1** | **#REF!** | **145** |
| 08:00 - 08:15 | 121 | 5 | 2 | 0 | 0 | 0 | 1 | #REF! | 129 | 56 | 6 | 0 | 0 | 0 | 0 | 0 | #REF! | 62 |
| 08:15 - 08:30 | 76 | 4 | 0 | 0 | 1 | 0 | 0 | #REF! | 81 | 47 | 6 | 0 | 0 | 0 | 0 | 0 | #REF! | 53 |
| 08:30 - 08:45 | 85 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 89 | 68 | 8 | 0 | 0 | 0 | 0 | 0 | #REF! | 76 |
| 08:45 - 09:00 | 92 | 7 | 1 | 0 | 1 | 0 | 2 | #REF! | 103 | 61 | 4 | 0 | 1 | 0 | 0 | 2 | #REF! | 68 |
| **Hourly Total** | **374** | **20** | **3** | **0** | **2** | **0** | **3** | **#REF!** | **402** | **232** | **24** | **0** | **1** | **0** | **0** | **2** | **#REF!** | **259** |
| 09:00 - 09:15 | 73 | 6 | 0 | 0 | 0 | 0 | 0 | #REF! | 79 | 47 | 4 | 2 | 0 | 0 | 0 | 0 | #REF! | 53 |
| 09:15 - 09:30 | 55 | 5 | 1 | 0 | 0 | 0 | 0 | #REF! | 61 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | #REF! | 37 |
| 09:30 - 09:45 | 44 | 3 | 0 | 1 | 1 | 0 | 0 | #REF! | 49 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 36 |
| 09:45 - 10:00 | 51 | 3 | 1 | 0 | 0 | 0 | 0 | #REF! | 55 | 35 | 2 | 1 | 0 | 0 | 0 | 1 | #REF! | 39 |
| **Hourly Total** | **223** | **17** | **2** | **1** | **1** | **0** | **0** | **#REF!** | **244** | **146** | **15** | **3** | **0** | **0** | **0** | **1** | **#REF!** | **165** |
| 10:00 - 10:15 | 36 | 2 | 0 | 0 | 1 | 0 | 1 | #REF! | 40 | 32 | 1 | 0 | 0 | 0 | 0 | 1 | #REF! | 34 |
| 10:15 - 10:30 | 37 | 4 | 3 | 0 | 0 | 0 | 2 | #REF! | 46 | 31 | 4 | 1 | 0 | 0 | 0 | 0 | #REF! | 36 |
| 10:30 - 10:45 | 26 | 5 | 0 | 0 | 1 | 1 | 0 | #REF! | 33 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 31 |
| 10:45 - 11:00 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 40 | 33 | 5 | 1 | 0 | 0 | 0 | 0 | #REF! | 39 |
| **Hourly Total** | **137** | **13** | **3** | **0** | **2** | **1** | **3** | **#REF!** | **159** | **124** | **13** | **2** | **0** | **0** | **0** | **1** | **#REF!** | **140** |
| 11:00 - 11:15 | 30 | 1 | 1 | 0 | 1 | 1 | 0 | #REF! | 34 | 29 | 2 | 0 | 0 | 0 | 1 | 0 | #REF! | 32 |
| 11:15 - 11:30 | 36 | 7 | 1 | 0 | 0 | 1 | 0 | #REF! | 45 | 30 | 10 | 0 | 0 | 0 | 0 | 0 | #REF! | 40 |
| 11:30 - 11:45 | 31 | 5 | 1 | 0 | 1 | 0 | 0 | #REF! | 38 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 37 |
| 11:45 - 12:00 | 39 | 8 | 0 | 0 | 0 | 1 | 0 | #REF! | 48 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | #REF! | 37 |
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| 12:00 - 12:15 | 41 | 5 | 1 | 0 | 1 | 0 | 1 | #REF! | 49 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | #REF! | 38 |
| 12:15 - 12:30 | 34 | 5 | 0 | 0 | 0 | 0 | 2 | #REF! | 41 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 37 |
| 12:30 - 12:45 | 49 | 6 | 0 | 0 | 1 | 0 | 1 | #REF! | 57 | 39 | 8 | 2 | 0 | 0 | 1 | 0 | #REF! | 50 |
| 12:45 - 13:00 | 39 | 3 | 0 | 0 | 0 | 0 | 2 | #REF! | 44 | 51 | 2 | 0 | 0 | 0 | 0 | 2 | #REF! | 55 |
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| 13:00 - 13:15 | 36 | 2 | 0 | 0 | 1 | 0 | 0 | #REF! | 39 | 41 | 7 | 0 | 0 | 0 | 0 | 1 | #REF! | 49 |
| 13:15 - 13:30 | 32 | 6 | 2 | 0 | 0 | 0 | 0 | #REF! | 40 | 46 | 7 | 1 | 0 | 0 | 1 | 0 | #REF! | 55 |
| 13:30 - 13:45 | 36 | 4 | 1 | 0 | 1 | 0 | 1 | #REF! | 43 | 41 | 11 | 1 | 0 | 0 | 0 | 0 | #REF! | 53 |
| 13:45 - 14:00 | 39 | 5 | 1 | 0 | 0 | 0 | 0 | #REF! | 45 | 56 | 5 | 0 | 1 | 0 | 0 | 0 | #REF! | 62 |
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| 14:00 - 14:15 | 49 | 1 | 1 | 0 | 1 | 0 | 0 | #REF! | 52 | 44 | 6 | 1 | 0 | 0 | 1 | 0 | #REF! | 52 |
| 14:15 - 14:30 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 35 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 45 |
| 14:30 - 14:45 | 36 | 4 | 0 | 0 | 1 | 0 | 0 | #REF! | 41 | 39 | 4 | 1 | 0 | 0 | 0 | 1 | #REF! | 45 |
| 14:45 - 15:00 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | #REF! | 60 | 53 | 8 | 3 | 1 | 0 | 0 | 0 | #REF! | 65 |
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| 15:00 - 15:15 | 50 | 6 | 1 | 0 | 1 | 0 | 1 | #REF! | 59 | 49 | 7 | 1 | 0 | 0 | 0 | 2 | #REF! | 59 |
| 15:15 - 15:30 | 38 | 0 | 1 | 0 | 0 | 0 | 1 | #REF! | 40 | 85 | 5 | 1 | 0 | 0 | 1 | 1 | #REF! | 93 |
| 15:30 - 15:45 | 86 | 1 | 0 | 0 | 1 | 0 | 0 | #REF! | 88 | 62 | 7 | 0 | 0 | 0 | 0 | 1 | #REF! | 70 |
| 15:45 - 16:00 | 65 | 3 | 1 | 0 | 0 | 0 | 0 | #REF! | 69 | 73 | 5 | 1 | 0 | 0 | 1 | 0 | #REF! | 80 |
| **Hourly Total** | **239** | **10** | **3** | **0** | **2** | **0** | **2** | **#REF!** | **256** | **269** | **24** | **3** | **0** | **0** | **2** | **4** | **#REF!** | **302** |
| 16:00 - 16:15 | 34 | 7 | 1 | 0 | 1 | 1 | 0 | #REF! | 44 | 58 | 11 | 2 | 0 | 0 | 0 | 1 | #REF! | 72 |
| 16:15 - 16:30 | 53 | 7 | 0 | 0 | 1 | 0 | 0 | #REF! | 61 | 78 | 7 | 0 | 0 | 0 | 0 | 1 | #REF! | 86 |
| 16:30 - 16:45 | 46 | 2 | 2 | 0 | 0 | 0 | 0 | #REF! | 50 | 73 | 8 | 0 | 0 | 0 | 0 | 1 | #REF! | 82 |
| 16:45 - 17:00 | 66 | 5 | 1 | 0 | 0 | 0 | 1 | #REF! | 73 | 76 | 13 | 0 | 0 | 0 | 0 | 0 | #REF! | 89 |
| **Hourly Total** | **199** | **21** | **4** | **0** | **2** | **1** | **1** | **#REF!** | **228** | **285** | **39** | **2** | **0** | **0** | **0** | **3** | **#REF!** | **329** |
| 17:00 - 17:15 | 58 | 7 | 0 | 0 | 1 | 0 | 0 | #REF! | 66 | 75 | 8 | 0 | 0 | 0 | 0 | 2 | #REF! | 85 |
| 17:15 - 17:30 | 68 | 5 | 0 | 0 | 0 | 1 | 1 | #REF! | 75 | 94 | 10 | 1 | 0 | 0 | 1 | 3 | #REF! | 109 |
| 17:30 - 17:45 | 63 | 7 | 0 | 0 | 1 | 0 | 0 | #REF! | 71 | 107 | 4 | 0 | 0 | 0 | 1 | 2 | #REF! | 114 |
| 17:45 - 18:00 | 62 | 5 | 0 | 0 | 0 | 0 | 3 | #REF! | 70 | 114 | 6 | 0 | 0 | 0 | 0 | 1 | #REF! | 121 |
| **Hourly Total** | **251** | **24** | **0** | **0** | **2** | **1** | **4** | **#REF!** | **282** | **390** | **28** | **1** | **0** | **0** | **2** | **8** | **#REF!** | **429** |
| 18:00 - 18:15 | 77 | 5 | 0 | 0 | 1 | 1 | 0 | #REF! | 84 | 94 | 5 | 0 | 0 | 0 | 1 | 0 | #REF! | 100 |
| 18:15 - 18:30 | 51 | 7 | 0 | 0 | 0 | 0 | 2 | #REF! | 60 | 74 | 7 | 0 | 0 | 0 | 0 | 3 | #REF! | 84 |
| 18:30 - 18:45 | 64 | 3 | 0 | 0 | 1 | 0 | 0 | #REF! | 68 | 80 | 6 | 0 | 0 | 0 | 0 | 0 | #REF! | 86 |
| 18:45 - 19:00 | 61 | 5 | 0 | 0 | 0 | 0 | 0 | #REF! | 66 | 55 | 9 | 0 | 0 | 0 | 0 | 0 | #REF! | 64 |
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| **Session Total** | **2595** | **223** | **28** | **2** | **23** | **9** | **24** | **#REF!** | **2904** | **2524** | **269** | **21** | **3** | **1** | **10** | **27** | **#REF!** | **2855** |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Bray Drive / B - Great Ashby Way (North East) / C - Wansbeck Close / D - Great Ashby Way (West)

**Approach:** C - Wansbeck Close

### C to D

| TIME | CAR | LGV | ODV1 | ODV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| 07:15 - 07:30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 07:30 - 07:45 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 07:45 - 08:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| Hourly Total | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 29 |
| 08:00 - 08:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| 08:15 - 08:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 08:30 - 08:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 08:45 - 09:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Hourly Total | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 24 |
| 09:00 - 09:15 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 7 |
| 09:15 - 09:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 09:30 - 09:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 09:45 - 10:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Hourly Total | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 17 | 17 |
| 10:00 - 10:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| 10:15 - 10:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 10:30 - 10:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 10:45 - 11:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| Hourly Total | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 17 |
| 11:00 - 11:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 11:15 - 11:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 11:30 - 11:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 12:30 - 12:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 13:00 - 13:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 14:30 - 14:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 14:45 - 15:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Hourly Total | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 15:00 - 15:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 15:15 - 15:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 15:30 - 15:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 15:45 - 16:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Hourly Total | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| 16:00 - 16:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 16:15 - 16:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 16:30 - 16:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 16:45 - 17:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Hourly Total | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| 17:00 - 17:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 17:15 - 17:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 17:30 - 17:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 17:45 - 18:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Hourly Total | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 |
| 18:00 - 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:15 - 18:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:30 - 18:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 18:45 - 19:00 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 |
| Hourly Total | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 9 |
| Session Total | 148 | 13 | 2 | 0 | 0 | 1 | 0 | 169 | 169 |

### C to A

| TIME | CAR | LGV | ODV1 | ODV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Session Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### C to B

| TIME | CAR | LGV | ODV1 | ODV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 07:15 - 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30 - 07:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:45 - 08:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Hourly Total | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 08:00 - 08:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:15 - 08:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 09:00 - 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Session Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### C to C

| TIME | CAR | LGV | ODV1 | ODV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Session Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### From C

| TIME | CAR | LGV | ODV1 | ODV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| 07:00 - 07:15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| 07:15 - 07:30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 07:30 - 07:45 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 07:45 - 08:00 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| Hourly Total | 33 | 4 | 0 | 0 | 0 | 0 | 0 | 37 | 37 |
| 08:00 - 08:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| 08:15 - 08:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| 08:30 - 08:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| 08:45 - 09:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Hourly Total | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 34 | 34 |
| 09:00 - 09:15 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 8 |
| 09:15 - 09:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 09:30 - 09:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 09:45 - 10:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Hourly Total | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 18 | 18 |
| 10:00 - 10:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| 10:15 - 10:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 10:30 - 10:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 10:45 - 11:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| Hourly Total | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 17 |
| 11:00 - 11:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 11:15 - 11:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 11:30 - 11:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 12:30 - 12:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 13:00 - 13:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 14:30 - 14:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 14:45 - 15:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Hourly Total | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 15:00 - 15:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 15:15 - 15:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 15:30 - 15:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 15:45 - 16:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Hourly Total | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| 16:00 - 16:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 16:15 - 16:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 16:30 - 16:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 16:45 - 17:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Hourly Total | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| 17:00 - 17:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 17:15 - 17:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 17:30 - 17:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 17:45 - 18:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Hourly Total | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 |
| 18:00 - 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:15 - 18:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:30 - 18:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 18:45 - 19:00 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 |
| Hourly Total | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 9 |
| Session Total | 148 | 13 | 2 | 0 | 0 | 1 | 0 | 169 | 169 |

streetwise

*Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

Produced by Streetwise Services Ltd.

**Junction:** A - Bray Drive / B - Great Ashby Way (North East) / C - Wansbeck Close / D - Great Ashby Way (West)

**Approach:** D - Great Ashby Way (West)

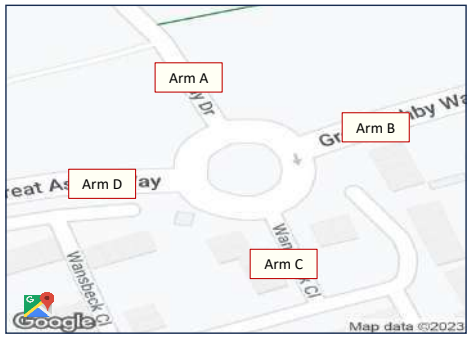
| | D to A | | | | | | | | D to B | | | | | | | | D to C | | | | | | | | D to D | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 8 | 76 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 77 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| 07:15 - 07:30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 8 | 23 | 4 | 0 | 0 | 1 | 0 | 0 | #REF! | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 07:30 - 07:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 9 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 |
| 07:45 - 08:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 44 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| Hourly Total | 39 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 41 | 166 | 14 | 0 | 0 | 1 | 0 | 0 | #REF! | 184 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 8 |
| 08:00 - 08:15 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 19 | 48 | 6 | 0 | 0 | 0 | 0 | 0 | #REF! | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 08:15 - 08:30 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 21 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
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| 08:45 - 09:00 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 19 | 30 | 2 | 0 | 0 | 1 | 0 | 0 | #REF! | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 75 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 76 | 160 | 16 | 0 | 0 | 1 | 0 | 0 | #REF! | 179 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 |
| 09:00 - 09:15 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 18 | 44 | 3 | 2 | 0 | 0 | 0 | 0 | #REF! | 49 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:15 - 09:30 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 19 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 37 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:30 - 09:45 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 09:45 - 10:00 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | #REF! | 20 | 29 | 1 | 1 | 0 | 0 | 0 | 1 | #REF! | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 69 | 3 | 1 | 0 | 0 | 0 | 0 | #REF! | 73 | 134 | 8 | 3 | 0 | 0 | 0 | 1 | #REF! | 151 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 10:00 - 10:15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 12 | 33 | 1 | 0 | 0 | 0 | 0 | 1 | #REF! | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | #REF! | 1 |
| 10:15 - 10:30 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 10 | 39 | 0 | 1 | 0 | 0 | 0 | 0 | #REF! | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 10:30 - 10:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 10:45 - 11:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 10 | 30 | 0 | 1 | 0 | 0 | 0 | 0 | #REF! | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 33 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 37 | 129 | 1 | 2 | 0 | 0 | 0 | 1 | #REF! | 132 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | #REF! | 1 |
| 11:00 - 11:15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 12 | 28 | 1 | 0 | 0 | 0 | 0 | 1 | #REF! | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 11:15 - 11:30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 10 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 27 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 11:30 - 11:45 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | #REF! | 12 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 11:45 - 12:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 8 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | #REF! | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 39 | 2 | 0 | 0 | 0 | 0 | 1 | #REF! | 42 | 119 | 3 | 1 | 0 | 0 | 0 | 1 | #REF! | 123 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 12:00 - 12:15 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 14 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 |
| 12:15 - 12:30 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 19 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 12:30 - 12:45 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 22 | 36 | 6 | 1 | 0 | 0 | 0 | 1 | #REF! | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 |
| 12:45 - 13:00 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 19 | 48 | 1 | 0 | 0 | 0 | 0 | 2 | #REF! | 49 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 |
| Hourly Total | 72 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 74 | 144 | 14 | 1 | 0 | 0 | 0 | 3 | #REF! | 156 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 5 |
| 13:00 - 13:15 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 22 | 36 | 3 | 0 | 0 | 0 | 0 | 1 | #REF! | 42 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 13:15 - 13:30 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 19 | 35 | 5 | 1 | 0 | 0 | 0 | 1 | #REF! | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 13:30 - 13:45 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 | 40 | 6 | 1 | 0 | 0 | 0 | 0 | #REF! | 46 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 13:45 - 14:00 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 14 | 34 | 5 | 0 | 1 | 0 | 0 | 0 | #REF! | 40 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 67 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 71 | 145 | 19 | 2 | 0 | 0 | 0 | 2 | #REF! | 169 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 14:00 - 14:15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 12 | 43 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 14:15 - 14:30 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | #REF! | 21 | 47 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 50 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
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| 14:45 - 15:00 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 14 | 30 | 7 | 0 | 1 | 0 | 0 | 0 | #REF! | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 56 | 6 | 0 | 0 | 0 | 0 | 2 | #REF! | 63 | 156 | 18 | 1 | 0 | 0 | 0 | 0 | #REF! | 175 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 15:00 - 15:15 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | #REF! | 19 | 42 | 6 | 1 | 0 | 0 | 0 | 2 | #REF! | 50 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 15:15 - 15:30 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 21 | 41 | 4 | 1 | 0 | 0 | 0 | 1 | #REF! | 46 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 15:30 - 15:45 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 24 | 44 | 6 | 0 | 0 | 0 | 0 | 1 | #REF! | 50 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 15:45 - 16:00 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | #REF! | 24 | 49 | 8 | 0 | 0 | 0 | 0 | 1 | #REF! | 57 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 84 | 2 | 0 | 0 | 0 | 0 | 2 | #REF! | 88 | 176 | 24 | 2 | 0 | 0 | 0 | 5 | #REF! | 203 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 16:00 - 16:15 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 24 | 56 | 10 | 2 | 0 | 0 | 0 | 1 | #REF! | 68 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 16:15 - 16:30 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 28 | 73 | 9 | 0 | 0 | 0 | 0 | 1 | #REF! | 80 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 16:30 - 16:45 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 23 | 69 | 8 | 0 | 0 | 0 | 0 | 1 | #REF! | 75 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 16:45 - 17:00 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 28 | 70 | 12 | 0 | 0 | 0 | 0 | 0 | #REF! | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 103 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 103 | 268 | 39 | 2 | 0 | 0 | 0 | 3 | #REF! | 307 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 17:00 - 17:15 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 35 | 71 | 7 | 0 | 0 | 0 | 0 | 1 | #REF! | 79 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 17:15 - 17:30 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 34 | 87 | 10 | 1 | 0 | 0 | 0 | 1 | #REF! | 102 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 17:30 - 17:45 | 19 | 0 | 0 | 0 | 0 | 2 | 0 | #REF! | 21 | 69 | 3 | 0 | 0 | 0 | 0 | 2 | #REF! | 77 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 17:45 - 18:00 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 33 | 100 | 8 | 0 | 0 | 0 | 0 | 1 | #REF! | 114 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 114 | 7 | 0 | 0 | 0 | 2 | 0 | #REF! | 123 | 327 | 28 | 1 | 0 | 0 | 0 | 5 | #REF! | 372 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 18:00 - 18:15 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 36 | 85 | 5 | 0 | 0 | 0 | 0 | 3 | #REF! | 93 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 18:15 - 18:30 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 25 | 69 | 4 | 0 | 0 | 0 | 0 | 1 | #REF! | 73 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 18:30 - 18:45 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 30 | 77 | 5 | 0 | 0 | 0 | 0 | 0 | #REF! | 82 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| 18:45 - 19:00 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 24 | 52 | 6 | 0 | 0 | 0 | 0 | 0 | #REF! | 61 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Hourly Total | 115 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 115 | 283 | 20 | 0 | 0 | 0 | 0 | 4 | #REF! | 309 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | #REF! | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |
| Session Total | 876 | 33 | 1 | 0 | 0 | 0 | 6 | #REF! | 916 | 2309 | 237 | 20 | 0 | 3 | 1 | 7 | 30 | #REF! | 2918 | 126 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | #REF! | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | #REF! | 0 |

| | Free D | | | | | | | | Tot D | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL | CAR | LGV | OGV1 | OGV2 | BUS | P/CYCLE | M/CYCLE | PCU | TOTAL |
| 07:00 - 07:15 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 26 | 75 | 11 | 2 | 0 | 1 | 0 | 2 | #REF! | 90 |
| 07:15 - 07:30 | 32 | 0 | 0 | 0 | 1 | 0 | 0 | #REF! | 33 | 98 | 10 | 1 | 0 | 0 | 1 | 0 | #REF! | 121 |
| 07:30 - 07:45 | 27 | 2 | 0 | 0 | 0 | 1 | 0 | #REF! | 30 | 122 | 9 | 1 | 0 | 1 | 2 | 0 | #REF! | 152 |
| 07:45 - 08:00 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 41 | 153 | 10 | 0 | 0 | 0 | 0 | 0 | #REF! | 181 |
| Hourly Total | 121 | 7 | 0 | 0 | 1 | 1 | 0 | #REF! | 130 | 448 | 40 | 4 | 0 | 2 | 3 | 2 | #REF! | 544 |
| 08:00 - 08:15 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 42 | 162 | 17 | 0 | 0 | 0 | 0 | 0 | #REF! | 195 |
| 08:15 - 08:30 | 62 | 7 | 0 | 0 | 0 | 0 | 0 | #REF! | 69 | 179 | 6 | 0 | 0 | 1 | 0 | 0 | #REF! | 226 |
| 08:30 - 08:45 | 60 | 11 | 0 | 0 | 0 | 0 | 0 | #REF! | 71 | 139 | 8 | 0 | 0 | 0 | 0 | 0 | #REF! | 168 |
| 08:45 - 09:00 | 79 | 5 | 0 | 1 | 0 | 0 | 2 | #REF! | 87 | 113 | 7 | 1 | 0 | 0 | 0 | 2 | #REF! | 128 |
| Hourly Total | 239 | 27 | 0 | 1 | 0 | 0 | 2 | #REF! | 269 | 593 | 38 | 1 | 0 | 1 | 0 | 2 | #REF! | 717 |
| 09:00 - 09:15 | 62 | 4 | 2 | 0 | 0 | 0 | 0 | #REF! | 68 | 155 | 8 | 1 | 0 | 0 | 0 | 0 | #REF! | 182 |
| 09:15 - 09:30 | 61 | 8 | 0 | 0 | 0 | 0 | 0 | #REF! | 69 | 79 | 6 | 1 | 0 | 0 | 0 | 0 | #REF! | 96 |
| 09:30 - 09:45 | 62 | 4 | 0 | 0 | 0 | 0 | 0 | #REF! | 66 | 90 | 8 | 0 | 0 | 0 | 0 | 0 | #REF! | 98 |
| 09:45 - 10:00 | 49 | 4 | 2 | 0 | 0 | 0 | 1 | #REF! | 57 | 73 | 7 | 1 | 0 | 0 | 0 | 1 | #REF! | 82 |
| Hourly Total | 234 | 20 | 4 | 0 | 0 | 0 | 1 | #REF! | 260 | 397 | 29 | 3 | 0 | 0 | 0 | 1 | #REF! | 458 |
| 10:00 - 10:15 | 48 | 7 | 0 | 0 | 0 | 0 | 0 | #REF! | 55 | 87 | 7 | 0 | 0 | 0 | 0 | 1 | #REF! | 95 |
| 10:15 - 10:30 | 41 | 3 | 1 | 0 | 0 | 0 | 0 | #REF! | 45 | 87 | 7 | 2 | 0 | 0 | 0 | 2 | #REF! | 98 |
| 10:30 - 10:45 | 50 | 6 | 0 | 0 | 0 | 0 | 0 | #REF! | 56 | 96 | 6 | 0 | 0 | 0 | 1 | 0 | #REF! | 99 |
| 10:45 - 11:00 | 47 | 9 | 1 | 0 | 0 | 0 | 0 | #REF! | 57 | 85 | 9 | 0 | 0 | 0 | 0 | 0 | #REF! | 94 |
| Hourly Total | 186 | 25 | 2 | 0 | 0 | 0 | 0 | #REF! | 213 | 355 | 29 | 2 | 0 | 0 | 1 | 3 | #REF! | 386 |
| 11:00 - 11:15 | 38 | 3 | 0 | 0 | 0 | 1 | 0 | #REF! | 42 | 77 | 4 | 1 | 0 | 1 | 0 | 0 | #REF! | 83 |
| 11:15 - 11:30 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 42 | 88 | 6 | 1 | 0 | 0 | 1 | 0 | #REF! | 96 |
| 11:30 - 11:45 | 46 | 3 | 0 | 0 | 0 | 0 | 0 | #REF! | 49 | 96 | 6 | 1 | 0 | 0 | 0 | 0 | #REF! | 103 |
| 11:45 - 12:00 | 46 | 7 | 1 | 0 | 0 | 0 | 0 | #REF! | 54 | 94 | 8 | 0 | 0 | 0 | 0 | 0 | #REF! | 102 |
| Hourly Total | 169 | 16 | 1 | 0 | 0 | 1 | 0 | #REF! | 187 | 355 | 24 | 3 | 0 | 1 | 1 | 0 | #REF! | 384 |
| 12:00 - 12:15 | 48 | 7 | 0 | 0 | 0 | 0 | 0 | #REF! | 55 | 92 | 8 | 1 | 0 | 0 | 0 | 1 | #REF! | 101 |
| 12:15 - 12:30 | 68 | 5 | 0 | 0 | 0 | 0 | 0 | #REF! | 73 | 98 | 6 | 1 | 0 | 0 | 0 | 1 | #REF! | 106 |
| 12:30 - 12:45 | 62 | 7 | 1 | 0 | 0 | 1 | 0 | #REF! | 71 | 92 | 7 | 0 | 0 | 0 | 1 | 0 | #REF! | 100 |
| 12:45 - 13:00 | 63 | 2 | 0 | 0 | 0 | 0 | 2 | #REF! | 67 | 92 | 4 | 0 | 0 | 0 | 0 | 2 | #REF! | 98 |
| Hourly Total | 237 | 21 | 1 | 0 | 0 | 1 | 2 | #REF! | 266 | 374 | 25 | 2 | 0 | 0 | 1 | 4 | #REF! | 405 |
| 13:00 - 13:15 | 58 | 10 | 0 | 0 | 0 | 0 | 1 | #REF! | 69 | 95 | 11 | 1 | 0 | 0 | 0 | 1 | #REF! | 108 |
| 13:15 - 13:30 | 60 | 8 | 1 | 0 | 0 | 0 | 1 | #REF! | 70 | 95 | 9 | 0 | 0 | 0 | 0 | 1 | #REF! | 105 |
| 13:30 - 13:45 | 66 | 11 | 1 | 0 | 0 | 0 | 0 | #REF! | 78 | 93 | 4 | 1 | 0 | 0 | 0 | 1 | #REF! | 99 |
| 13:45 - 14:00 | 69 | 8 | 0 | 1 | 0 | 0 | 0 | #REF! | 78 | 94 | 8 | 0 | 0 | 0 | 0 | 0 | #REF! | 102 |
| Hourly Total | 253 | 37 | 2 | 1 | 0 | 0 | 2 | #REF! | 295 | 377 | 32 | 2 | 0 | 0 | 0 | 3 | #REF! | 414 |
| 14:00 - 14:15 | 64 | 7 | 1 | 0 | 0 | 1 | 1 | #REF! | 75 | 93 | 8 | 1 | 0 | 0 | 0 | 1 | #REF! | 103 |
| 14:15 - 14:30 | 69 | 6 | 0 | 0 | 0 | 0 | 1 | #REF! | 76 | 88 | 6 | 0 | 0 | 0 | 0 | 1 | #REF! | 95 |
| 14:30 - 14:45 | 63 | 9 | 1 | 0 | 0 | 0 | 0 | #REF! | 73 | 87 | 6 | 0 | 0 | 0 | 0 | 0 | #REF! | 93 |
| 14:45 - 15:00 | 63 | 9 | 1 | 0 | 0 | 0 | 0 | #REF! | 73 | 79 | 6 | 0 | 0 | 0 | 0 | 0 | #REF! | 85 |
| Hourly Total | 259 | 31 | 3 | 0 | 0 | 1 | 2 | #REF! | 297 | 347 | 26 | 1 | 0 | 0 | 0 | 2 | #REF! | 376 |
| 15:00 - 15:15 | 62 | 7 | 1 | 0 | 0 | 0 | 0 | #REF! | 70 | 79 | 6 | 1 | 0 | 0 | 0 | 1 | #REF! | 87 |
| 15:15 - 15:30 | 72 | 8 | 1 | 0 | 0 | 1 | 1 | #REF! | 84 | 96 | 9 | 1 | 0 | 0 | 0 | 1 | #REF! | 107 |
| 15:30 - 15:45 | 68 | 7 | 0 | 0 | 0 | 0 | 1 | #REF! | 76 | 92 | 8 | 0 | 0 | 0 | 0 | 1 | #REF! | 101 |
| 15:45 - 16:00 | 63 | 8 | 1 | 0 | 0 | 0 | 1 | #REF! | 73 | 93 | 9 | 1 | 0 | 0 | 0 | 1 | #REF! | 104 |
| Hourly Total | 265 | 30 | 3 | 0 | 0 | 1 | 3 | #REF! | 303 | 360 | 32 | 3 | 0 | 0 | 0 | 4 | #REF! | 399 |
| 16:00 - 16:15 | 64 | 8 | 2 | 0 | 0 | 0 | 0 | #REF! | 74 | 94 | 9 | 1 | 0 | 0 | 0 | 1 | #REF! | 105 |
| 16:15 - 16:30 | 68 | 11 | 0 | 0 | 0 | 0 | 1 | #REF! | 80 | 96 | 11 | 0 | 0 | 0 | 0 | 1 | #REF! | 108 |
| 16:30 - 16:45 | 62 | 9 | 0 | 0 | 0 | 0 | 1 | #REF! | 72 | 92 | 9 | 0 | 0 | 0 | 0 | 1 | #REF! | 102 |
| 16:45 - 17:00 | 59 | 10 | 0 | 0 | 0 | 0 | 0 | #REF! | 69 | 92 | 9 | 0 | 0 | 0 | 0 | 0 | #REF! | 101 |
| Hourly Total | 253 | 38 | 2 | 0 | 0 | 0 | 2 | #REF! | 295 | 374 | 38 | 1 | 0 | 0 | 0 | 3 | #REF! | 416 |
| 17:00 - 17:15 | 59 | 7 | 0 | 0 | 0 | 0 | 0 | #REF! | 66 | 92 | 9 | 0 | 0 | 0 | 0 | 0 | #REF! | 101 |
| 17:15 - 17:30 | 72 | 13 | 1 | 0 | 0 | 1 | 3 | #REF! | 90 | 94 | 13 | 1 | 0 | 0 | 0 | 1 | #REF! | 109 |
| 17:30 - 17:45 | 72 | 7 | 0 | 0 | 0 | 0 | 0 | #REF! | 79 | 93 | 8 | 0 | 0 | 0 | 0 | 0 | #REF! | 101 |
| 17:45 - 18:00 | 61 | 8 | 0 | 0 | 0 | 0 | 1 | #REF! | 70 | 92 | 8 | 0 | 0 | 0 | 0 | 1 | #REF! | 101 |
| Hourly Total | 264 | 35 | 1 | 0 | 0 | 1 | 4 | #REF! | 305 | 371 | 38 | 1 | 0 | 0 | 0 | 2 | #REF! | 412 |
| 18:00 - 18:15 | 68 | 5 | 0 | 0 | 0 | 0 | 0 | #REF! | 73 | 96 | 5 | 0 | 0 | 0 | 0 | 0 | #REF! | 101 |
| 18:15 - 18:30 | 100 | 10 | 0 | 0 | 0 | 0 | 3 | #REF! | 113 | 111 | 7 | 0 | 0 | 0 | 0 | 2 | #REF! | 120 |
| 18:30 - 18:45 | 113 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 115 | 116 | 2 | 0 | 0 | 0 | 0 | 0 | #REF! | 118 |
| 18:45 - 19:00 | 79 | 11 | 0 | 0 | 0 | 0 | 0 | #REF! | 90 | 79 | 11 | 0 | 0 | 0 | 0 | 0 | #REF! | 90 |
| Hourly Total | 360 | 28 | 0 | 0 | 0 | 0 | 3 | #REF! | 391 | 402 | 25 | 0 | 0 | 0 | 0 | 2 | #REF! | 429 |
| Session Total | 2256 | 237 | 22 | 2 | 1 | 7 | 23 | #REF! | 2552 | 3927 | 346 | 29 | 0 | 24 | 7 | 30 | #REF! | 3963 |

## *Great Ashby, Stevenage - Manual Traffic Survey: Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction:** **A - Bray Drive / B - Great Ashby Way (North East) / C - Wansbeck Close / D - Great Ashby Way (West)**




| | | |
|---|---|---|
| **Matrix Totals:** | **Counts** | |
| **Show single Session:** | **No** | |
| | ***07:00 to 19:00*** | |
| **Custom Start / End:** | **07:00** | **19:00** |
| **Show Peak Times:** | **No** | |

**Arm Destination**

| Arm Origin | A | B | C | D | Total | % Total |
|---|---|---|---|---|---|---|
| **A** | 5 | 182 | 13 | 1054 | **1254** | **100.00%** |
| **B** | 155 | 2 | 64 | 2683 | **2904** | **100.00%** |
| **C** | 4 | 53 | 1 | 166 | **224** | **100.00%** |
| **D** | 968 | 2618 | 137 | 9 | **3732** | **100.00%** |
| **Total** | **1132** | **2855** | **215** | **3912** | | |
| **% Total** | **100.00%** | **100.00%** | **100.00%** | **100.00%** | | |

| Classifications | Include |
|---|---|
| CAR | **Yes** |
| LGV | **Yes** |
| OGV1 | **Yes** |
| OGV2 | **Yes** |
| BUS | **Yes** |
| P/CYCLE | **Yes** |
| M/CYCLE | **Yes** |

streetwise

*Great Ashby, Stevenage: Queue Length Survey - Thursday, 15 June 2023*

**Produced by Streetwise Services Ltd.**

**Junction: A - Bray Drive / B - Great Ashby Way (North East) / C - Wansbeck Close / D - Great Ashby Way (West)**

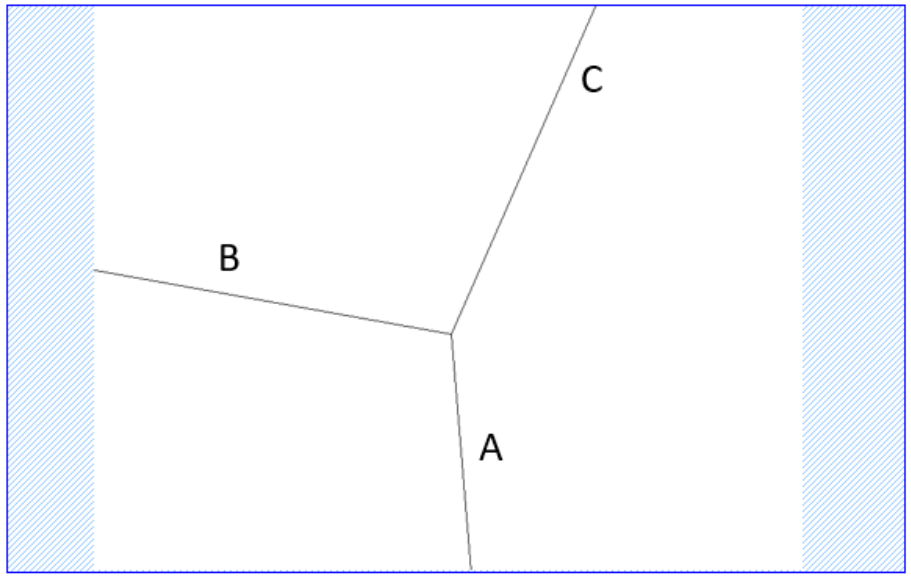
| | A - Bray Drive | B - Great Ashby Way (North East) | C - Wansbeck Close | D - Great Ashby Way (West) |
|---|---|---|---|---|
| | Lane 1 | Lane 1 | Lane 1 | Lane 1 |
| Survey Period | MAX | MAX | MAX | MAX |
| 07:00 - 07:05 | 1 | 2 | 0 | 0 |
| 07:05 - 07:10 | 1 | 1 | 1 | 0 |
| 07:10 - 07:15 | 0 | 0 | 1 | 0 |
| 07:15 - 07:20 | 0 | 0 | 1 | 0 |
| 07:20 - 07:25 | 1 | 0 | 0 | 0 |
| 07:25 - 07:30 | 0 | 0 | 0 | 0 |
| 07:30 - 07:35 | 0 | 4 | 0 | 0 |
| 07:35 - 07:40 | 1 | 2 | 0 | 0 |
| 07:40 - 07:45 | 1 | 2 | 1 | 1 |
| 07:45 - 07:50 | 1 | 0 | 1 | 0 |
| 07:50 - 07:55 | 1 | 1 | 0 | 0 |
| 07:55 - 08:00 | 1 | 3 | 0 | 0 |
| 08:00 - 08:05 | 3 | 5 | 2 | 0 |
| 08:05 - 08:10 | 3 | 2 | 1 | 0 |
| 08:10 - 08:15 | 1 | 0 | 0 | 0 |
| 08:15 - 08:20 | 1 | 0 | 0 | 0 |
| 08:20 - 08:25 | 0 | 0 | 0 | 0 |
| 08:25 - 08:30 | 3 | 1 | 0 | 0 |
| 08:30 - 08:35 | 3 | 1 | 1 | 0 |
| 08:35 - 08:40 | 1 | 1 | 0 | 0 |
| 08:40 - 08:45 | 2 | 3 | 1 | 0 |
| 08:45 - 08:50 | 1 | 0 | 1 | 0 |
| 08:50 - 08:55 | 1 | 0 | 0 | 2 |
| 08:55 - 09:00 | 1 | 4 | 1 | 0 |
| 09:00 - 09:05 | 1 | 1 | 0 | 0 |
| 09:05 - 09:10 | 0 | 0 | 1 | 0 |
| 09:10 - 09:15 | 0 | 0 | 0 | 0 |
| 09:15 - 09:20 | 1 | 0 | 0 | 0 |
| 09:20 - 09:25 | 0 | 0 | 0 | 0 |
| 09:25 - 09:30 | 1 | 0 | 0 | 0 |
| 09:30 - 09:35 | 1 | 1 | 0 | 0 |
| 09:35 - 09:40 | 1 | 0 | 0 | 0 |
| 09:40 - 09:45 | 1 | 0 | 0 | 0 |
| 09:45 - 09:50 | 1 | 0 | 0 | 0 |
| 09:50 - 09:55 | 1 | 0 | 0 | 0 |
| 09:55 - 10:00 | 0 | 1 | 0 | 0 |
| 10:00 - 10:05 | 1 | 0 | 0 | 0 |
| 10:05 - 10:10 | 0 | 0 | 0 | 0 |
| 10:10 - 10:15 | 0 | 0 | 0 | 0 |
| 10:15 - 10:20 | 1 | 0 | 0 | 0 |
| 10:20 - 10:25 | 0 | 0 | 0 | 0 |
| 10:25 - 10:30 | 0 | 0 | 0 | 0 |
| 10:30 - 10:35 | 0 | 2 | 0 | 0 |
| 10:35 - 10:40 | 0 | 2 | 0 | 0 |
| 10:40 - 10:45 | 0 | 0 | 0 | 0 |
| 10:45 - 10:50 | 0 | 0 | 0 | 0 |
| 10:50 - 10:55 | 0 | 0 | 1 | 0 |
| 10:55 - 11:00 | 0 | 0 | 0 | 0 |
| 11:00 - 11:05 | 1 | 0 | 0 | 0 |
| 11:05 - 11:10 | 0 | 0 | 0 | 0 |
| 11:10 - 11:15 | 1 | 0 | 0 | 0 |
| 11:15 - 11:20 | 1 | 1 | 0 | 0 |
| 11:20 - 11:25 | 1 | 0 | 0 | 0 |
| 11:25 - 11:30 | 1 | 1 | 0 | 0 |
| 11:30 - 11:35 | 0 | 0 | 0 | 0 |
| 11:35 - 11:40 | 0 | 0 | 0 | 0 |
| 11:40 - 11:45 | 1 | 0 | 0 | 0 |
| 11:45 - 11:50 | 0 | 0 | 0 | 0 |
| 11:50 - 11:55 | 1 | 0 | 1 | 0 |
| 11:55 - 12:00 | 0 | 0 | 0 | 0 |
| 12:00 - 12:05 | 0 | 0 | 0 | 0 |
| 12:05 - 12:10 | 2 | 0 | 0 | 0 |
| 12:10 - 12:15 | 1 | 0 | 0 | 0 |
| 12:15 - 12:20 | 1 | 0 | 1 | 0 |
| 12:20 - 12:25 | 1 | 0 | 0 | 0 |
| 12:25 - 12:30 | 0 | 0 | 0 | 0 |
| 12:30 - 12:35 | 0 | 0 | 0 | 0 |
| 12:35 - 12:40 | 1 | 0 | 0 | 0 |
| 12:40 - 12:45 | 1 | 1 | 0 | 0 |
| 12:45 - 12:50 | 0 | 0 | 0 | 0 |
| 12:50 - 12:55 | 1 | 0 | 0 | 0 |
| 12:55 - 13:00 | 2 | 0 | 0 | 0 |
| 13:00 - 13:05 | 1 | 0 | 0 | 0 |
| 13:05 - 13:10 | 0 | 0 | 0 | 1 |
| 13:10 - 13:15 | 1 | 2 | 0 | 0 |
| 13:15 - 13:20 | 0 | 0 | 1 | 0 |
| 13:20 - 13:25 | 2 | 0 | 0 | 0 |
| 13:25 - 13:30 | 0 | 0 | 0 | 0 |
| 13:30 - 13:35 | 0 | 0 | 0 | 0 |
| 13:35 - 13:40 | 1 | 0 | 0 | 0 |
| 13:40 - 13:45 | 1 | 0 | 0 | 0 |
| 13:45 - 13:50 | 0 | 0 | 0 | 0 |
| 13:50 - 13:55 | 0 | 0 | 0 | 0 |
| 13:55 - 14:00 | 0 | 0 | 0 | 0 |
| 14:00 - 14:05 | 1 | 0 | 0 | 0 |
| 14:05 - 14:10 | 1 | 0 | 0 | 0 |
| 14:10 - 14:15 | 0 | 0 | 0 | 0 |
| 14:15 - 14:20 | 0 | 0 | 1 | 0 |
| 14:20 - 14:25 | 0 | 0 | 1 | 0 |
| 14:25 - 14:30 | 1 | 0 | 0 | 0 |
| 14:30 - 14:35 | 0 | 0 | 1 | 0 |
| 14:35 - 14:40 | 0 | 0 | 0 | 0 |
| 14:40 - 14:45 | 1 | 0 | 0 | 0 |
| 14:45 - 14:50 | 2 | 0 | 0 | 0 |
| 14:50 - 14:55 | 1 | 0 | 0 | 0 |
| 14:55 - 15:00 | 1 | 2 | 1 | 0 |
| 15:00 - 15:05 | 1 | 1 | 0 | 0 |
| 15:05 - 15:10 | 1 | 0 | 0 | 0 |
| 15:10 - 15:15 | 0 | 2 | 0 | 0 |
| 15:15 - 15:20 | 0 | 2 | 1 | 1 |
| 15:20 - 15:25 | 2 | 0 | 0 | 2 |
| 15:25 - 15:30 | 1 | 1 | 0 | 0 |
| 15:30 - 15:35 | 0 | 6 | 0 | 0 |
| 15:35 - 15:40 | 2 | 7 | 0 | 0 |
| 15:40 - 15:45 | 1 | 0 | 0 | 0 |
| 15:45 - 15:50 | 3 | 2 | 0 | 0 |
| 15:50 - 15:55 | 2 | 1 | 0 | 0 |
| 15:55 - 16:00 | 1 | 1 | 1 | 0 |
| 16:00 - 16:05 | 0 | 2 | 0 | 0 |
| 16:05 - 16:10 | 1 | 1 | 0 | 0 |
| 16:10 - 16:15 | 1 | 0 | 0 | 0 |
| 16:15 - 16:20 | 1 | 0 | 0 | 0 |
| 16:20 - 16:25 | 1 | 0 | 0 | 0 |
| 16:25 - 16:30 | 1 | 1 | 0 | 2 |
| 16:30 - 16:35 | 1 | 1 | 0 | 0 |
| 16:35 - 16:40 | 1 | 0 | 1 | 0 |
| 16:40 - 16:45 | 2 | 2 | 0 | 2 |
| 16:45 - 16:50 | 1 | 0 | 0 | 0 |
| 16:50 - 16:55 | 1 | 1 | 0 | 0 |
| 16:55 - 17:00 | 2 | 0 | 0 | 0 |
| 17:00 - 17:05 | 1 | 0 | 0 | 0 |
| 17:05 - 17:10 | 1 | 0 | 0 | 0 |
| 17:10 - 17:15 | 1 | 1 | 0 | 0 |
| 17:15 - 17:20 | 1 | 1 | 1 | 0 |
| 17:20 - 17:25 | 1 | 0 | 1 | 0 |
| 17:25 - 17:30 | 1 | 1 | 0 | 0 |
| 17:30 - 17:35 | 2 | 2 | 0 | 0 |
| 17:35 - 17:40 | 1 | 0 | 0 | 0 |
| 17:40 - 17:45 | 1 | 3 | 1 | 3 |
| 17:45 - 17:50 | 1 | 1 | 0 | 0 |
| 17:50 - 17:55 | 1 | 2 | 0 | 0 |
| 17:55 - 18:00 | 2 | 2 | 1 | 0 |
| 18:00 - 18:05 | 1 | 0 | 1 | 0 |
| 18:05 - 18:10 | 1 | 1 | 0 | 0 |
| 18:10 - 18:15 | 1 | 0 | 0 | 0 |
| 18:15 - 18:20 | 1 | 0 | 0 | 0 |
| 18:20 - 18:25 | 1 | 1 | 1 | 0 |
| 18:25 - 18:30 | 1 | 0 | 0 | 0 |
| 18:30 - 18:35 | 1 | 0 | 0 | 0 |
| 18:35 - 18:40 | 1 | 0 | 1 | 0 |
| 18:40 - 18:45 | 1 | 0 | 1 | 0 |
| 18:45 - 18:50 | 1 | 0 | 0 | 0 |
| 18:50 - 18:55 | 1 | 0 | 0 | 1 |
| 18:55 - 19:00 | 1 | 1 | 0 | 0 |

# Great Ashby (GA2) Data

| Trips Generated by GA2 (Zone 9057) | Origin | Destination |
|---|---|---|
| AM | 82 | 19 |
| PM | 41 | 66 |

## *Junction Turning Flows, Units: PCUs Actual Flows*

***Junction:*** **High St/Graveley Ln**




Model_1_LocalPlan7_2036_AM.UFS

| All Vehicle | | MODELLED To Arm | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | F | G | TOTAL |
| From Arm | A | 0 | 113 | 241 | | | | | 354 |
| | B | 198 | 0 | 59 | | | | | 257 |
| | C | 910 | 211 | 0 | | | | | 1122 |
| | D | | | | | | | | |
| | E | | | | | | | | |
| | F | | | | | | | | |
| | G | | | | | | | | |
| | TOTAL | 1108 | 325 | 300 | | | | | 1732 |

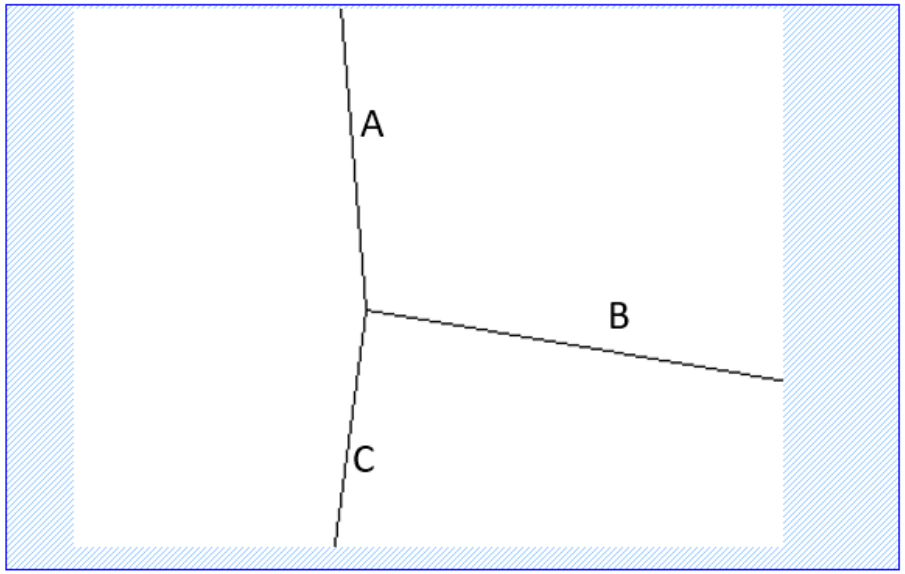
# AM Peak

***Arm Description***

| Arm | Inbound | | Outbound | | Description |
|---|---|---|---|---|---|
| | A-Node | B-Node | A-Node | B-Node | |
| A | 5514 | 5513 | 5513 | 5514 | *High St* |
| B | 5462 | 5513 | 5513 | 5462 | *Graveley Ln* |
| C | 5526 | 5513 | 5513 | 5526 | *High St* |
| D | | | | | |
| E | | | | | |
| F | | | | | |
| G | | | | | |

## *Junction Turning Flows, Units: PCUs Actual Flows*

***Junction:*** **High St/Church Ln**




Model_1_LocalPlan7_2036_AM.UFS

| MODELLED | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| All Vehicle | | To Arm | | | | | | | |
| | | A | B | C | D | E | F | G | TOTAL |
| From Arm | A | 0 | 88 | 1020 | | | | | 1108 |
| | B | 122 | 0 | 31 | | | | | 153 |
| | C | 232 | 24 | 0 | | | | | 256 |
| | D | | | | | | | | |
| | E | | | | | | | | |
| | F | | | | | | | | |
| | G | | | | | | | | |
| | TOTAL | 354 | 112 | 1051 | | | | | 1517 |

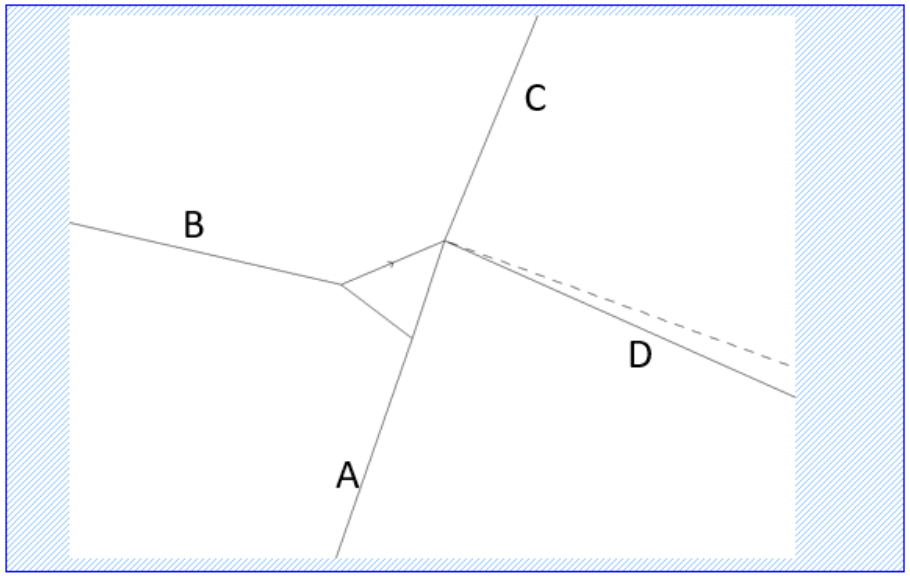
# AM Peak

***Arm Description***

| Arm | Inbound | | Outbound | | Description |
|---|---|---|---|---|---|
| | A-Node | B-Node | A-Node | B-Node | |
| A | 5513 | 5514 | 5514 | 5513 | *High St (N)* |
| B | 5543 | 5514 | 5514 | 5543 | *Church Ln* |
| C | 5282 | 5514 | 5514 | 5282 | *High St (S)* |
| D | | | | | |
| E | | | | | |
| F | | | | | |
| G | | | | | |

## *Junction Turning Flows, Units: PCUs Actual Flows*

***Junction:*** **Damask Green Road/Hitchin Road (Weston)**




| MODELLED | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| All Vehicle | | To Arm | | | | | | | |
| | | A | B | C | D | E | F | G | TOTAL |
| From Arm | A | 0 | 21 | 256 | 2 | | | | 279 |
| | B | 209 | 0 | 97 | 54 | | | | 360 |
| | C | 178 | 55 | 0 | 14 | | | | 247 |
| | D | 0 | 14 | 3 | 0 | | | | 17 |
| | E | | | | | | | | |
| | F | | | | | | | | |
| | G | | | | | | | | |
| | TOTAL | 387 | 90 | 356 | 70 | | | | |

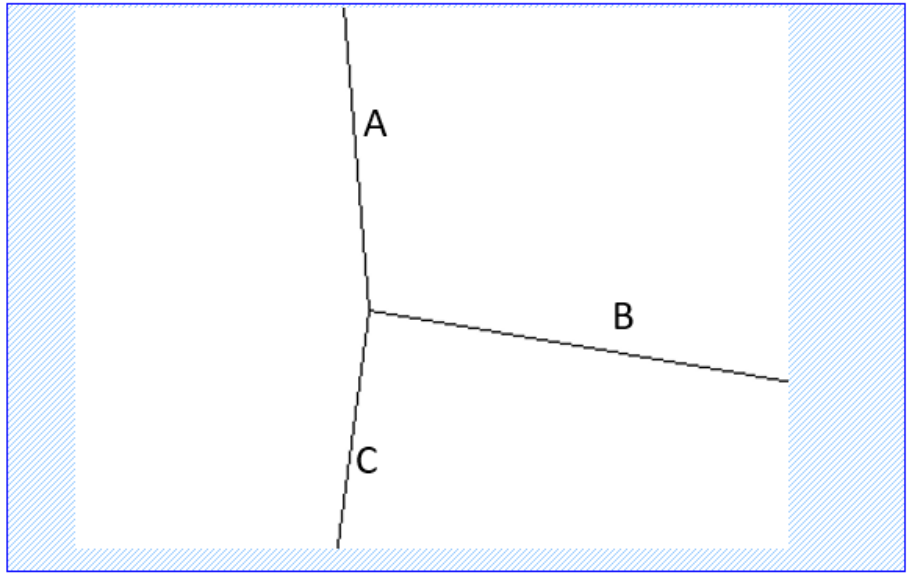
***Arm Description***

| Arm | Inbound | | Outbound | | Description |
|---|---|---|---|---|---|
| | A-Node | B-Node | A-Node | B-Node | |
| A | 5543 | 5598 | 5598 | 5543 | *Damask Green Road* |
| B | 5547 | 5598 | 5598 | 5547 | *Hitchin Road* |
| C | 5289 | 5291 | 5291 | 5289 | *Fore St* |
| D | 3295 | 5291 | 5291 | 3295 | *Maiden St* |
| E | | | | | |
| F | | | | | |
| G | | | | | |

# AM Peak

## *Junction Turning Flows, Units: PCUs Actual Flows*

***Junction:*** **High St/Church Ln**




Model_1_LocalPlan7_2036_PM.UFS

| MODELLED | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| All Vehicle | | To Arm | | | | | | | |
| | | A | B | C | D | E | F | G | TOTAL |
| From Arm | A | 0 | 86 | 461 | | | | | 547 |
| | B | 92 | 0 | 27 | | | | | 119 |
| | C | 523 | 92 | 0 | | | | | 615 |
| | D | | | | | | | | |
| | E | | | | | | | | |
| | F | | | | | | | | |
| | G | | | | | | | | |
| | TOTAL | 615 | 178 | 488 | | | | | 1280 |

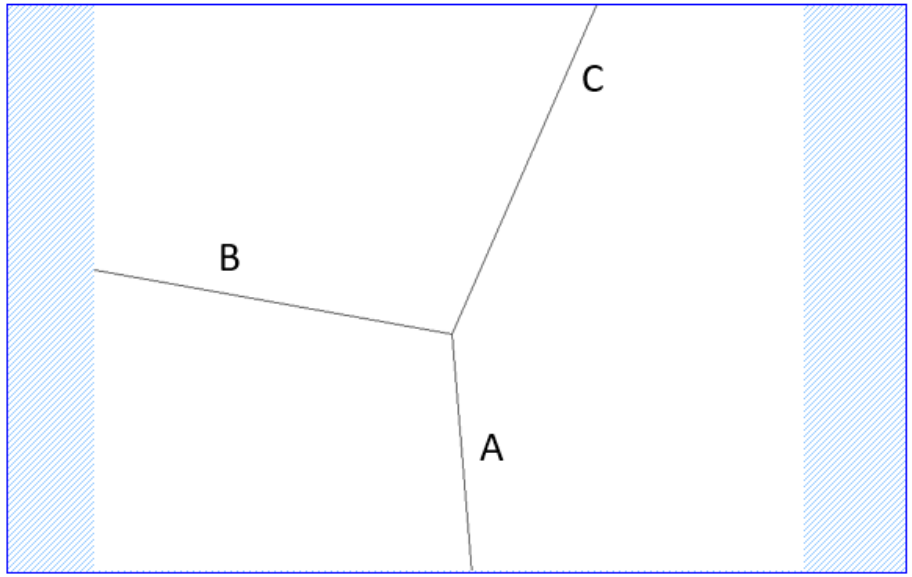
# PM Peak

***Arm Description***

| Arm | Inbound | | Outbound | | Description |
|---|---|---|---|---|---|
| | A-Node | B-Node | A-Node | B-Node | |
| A | 5513 | 5514 | 5514 | 5513 | *High St (N)* |
| B | 5543 | 5514 | 5514 | 5543 | *Church Ln* |
| C | 5282 | 5514 | 5514 | 5282 | *High St (S)* |
| D | | | | | |
| E | | | | | |
| F | | | | | |
| G | | | | | |

## *Junction Turning Flows, Units: PCUs Actual Flows*

***Junction:*** **High St/Graveley Ln**




Model_1_LocalPlan7_2036_PM.UFS

| MODELLED | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| All Vehicle | | To Arm | | | | | | | |
| | | A | B | C | D | E | F | G | TOTAL |
| From Arm | A | 0 | 199 | 416 | | | | | 615 |
| | B | 142 | 0 | 48 | | | | | 190 |
| | C | 405 | 217 | 0 | | | | | 622 |
| | D | | | | | | | | |
| | E | | | | | | | | |
| | F | | | | | | | | |
| | G | | | | | | | | |
| | TOTAL | 547 | 416 | 464 | | | | | 1427 |

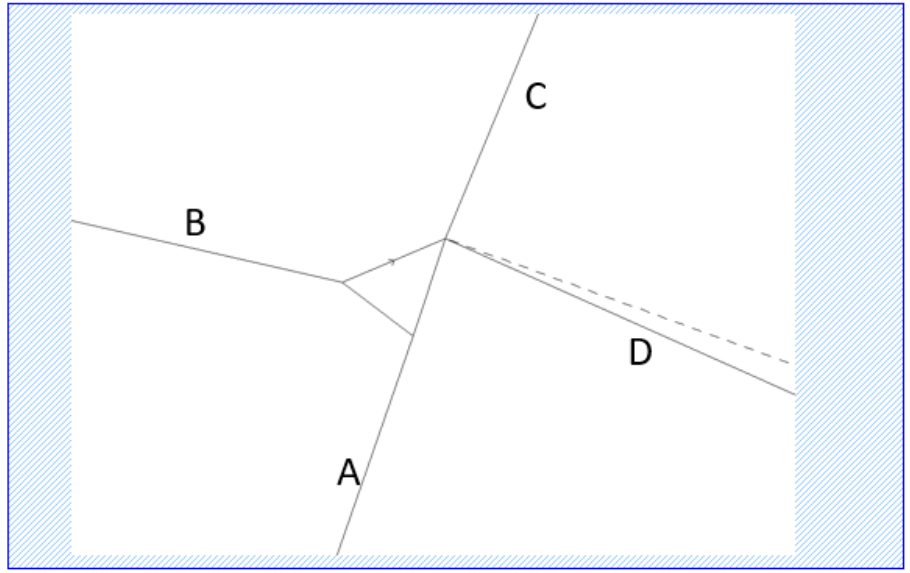
# PM Peak

***Arm Description***

| Arm | Inbound | | Outbound | | Description |
|---|---|---|---|---|---|
| | A-Node | B-Node | A-Node | B-Node | |
| A | 5514 | 5513 | 5513 | 5514 | *High St (S)* |
| B | 5462 | 5513 | 5513 | 5462 | *Graveley Ln* |
| C | 5526 | 5513 | 5513 | 5526 | *High St (N)* |
| D | | | | | |
| E | | | | | |
| F | | | | | |
| G | | | | | |

## *Junction Turning Flows, Units: PCUs Actual Flows*

***Junction:*** **Damask Green Road/Hitchin Road (Weston)**




| MODELLED | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| All Vehicle | | To Arm | | | | | | | |
| | | A | B | C | D | E | F | G | TOTAL |
| From Arm | A | 0 | 0 | 449 | 0 | | | | 449 |
| | B | 108 | 0 | 304 | 11 | | | | 423 |
| | C | 100 | 25 | 0 | 2 | | | | 127 |
| | D | 0 | 3 | 3 | 0 | | | | 6 |
| | E | | | | | | | | |
| | F | | | | | | | | |
| | G | | | | | | | | |
| | TOTAL | 208 | 28 | 756 | 13 | | | | |

***Arm Description***

| Arm | Inbound | | Outbound | | Description |
|---|---|---|---|---|---|
| | A-Node | B-Node | A-Node | B-Node | |
| A | 5543 | 5598 | 5598 | 5543 | *Damask Green Road* |
| B | 5547 | 5598 | 5598 | 5547 | *Hitchin Road* |
| C | 5289 | 5291 | 5291 | 5289 | *Fore St* |
| D | 3295 | 5291 | 5291 | 3295 | *Maiden St* |
| E | | | | | |
| F | | | | | |
| G | | | | | |

# PM Peak

# Appendix J

## Automatic Traffic Count (ATC) Survey Results

Woods Hardwick

Architecture | Engineering | Planning | Surveying

# 15 mins Vehicle Classification-Speed Data 2023

**Globals**

| | |
|---|---|
| Report Id | CustomList-2574 |
| Descriptor | 15 mins Vehicle Classification-Speed Data 2023 |
| Created by | MetroCount Traffic Executive |
| Creation Time (UTC) | 2023-06-27T08:18:50 |
| Legal | Copyright (c)1997 - 2016 MetroCount |
| Graphic | header.bmp |
| Language | English |
| Country | United Kingdom |
| Time | UTC + 60 min |
| Create Version | 5.0.2.0 |
| Metric | Non metric |
| Speed Unit | mph |
| Length Unit | ft |
| Mass Unit | ton |

**Dataset**

| | |
|---|---|
| Site Name | 11144_1. |
| Site Attribute | Stevenage |
| File Name | C:\Users\MFCaughey\SharePoint\Streetwise Services LTD\Streetwise Data - Documents\Projects\11144 - Great Ashby, Stevenage (HO - 15.06)\Raw data\11144_1. 0 2023-06-24 1806.EC0 |
| File Type | Plus |
| Algorithm | Factory default axle |
| Description | Mendip way 30mph |
| Lane | 0 |
| Direction | 7 |
| Direction Text | 7 - North bound A|B, South bound B|A. |
| Layout Text | Axle sensors - Paired (Class/Speed/Count) |
| Setup Time | 2023-06-14T19:42:39 |
| Start Time | 2023-06-14T19:42:39 |
| Finish Time | 2023-06-24T18:06:39 |
| Operator | PW |
| Configuration | 40 MC5900 80 00 0f a8 a8 ? SC09975M MC5900-X13 (c)MetroCount 09Nov16 |

**Profile**

| | |
|---|---|
| Name | 30_40 |
| Title | MetroCount Traffic Executive |
| Graphic Logo | |
| Header | |
| Footer | |
| Percentile 1 | 85 |
| Percentile 2 | 95 |
| Pace | 10 |
| Filter Start | 2023-06-15T00:00:00 |
| Filter End | 2023-06-22T00:00:00 |
| Class Scheme | Euro13 |
| F | Cls(1-12) Dir(AB) Sp(6,99) Headway(]0) Span(0 - 328.084) Lane(0-16) |
| Low Speed | 6 |
| High Speed | 99 |
| Posted Limit | 30 |
| Speed Limits | 35 40 45 30 30 30 30 30 30 30 |
| Separation | 0.000 |
| Separation Type | Headway |
| Direction | Northbound |
| Encoded Direction | 15 |

**Column**

| | |
|---|---|
| Time | 24-hour time (0000 - 2359) |
| Total | Number in time step |
| Cls 1 | Class totals |
| Cls 2 | Class totals |
| Cls 3 | Class totals |
| Cls 4 | Class totals |
| Cls 5 | Class totals |
| Cls 6 | Class totals |
| Cls 7 | Class totals |
| Cls 8 | Class totals |
| Cls 9 | Class totals |
| Cls 10 | Class totals |
| Cls 11 | Class totals |
| Cls 12 | Class totals |
| SpCls 1 | Speed averages by class |
| SpCls 2 | Speed averages by class |
| SpCls 3 | Speed averages by class |
| SpCls 4 | Speed averages by class |
| SpCls 5 | Speed averages by class |
| SpCls 6 | Speed averages by class |
| SpCls 7 | Speed averages by class |
| SpCls 8 | Speed averages by class |
| SpCls 9 | Speed averages by class |
| SpCls 10 | Speed averages by class |
| SpCls 11 | Speed averages by class |
| SpCls 12 | Speed averages by class |
| Vbin 0 10 | Speed bin totals |
| Vbin 10 15 | Speed bin totals |
| Vbin 15 20 | Speed bin totals |
| Vbin 20 25 | Speed bin totals |
| Vbin 25 30 | Speed bin totals |
| Vbin 30 35 | Speed bin totals |
| Vbin 35 40 | Speed bin totals |
| Vbin 40 45 | Speed bin totals |
| Vbin 45 50 | Speed bin totals |
| Vbin 50 60 | Speed bin totals |
| Vbin 60 70 | Speed bin totals |
| Vbin 70 100 | Speed bin totals |
| Mean | Average speed |
| Vpp 85 | Percentile speed |

**15 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07-19 | 606 | 520 | 84 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 19.0 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 0.0 | 0.0 | 0.0 | 16.0 | 4 | 96 | 277 | 197 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 23.1 |
| 06-22 | 773 | 677 | 93 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18.7 | 18.0 | 0.0 | 0.0 | 19.3 | 0.0 | 0.0 | 17.2 | 0.0 | 0.0 | 0.0 | 16.0 | 9 | 131 | 359 | 237 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 22.8 |
| 06-00 | 801 | 704 | 94 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18.7 | 17.9 | 0.0 | 0.0 | 19.3 | 0.0 | 0.0 | 17.2 | 0.0 | 0.0 | 0.0 | 16.0 | 9 | 136 | 370 | 245 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 22.8 |
| 00-00 | 813 | 712 | 98 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18.7 | 17.9 | 0.0 | 0.0 | 19.3 | 0.0 | 0.0 | 17.2 | 0.0 | 0.0 | 0.0 | 16.0 | 9 | 138 | 378 | 248 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 22.8 |

Vehicles = 813
Posted speed limit = 30 mph, Exceeding = 4 (0.492%), Mean Exceeding = 32.14 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 34.2 mph, Minimum = 8.0 mph, Mean = 18.6 mph
85% Speed = 22.82 mph, 95% Speed = 24.98 mph, Median = 18.62 mph
10 mph Pace = 14 - 24, Number in Pace = 661 (81.30%)
Variance = 15.40, Standard Deviation = 3.92 mph

**16 June 2023**

Vehicles = 867
Posted speed limit = 30 mph, Exceeding = 5 (0.584%), Mean Exceeding = 31.00 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 33.6 mph, Minimum = 7.0 mph, Mean = 18.6 mph
85% Speed = 22.82 mph, 95% Speed = 25.40 mph, Median = 18.23 mph
10 mph Pace = 12 - 22, Number in Pace = 709 (79.82%)
Variance = 15.62, Standard Deviation = 3.95 mph

**17 June 2023**

Vehicles = 763
Posted speed limit = 30 mph, Exceeding = 1 (0.131%), Mean Exceeding = 34.34 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 34.3 mph, Minimum = 7.9 mph, Mean = 18.5 mph
85% Speed = 22.86 mph, 95% Speed = 25.47 mph, Median = 18.23 mph
10 mph Pace = 14 - 24, Number in Pace = 613 (80.34%)
Variance = 15.69, Standard Deviation = 3.96 mph

**18 June 2023**

Vehicles = 638
Posted speed limit = 30 mph, Exceeding = 5 (0.784%), Mean Exceeding = 34.80 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 2 (0.313%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 1 (0.157%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 43.1 mph, Minimum = 8.4 mph, Mean = 18.4 mph
85% Speed = 22.59 mph, 95% Speed = 25.00 mph, Median = 18.01 mph
10 mph Pace = 13 - 23, Number in Pace = 517 (81.03%)
Variance = 17.11, Standard Deviation = 4.14 mph

**19 June 2023**

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1400 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | - |
| 1415 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 24.8 |
| 1430 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 15.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 24.7 |
| 1445 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | - |
| 1500 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 25.6 |
| 1515 | 19 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 14.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 22.7 |
| 1530 | 30 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 14.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 14 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 22.7 |
| 1545 | 14 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.7 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 8 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 27.4 |
| 1600 | 16 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 24.7 |
| 1615 | 17 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 22.5 |
| 1630 | 21 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 8 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 23.6 |
| 1645 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 25.2 |
| 1700 | 25 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 9 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 25.3 |
| 1715 | 26 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 12 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 23.7 |
| 1730 | 21 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 22.3 |
| 1745 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 1 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 21.5 |
| 1800 | 24 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 10 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 23.8 |
| 1815 | 20 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 23 |
| 1830 | 24 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19.4 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.0 | 0 | 5 | 8 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 22.6 |
| 1845 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 24.8 |
| 1900 | 17 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 22.4 |
| 1915 | 12 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 21.5 |
| 1930 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 22.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | - |
| 1945 | 16 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 23 |
| 2000 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | - |
| 2015 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 23 |
| 2030 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | - |
| 2045 | 12 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.4 | 21.4 |
| 2100 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.8 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | - |
| 2115 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.8 | - |
| 2130 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 23.4 |
| 2145 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | - |
| 2200 | 12 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 27.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.5 | 26.8 |
| 2215 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | - |
| 2230 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | - |
| 2245 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.9 | 15.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.2 | - |
| 2300 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.6 | - |
| 2315 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.6 | - |
| 2330 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.1 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.1 | - |
| 2345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| **07-19** | **609** | **538** | **69** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **19.6** | **19.4** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **13.9** | **7** | **65** | **270** | **217** | **49** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **19.6** | **23.7** |
| **06-22** | **744** | **663** | **79** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **19.3** | **19.2** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **13.9** | **11** | **94** | **329** | **255** | **54** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **19.2** | **23.3** |
| **06-00** | **778** | **695** | **81** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **19.2** | **19.3** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **13.9** | **11** | **99** | **346** | **264** | **57** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **19.2** | **23.3** |
| **00-00** | **786** | **701** | **83** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **19.2** | **19.3** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **13.9** | **11** | **102** | **349** | **264** | **59** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **19.2** | **23.3** |

Vehicles = 786
Posted speed limit = 30 mph, Exceeding = 1 (0.127%), Mean Exceeding = 30.35 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 30.4 mph, Minimum = 7.0 mph, Mean = 19.2 mph
85% Speed = 23.32 mph, 95% Speed = 25.82 mph, Median = 19.21 mph
10 mph Pace = 14 - 24, Number in Pace = 629 (80.03%)
Variance = 15.89, Standard Deviation = 3.99 mph

**20 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.7 | - |
| 0015 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.6 | - |
| 0030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0215 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | - |
| 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0330 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | - |
| 0345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0515 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 0530 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | - |
| 0545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0600 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.4 | - |
| 0615 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.4 | - |
| 0630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0645 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | - |
| 0700 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 12.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.3 | - |
| 0715 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 23.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | - |
| 0730 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | - |
| 0745 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | - |
| 0800 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 4 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 22.1 |
| 0815 | 16 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 22.3 |
| 0830 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 21.5 |
| 0845 | 20 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 23.8 |
| 0900 | 26 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 27.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 12 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 22.1 |
| 0915 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19.4 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.1 | 0 | 2 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | - |
| 0930 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | - |
| 0945 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | - |
| 1000 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 15.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | - |
| 1015 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | - |
| 1030 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.5 | - |
| 1045 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | - |
| 1100 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | - |
| 1115 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.4 | - |
| 1130 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 25.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | - |
| 1145 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 16.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | - |
| 1200 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | - |
| 1215 | 12 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | 13.3 | 14.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.6 | 21.5 |
| 1230 | 14 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 19.7 |
| 1245 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | - |
| 1300 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 25.5 |
| 1315 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 12.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | - |
| 1330 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | - |
| 1345 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | - |
| 1400 | 16 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 24.1 |
| 1415 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 26.2 |
| 1430 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | - |
| 1445 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 26 |
| 1500 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 23.5 |
| 1515 | 14 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 4 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.6 | 21.2 |
| 1530 | 46 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 12 | 19 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 22.1 |
| 1545 | 16 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 22.8 |
| 1600 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.2 | 22.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.4 | 24.6 |
| 1615 | 19 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 22.3 |
| 1630 | 17 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 23 |
| 1645 | 24 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 8 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 24.7 |
| 1700 | 21 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 6 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 22.2 |
| 1715 | 19 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 21 |
| 1730 | 28 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 21.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 21.1 |
| 1745 | 25 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 11 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 23.2 |
| 1800 | 25 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 7 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 22.1 |
| 1815 | 18 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 27.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 25.7 |
| 1830 | 14 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 23.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 23.2 |
| 1845 | 16 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 24.4 |
| 1900 | 20 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 23.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 6 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 22.3 |
| 1915 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | - |
| 1930 | 19 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 4 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 22.3 |
| 1945 | 11 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 16.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 22.2 |
| 2000 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 15.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 23.7 |
| 2015 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 22.6 |
| 2030 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 21.4 |
| 2045 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | - |
| 2100 | 12 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 23.2 |
| 2115 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 23.3 |
| 2130 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | - |
| 2145 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 16.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | - |
| 2200 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | - |
| 2215 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | - |
| 2230 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | - |
| 2245 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | - |
| 2300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 2315 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.2 | - |
| 2330 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.7 | - |
| 2345 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.5 | - |
| **07-19** | **643** | **573** | **68** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **18.8** | **18.5** | **14.4** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **12.1** | **12** | **91** | **307** | **191** | **39** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **18.7** | **22.4** |
| **06-22** | **801** | **711** | **87** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **18.8** | **18.2** | **14.4** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **14.4** | **14** | **118** | **373** | **249** | **44** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **18.7** | **22.4** |
| **06-00** | **829** | **737** | **89** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **18.8** | **18.2** | **14.4** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **14.4** | **14** | **122** | **385** | **257** | **48** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **18.7** | **22.7** |
| **00-00** | **838** | **745** | **90** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **18.9** | **18.2** | **14.4** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **14.4** | **14** | **122** | **388** | **259** | **52** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **18.8** | **22.7** |

Vehicles = 838
Posted speed limit = 30 mph, Exceeding = 3 (0.358%), Mean Exceeding = 30.54 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 30.8 mph, Minimum = 6.4 mph, Mean = 18.8 mph
85% Speed = 22.71 mph, 95% Speed = 25.51 mph, Median = 18.62 mph
10 mph Pace = 13 - 23, Number in Pace = 671 (80.07%)
Variance = 15.69, Standard Deviation = 3.96 mph

**21 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.6 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | - |
| 0015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0030 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.7 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | - |
| 0045 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24.2 | - |
| 0100 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | - |
| 0115 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.9 | - |
| 0130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0315 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | - |
| 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0345 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.5 | - |
| 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0430 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.9 | - |
| 0445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0530 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | - |
| 0545 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.8 | 22.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.4 | - |
| 0600 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | - |
| 0615 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | - |
| 0630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0645 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | - |
| 0700 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.8 | 17.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | - |
| 0715 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | - |
| 0730 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | - |
| 0745 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.6 | 18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | - |
| 0800 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | - |
| 0815 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 21.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 21.4 |
| 0830 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 22.3 |
| 0845 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | - |
| 0900 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 22.9 |
| 0915 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 22.2 |
| 0930 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.6 | 24.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.9 | - |
| 0945 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | - |
| 1000 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | - |
| 1015 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 22.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | - |
| 1030 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 1045 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | - |
| 1100 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | - |
| 1115 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | - |
| 1130 | 17 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 21.2 |
| 1145 | 12 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 22.5 |
| 1200 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | - |
| 1215 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 24.3 |
| 1230 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.3 | 24.6 |
| 1245 | 13 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 21 |
| 1300 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | - |
| 1315 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 22.4 |
| 1330 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | 15.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | - |
| 1345 | 11 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 24.4 |
| 1400 | 12 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 14.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 22.2 |
| 1415 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | - |
| 1430 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 25.3 |
| 1445 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | - |
| 1500 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | - |
| 1515 | 24 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 22 |
| 1530 | 28 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 12.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 14 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 21.7 |
| 1545 | 25 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 4 | 9 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 23.8 |
| 1600 | 17 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 23.9 |
| 1615 | 21 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 23.6 |
| 1630 | 21 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 23.4 |
| 1645 | 23 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 2 | 8 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 24.4 |
| 1700 | 20 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 9 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 23.9 |
| 1715 | 25 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 13 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 23.8 |
| 1730 | 24 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 27.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 9 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 24.6 |
| 1745 | 27 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 23.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 16 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 22.7 |
| 1800 | 26 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 10 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 24.5 |
| 1815 | 17 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 23.5 |
| 1830 | 20 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 20.3 |
| 1845 | 13 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 27.1 |
| 1900 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.4 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 27 |
| 1915 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | - |
| 1930 | 20 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 22.3 |
| 1945 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 24.5 |
| 2000 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 23.2 |
| 2015 | 12 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 21.7 |
| 2030 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 24.2 |
| 2045 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 17.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 25.8 |
| 2100 | 12 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 21.7 |
| 2115 | 12 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 23.7 |
| 2130 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | - |
| 2145 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | - |
| 2200 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | - |
| 2215 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.6 | - |
| 2230 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | - |
| 2245 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 2300 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | - |
| 2315 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 15.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | - |
| 2330 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | - |
| 2345 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | - |
| **07-19** | **638** | **576** | **61** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **19.3** | **17.6** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **16.7** | **6** | **77** | **296** | **219** | **38** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **19.2** | **23.3** |
| **06-22** | **796** | **718** | **77** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **19.3** | **17.6** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **16.7** | **6** | **96** | **370** | **274** | **48** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **19.2** | **23.2** |
| **06-00** | **832** | **750** | **81** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **19.3** | **17.5** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **16.7** | **6** | **102** | **390** | **284** | **48** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **19.1** | **23** |
| **00-00** | **849** | **763** | **85** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **19.3** | **17.6** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **16.7** | **7** | **103** | **399** | **287** | **50** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **19.1** | **23** |

Vehicles = 849
Posted speed limit = 30 mph, Exceeding = 3 (0.353%), Mean Exceeding = 30.92 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 31.2 mph, Minimum = 8.0 mph, Mean = 19.1 mph
85% Speed = 22.98 mph, 95% Speed = 25.50 mph, Median = 19.18 mph
10 mph Pace = 14 - 24, Number in Pace = 691 (81.39%)
Variance = 14.66, Standard Deviation = 3.83 mph

**Virtual Week (1)**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 786 | 701 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19.2 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.9 | 11 | 102 | 349 | 264 | 59 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 23.3 |
| Tue | 838 | 745 | 90 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18.9 | 18.2 | 14.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.4 | 14 | 122 | 388 | 259 | 52 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 22.7 |
| Wed | 849 | 763 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19.3 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 7 | 103 | 399 | 287 | 50 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 23 |
| Thu | 813 | 712 | 98 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18.7 | 17.9 | 0.0 | 0.0 | 19.3 | 0.0 | 0.0 | 17.2 | 0.0 | 0.0 | 0.0 | 16.0 | 9 | 138 | 378 | 248 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 22.8 |
| Fri | 887 | 764 | 115 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 18.7 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | 0.0 | 15.6 | 4 | 156 | 439 | 233 | 50 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 22.8 |
| Sat | 763 | 691 | 71 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 17.9 | 0.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12 | 121 | 381 | 206 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 22.9 |
| Sun | 638 | 591 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18.5 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.1 | 7 | 127 | 309 | 155 | 35 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 18.4 | 22.6 |
| **=** | **5574** | **4967** | **588** | **1** | **1** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **14** | **18.8** | **18.0** | **14.4** | **18.8** | **19.3** | **0.0** | **0.0** | **16.0** | **0.0** | **0.0** | **0.0** | **15.5** | **64** | **869** | **2643** | **1652** | **324** | **20** | **1** | **1** | **0** | **0** | **0** | **0** | **18.7** | **22.9** |

Vehicles = 5574
Posted speed limit = 30 mph, Exceeding = 22 (0.395%), Mean Exceeding = 32.14 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 2 (0.036%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 1 (0.018%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 43.1 mph, Minimum = 6.4 mph, Mean = 18.7 mph
85% Speed = 22.87 mph, 95% Speed = 25.46 mph, Median = 18.57 mph
10 mph Pace = 14 - 24, Number in Pace = 4455 (79.92%)
Variance = 15.74, Standard Deviation = 3.97 mph

## 15 mins Vehicle Classification-Speed Data 2023

**Globals**

| | |
|---|---|
| Report Id | CustomList-2574 |
| Descriptor | 15 mins Vehicle Classification-Speed Data 2023 |
| Created by | MetroCount Traffic Executive |
| Creation Time (UTC) | 2023-06-27T08:20:06 |
| Legal | Copyright (c)1997 - 2016 MetroCount |
| Graphic | header.bmp |
| Language | English |
| Country | United Kingdom |
| Time | UTC + 60 min |
| Create Version | 5.0.2.0 |
| Metric | Non metric |
| Speed Unit | mph |
| Length Unit | ft |
| Mass Unit | ton |

**Dataset**

| | |
|---|---|
| Site Name | 11144_1. |
| Site Attribute | Stevenage |
| File Name | C:\Users\MFCaughey\SharePoint\Streetwise Services LTD\Streetwise Data - Documents\Projects\11144 - Great Ashby, Stevenage (HO - 15.06)\Raw data\11144_1. 0 2023-06-24 1806.EC0 |
| File Type | Plus |
| Algorithm | Factory default axle |
| Description | Mendip way 30mph |
| Lane | 0 |
| Direction | 7 |
| Direction Text | 7 - North bound A\|B, South bound B\|A |
| Layout Text | Axle sensors - Paired (Class/Speed/Count) |
| Setup Time | 2023-06-14T19:42:39 |
| Start Time | 2023-06-14T19:42:39 |
| Finish Time | 2023-06-24T18:06:39 |
| Operator | PW |
| Configuration | 40 MC5900 80 00 0f a8 a8 ? SC09975M MC5900-X13 (c)MetroCount 09Nov16 |

**Profile**

| | |
|---|---|
| Name | 30_40 |
| Title | MetroCount Traffic Executive |
| Graphic Logo | |
| Header | |
| Footer | |
| Percentile 1 | 85 |
| Percentile 2 | 95 |
| Pace | 10 |
| Filter Start | 2023-06-15T00:00:00 |
| Filter End | 2023-06-22T00:00:00 |
| Class Scheme | Euro13 |
| F | Cls(1-12) Dir(BA) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16) |
| Low Speed | 6 |
| High Speed | 99 |
| Posted Limit | 30 |
| Speed Limits | 35 40 45 30 30 30 30 30 30 30 |
| Separation | 0.000 |
| Separation Type | Headway |
| Direction | Southbound |
| Encoded Direction | 15 |

**Column**

| | |
|---|---|
| Time | 24-hour time (0000 - 2359) |
| Total | Number in time step |
| Cls 1 | Class totals |
| Cls 2 | Class totals |
| Cls 3 | Class totals |
| Cls 4 | Class totals |
| Cls 5 | Class totals |
| Cls 6 | Class totals |
| Cls 7 | Class totals |
| Cls 8 | Class totals |
| Cls 9 | Class totals |
| Cls 10 | Class totals |
| Cls 11 | Class totals |
| Cls 12 | Class totals |
| SpCls 1 | Speed averages by class |
| SpCls 2 | Speed averages by class |
| SpCls 3 | Speed averages by class |
| SpCls 4 | Speed averages by class |
| SpCls 5 | Speed averages by class |
| SpCls 6 | Speed averages by class |
| SpCls 7 | Speed averages by class |
| SpCls 8 | Speed averages by class |
| SpCls 9 | Speed averages by class |
| SpCls 10 | Speed averages by class |
| SpCls 11 | Speed averages by class |
| SpCls 12 | Speed averages by class |
| Vbin 0 10 | Speed bin totals |
| Vbin 10 15 | Speed bin totals |
| Vbin 15 20 | Speed bin totals |
| Vbin 20 25 | Speed bin totals |
| Vbin 25 30 | Speed bin totals |
| Vbin 30 35 | Speed bin totals |
| Vbin 35 40 | Speed bin totals |
| Vbin 40 45 | Speed bin totals |
| Vbin 45 50 | Speed bin totals |
| Vbin 50 60 | Speed bin totals |
| Vbin 60 70 | Speed bin totals |
| Vbin 70 100 | Speed bin totals |
| Mean | Average speed |
| Vpp 85 | Percentile speed |

**15 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0015 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | - |
| 0030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0100 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | 11.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.2 | - |
| 0115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0145 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | - |
| 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0315 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | - |
| 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0400 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 13.9 | 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 | 13.9 | - |
| 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0430 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | - |
| 0445 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.1 | 15.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.2 | - |
| 0500 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | - |
| 0515 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | - |
| 0530 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 20.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | - |
| 0545 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.7 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | - |
| 0600 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | - |
| 0615 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | - |
| 0630 | 16 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 25.6 |
| 0645 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 25.7 |
| 0700 | 14 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 21.9 |
| 0715 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 23.9 |
| 0730 | 19 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 22.3 |
| 0745 | 31 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 13 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 24.2 |
| 0800 | 41 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 23 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 22.9 |
| 0815 | 17 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 21.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 24.4 |
| 0830 | 23 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 11 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 23 |
| 0845 | 18 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 24.8 |
| 0900 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | - |
| 0915 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | - |
| 0930 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | - |
| 0945 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | - |
| 1000 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | - |
| 1015 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | - |
| 1030 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | - |
| 1045 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | - |
| 1100 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.2 | - |
| 1115 | 15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 | 0 | 3 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | 20.4 |
| 1130 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | - |
| 1145 | 13 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 24.3 |
| 1200 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 20.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 2 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 25.3 |
| 1215 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | - |
| 1230 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | - |
| 1245 | 13 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20.6 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.9 | 0 | 1 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 24.5 |
| 1300 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | - |
| 1315 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.5 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | - |
| 1330 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | - |
| 1345 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | - |
| 1400 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 22.1 |
| 1415 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | - |
| 1430 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 22.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 23.1 |
| 1445 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 22.9 |
| 1500 | 22 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 4 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 22.3 |
| 1515 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 20 |
| 1530 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.3 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | - |
| 1545 | 17 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 25.2 |
| 1600 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | - |
| 1615 | 15 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 22.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 22 |
| 1630 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 21.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 23.9 |
| 1645 | 16 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 20.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 23.8 |
| 1700 | 17 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 9.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 23.6 |
| 1715 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 21.7 |
| 1730 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 22.7 |
| 1745 | 14 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 21.7 |
| 1800 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | - |
| 1815 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.2 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | - |
| 1830 | 12 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 23.1 |
| 1845 | 17 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | 21.3 |
| 1900 | 14 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 21.9 |
| 1915 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | - |
| 1930 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | - |
| 1945 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | - |
| 2000 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 19.5 |
| 2015 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.6 | - |
| 2030 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.7 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.1 | - |
| 2045 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | - |
| 2100 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | - |
| 2115 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | - |
| 2130 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | - |
| 2145 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | - |
| 2200 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 24.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | - |
| 2215 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | - |
| 2230 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | - |
| 2245 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | - |
| 2300 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | - |
| 2315 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | - |
| 2330 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | - |
| 2345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| **07-19** | **602** | **546** | **52** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **19.0** | **19.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **19.2** | **5** | **75** | **285** | **202** | **33** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **19** | **22.8** |
| **06-22** | **736** | **667** | **65** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **18.8** | **18.7** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **19.2** | **6** | **106** | **355** | **225** | **41** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **18.8** | **22.7** |
| **06-00** | **759** | **688** | **67** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **18.8** | **18.6** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **19.2** | **6** | **110** | **366** | **233** | **41** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **18.8** | **22.6** |
| **00-00** | **778** | **699** | **75** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **18.8** | **18.7** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **19.2** | **6** | **114** | **377** | **237** | **41** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **18.8** | **22.6** |

Vehicles = 778
Posted speed limit = 30 mph, Exceeding = 3 (0.386%), Mean Exceeding = 31.76 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 32.6 mph, Minimum = 8.4 mph, Mean = 18.8 mph
85% Speed = 22.65 mph, 95% Speed = 25.17 mph, Median = 18.57 mph
10 mph Pace = 14 - 24, Number in Pace = 633 (81.36%)
Variance = 15.05, Standard Deviation = 3.88 mph

**16 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.5 | - |
| 0015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0030 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.1 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.1 | - |
| 0045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0130 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | - |
| 0145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0200 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | - |
| 0215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0230 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | - |
| 0245 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.6 | - |
| 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0315 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | - |
| 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0345 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 14.6 | 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 | 14.6 | - |
| 0400 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | - |
| 0415 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.8 | - |
| 0430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0500 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 13.5 | 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 | 13.5 | - |
| 0515 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.7 | - |
| 0530 | 8 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.1 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | - |
| 0545 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | - |
| 0600 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.1 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.7 | - |
| 0615 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 21.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | - |
| 0630 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | - |
| 0645 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.8 | 25.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23.1 | - |
| 0700 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 22.6 |
| 0715 | 18 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 20.8 |
| 0730 | 20 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 23.5 |
| 0745 | 24 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 12 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 23.4 |
| 0800 | 36 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 18 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 22.4 |
| 0815 | 19 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 22.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 8 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 23.2 |
| 0830 | 27 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 22.3 |
| 0845 | 18 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 22.5 |
| 0900 | 16 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | 23.7 |
| 0915 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 15.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 24.4 |
| 0930 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | - |
| 0945 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 21.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 24.2 |
| 1000 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | - |
| 1015 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.3 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | - |
| 1030 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 21.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | - |
| 1045 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 25.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | - |
| 1100 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.3 | 17.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.6 | - |
| 1115 | 20 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 22.5 |
| 1130 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | - |
| 1145 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 22.5 |
| 1200 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 20.9 |
| 1215 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.5 | 0 | 1 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 24.7 |
| 1230 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 25.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 8 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | 25.4 |
| 1245 | 14 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 24.3 |
| 1300 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | - |
| 1315 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | - |
| 1330 | 13 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 23.2 |
| 1345 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | - |
| 1400 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | - |
| 1415 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | - |
| 1430 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | 23.4 |
| 1445 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 24.2 |
| 1500 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 23.1 |
| 1515 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 21.7 |
| 1530 | 12 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 15.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 20.1 |
| 1545 | 20 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18.2 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.4 | 0 | 1 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 20.9 |
| 1600 | 15 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 21.6 |
| 1615 | 18 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 22.5 |
| 1630 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | - |
| 1645 | 18 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 24.6 |
| 1700 | 17 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 20.7 |
| 1715 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 25.9 |
| 1730 | 19 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 21.4 |
| 1745 | 17 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | 20.4 |
| 1800 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.5 | 28.2 |
| 1815 | 16 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 16.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 26.3 |
| 1830 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 26.8 |
| 1845 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | 19.7 |
| 1900 | 19 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 6 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 22.5 |
| 1915 | 12 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16.4 | 21.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 21.6 |
| 1930 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | 20.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | - |
| 1945 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 25.8 |
| 2000 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 22.4 |
| 2015 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.4 | - |
| 2030 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.3 | - |
| 2045 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | - |
| 2100 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | - |
| 2115 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.1 | - |
| 2130 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22.4 | - |
| 2145 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | - |
| 2200 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 12.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | 21.2 |
| 2215 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | - |
| 2230 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | - |
| 2245 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | - |
| 2300 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.5 | - |
| 2315 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.2 | - |
| 2330 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | - |
| 2345 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | - |
| **07-19** | **678** | **604** | **72** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **19.1** | **17.9** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **17.5** | **3** | **88** | **332** | **215** | **37** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **18.9** | **23** |
| **06-22** | **793** | **708** | **82** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **19.0** | **18.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **21.3** | **0.0** | **0.0** | **0.0** | **17.5** | **3** | **117** | **372** | **250** | **46** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **18.9** | **23** |
| **06-00** | **824** | **738** | **83** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **19.0** | **17.9** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **21.3** | **0.0** | **0.0** | **0.0** | **17.5** | **3** | **125** | **386** | **258** | **47** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **18.9** | **23** |
| **00-00** | **848** | **756** | **89** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **19.0** | **18.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **21.3** | **0.0** | **0.0** | **0.0** | **17.5** | **3** | **130** | **396** | **263** | **51** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **18.9** | **23** |

Vehicles = 848
Posted speed limit = 30 mph, Exceeding = 5 (0.590%), Mean Exceeding = 33.11 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 1 (0.118%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 36.3 mph, Minimum = 7.1 mph, Mean = 18.9 mph
85% Speed = 23.04 mph, 95% Speed = 25.53 mph, Median = 18.68 mph
10 mph Pace = 14 - 24, Number in Pace = 691 (81.49%)
Variance = 15.50, Standard Deviation = 3.94 mph

**17 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0015 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.6 | - |
| 0030 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | - |
| 0045 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.4 | - |
| 0100 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.6 | - |
| 0115 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | - |
| 0130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0245 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | - |
| 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0345 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 0400 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.8 | - |
| 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0430 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | - |
| 0445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0500 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.2 | - |
| 0515 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.9 | - |
| 0530 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.4 | - |
| 0545 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.7 | - |
| 0600 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | - |
| 0615 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 28.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | - |
| 0630 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | - |
| 0645 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | 13.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | - |
| 0700 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | - |
| 0715 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | - |
| 0730 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | - |
| 0745 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.1 | - |
| 0800 | 9 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.5 | 0.0 | 0.0 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 21.5 | - |
| 0815 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 20.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 22.9 |
| 0830 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | - |
| 0845 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | - |
| 0900 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | - |
| 0915 | 14 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 25.2 |
| 0930 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 21.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | - |
| 0945 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 22.3 |
| 1000 | 21 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 6 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 23.5 |
| 1015 | 16 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 22.8 |
| 1030 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 14.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | - |
| 1045 | 16 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 22.5 |
| 1100 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 23.2 |
| 1115 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.4 | - |
| 1130 | 19 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 24.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 24.2 |
| 1145 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | 20.7 |
| 1200 | 19 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 24 |
| 1215 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 21 |
| 1230 | 19 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 6 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 22.7 |
| 1245 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 23.5 |
| 1300 | 18 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 21.3 |
| 1315 | 16 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.1 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 7 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.2 | 19.9 |
| 1330 | 18 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | 16.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 6 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 20.8 |
| 1345 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | - |
| 1400 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 10.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 22.6 |
| 1415 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | - |
| 1430 | 17 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.2 | 25.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 3 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 21.2 |
| 1445 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | - |
| 1500 | 20 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | 21.8 |
| 1515 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 23.4 |
| 1530 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | - |
| 1545 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.9 | - |
| 1600 | 14 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.7 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.8 | 18.1 |
| 1615 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | - |
| 1630 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 23.7 |
| 1645 | 12 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.7 | 14.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.6 | 19.5 |
| 1700 | 11 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.9 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.8 | 18.1 |
| 1715 | 14 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 21.1 |
| 1730 | 12 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 24.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 24.1 |
| 1745 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | - |
| 1800 | 14 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 22.1 |
| 1815 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 22.3 |
| 1830 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 20.2 |
| 1845 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | - |
| 1900 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | - |
| 1915 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | - |
| 1930 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.8 | 0 | 2 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | - |
| 1945 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | - |
| 2000 | 8 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17.3 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.1 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | - |
| 2015 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | - |
| 2030 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | - |
| 2045 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.4 | 19.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | - |
| 2100 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | - |
| 2115 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 2130 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | - |
| 2145 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.3 | - |
| 2200 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.3 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.2 | - |
| 2215 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | - |
| 2230 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | - |
| 2245 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | - |
| 2300 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | - |
| 2315 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 13.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | - |
| 2330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 2345 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.2 | - |
| **07-19** | **571** | **513** | **57** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **18.2** | **18.3** | **0.0** | **13.6** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **5** | **120** | **283** | **147** | **13** | **1** | **1** | **1** | **0** | **0** | **0** | **0** | **18.2** | **22** |
| **06-22** | **672** | **605** | **64** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **18.1** | **18.6** | **0.0** | **13.6** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **14.5** | **7** | **142** | **320** | **180** | **20** | **1** | **1** | **1** | **0** | **0** | **0** | **0** | **18.1** | **22** |
| **06-00** | **704** | **635** | **66** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **18.0** | **18.5** | **0.0** | **13.6** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **14.5** | **8** | **154** | **333** | **184** | **22** | **1** | **1** | **1** | **0** | **0** | **0** | **0** | **18.1** | **22** |
| **00-00** | **730** | **661** | **66** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **18.0** | **18.5** | **0.0** | **13.6** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **14.5** | **9** | **165** | **343** | **187** | **23** | **1** | **1** | **1** | **0** | **0** | **0** | **0** | **18** | **21.9** |

Vehicles = 730
Posted speed limit = 30 mph, Exceeding = 3 (0.411%), Mean Exceeding = 36.01 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 2 (0.274%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 1 (0.137%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 40.9 mph, Minimum = 6.1 mph, Mean = 18.0 mph
85% Speed = 21.92 mph, 95% Speed = 24.21 mph, Median = 18.06 mph
10 mph Pace = 13 - 23, Number in Pace = 591 (80.96%)
Variance = 15.83, Standard Deviation = 3.98 mph

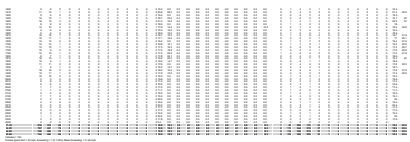
**18 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.5 | - |
| 0015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0115 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | - |
| 0130 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 0145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0200 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | - |
| 0215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0330 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | - |
| 0345 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | - |
| 0400 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | - |
| 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0445 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.4 | - |
| 0500 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.3 | - |
| 0515 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.4 | - |
| 0530 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 14.8 | 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 | 14.8 | - |
| 0545 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.4 | - |
| 0600 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.4 | - |
| 0615 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.9 | - |
| 0630 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | - |
| 0645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0700 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 0715 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | - |
| 0730 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 17.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | - |
| 0745 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 12.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | - |
| 0800 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | - |
| 0815 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | - |
| 0830 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | - |
| 0845 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.4 | - |
| 0900 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 23.1 |
| 0915 | 12 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 23.2 |
| 0930 | 12 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.2 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 23.8 |
| 0945 | 14 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 16.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 24.5 |
| 1000 | 20 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 22.3 |
| 1015 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 21.2 |
| 1030 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 17.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 21.4 |
| 1045 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 21.9 |
| 1100 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 23.1 |
| 1115 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | - |
| 1130 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 24.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 23.5 |
| 1145 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | - |
| 1200 | 17 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 23.4 |
| 1215 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 25.1 |
| 1230 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.8 | 20.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.5 | - |
| 1245 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | - |
| 1300 | 18 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 24.1 |
| 1315 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | - |
| 1330 | 16 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 20.4 |
| 1345 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.1 | 11.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.6 | - |
| 1400 | 19 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 22.9 |
| 1415 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 6 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 22.8 |
| 1430 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 20.7 |
| 1445 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | - |
| 1500 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | - |
| 1515 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | - |
| 1530 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | - |
| 1545 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | - |
| 1600 | 12 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | 16.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 21.3 |
| 1615 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | - |
| 1630 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | - |
| 1645 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.6 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.6 | - |
| 1700 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 15.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | - |
| 1715 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | - |
| 1730 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.4 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.7 | - |
| 1745 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 22.3 |
| 1800 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.9 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | - |
| 1815 | 17 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 2 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 22.9 |
| 1830 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 20.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | - |
| 1845 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | - |
| 1900 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 24.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | - |
| 1915 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | - |
| 1930 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 23.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | - |
| 1945 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | - |
| 2000 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | - |
| 2015 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | - |
| 2030 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | - |
| 2045 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.2 | - |
| 2100 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | - |
| 2115 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | - |
| 2130 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | - |
| 2145 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 2200 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.3 | - |
| 2215 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.9 | - |
| 2230 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.1 | - |
| 2245 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 2300 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.1 | - |
| 2315 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 0.0 | 0.0 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | - |
| 2330 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | - |
| 2345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| **07-19** | **487** | **444** | **42** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **18.1** | **18.1** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **14.6** | **9** | **86** | **252** | **124** | **15** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **18.1** | **22** |
| **06-22** | **574** | **527** | **46** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **18.1** | **18.4** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **14.6** | **10** | **102** | **297** | **145** | **18** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **18.1** | **22** |
| **06-00** | **586** | **538** | **46** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **18.1** | **18.4** | **0.0** | **13.6** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **14.6** | **10** | **107** | **300** | **149** | **18** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **18.1** | **22** |
| **00-00** | **606** | **555** | **49** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **18.1** | **18.2** | **0.0** | **13.6** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **14.6** | **10** | **113** | **307** | **155** | **19** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **18.1** | **22** |

Vehicles = 606
Posted speed limit = 30 mph, Exceeding = 2 (0.330%), Mean Exceeding = 31.88 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 33.5 mph, Minimum = 7.0 mph, Mean = 18.1 mph
85% Speed = 21.98 mph, 95% Speed = 24.36 mph, Median = 17.90 mph
10 mph Pace = 13 - 23, Number in Pace = 500 (82.51%)
Variance = 14.17, Standard Deviation = 3.76 mph

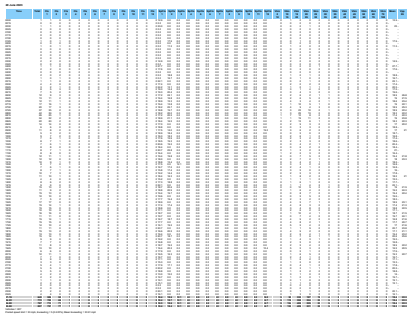
**19 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0015 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | - |
| 0030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0045 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.9 | - |
| 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0330 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.7 | - |
| 0345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0430 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.2 | 23.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.2 | - |
| 0445 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | - |
| 0500 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.9 | 14.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.3 | - |
| 0515 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.7 | - |
| 0530 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 0545 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | - |
| 0600 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | - |
| 0615 | 12 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 22.6 |
| 0630 | 17 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 24 |
| 0645 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.5 | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21.7 | 26.3 |
| 0700 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 22 |
| 0715 | 21 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 22.5 |
| 0730 | 20 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 21.9 |
| 0745 | 35 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 5 | 21 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 21.9 |
| 0800 | 32 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 14 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 22.6 |
| 0815 | 17 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 22.2 |
| 0830 | 28 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 14.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 7 | 12 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 22.5 |
| 0845 | 22 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 23.5 |
| 0900 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 23 |
| 0915 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 0930 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | - |
| 0945 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | - |
| 1000 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.4 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.6 | - |
| 1015 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | - |
| 1030 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | - |
| 1045 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | - |
| 1100 | 8 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | - |
| 1115 | 14 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 23.2 |
| 1130 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | - |
| 1145 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.5 | - |
| 1200 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 23.8 |
| 1215 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | - |
| 1230 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | - |
| 1245 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | 21.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | - |
| 1300 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.0 | 15.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | - |
| 1315 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 24.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | - |
| 1330 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | - |
| 1345 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | - |



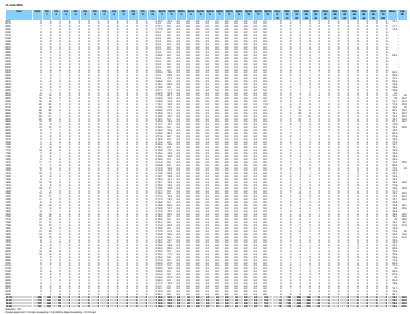
Finished boot [421 / 511 MiB] (Kernel 6.1.0-7-686-pae, libata-forwarding) 7.47 min (qa)
Loaded LSM: lockdown,yama,integrity,apparmor
Loaded LSM: lockdown,yama,integrity,apparmor,bpf (kernel)
Mounted /dev/sda1 (Read-write, relatime, errors=remount-ro) on / (ext4)
BIOS dated: 01/01/2011 (BIOS Bochs / Old Qemu, Machine: ?, No Kvm)
Hostname: 10-core, MachineId: machine-id (=/etc/qa)

**HP, Inc. 6000**



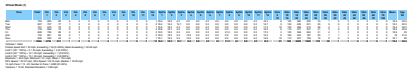
Finished boot [421 / 511 MiB] (Kernel 6.1.0-7-686-pae, libata-forwarding) 7.43 min (qa)
Loaded LSM: lockdown,yama,integrity,apparmor
Loaded LSM: lockdown,yama,integrity,apparmor,bpf (kernel)
Mounted /dev/sda1 (Read-write, relatime, errors=remount-ro) on / (ext4)
BIOS dated: 01/01/2011 (BIOS Bochs / Old Qemu, Machine: ?, No Kvm)
Hostname: 10-core, MachineId: machine-id (=/etc/qa)

**HP, Inc. 6000**



Finished boot [421 / 511 MiB] (Kernel 6.1.0-7-686-pae, libata-forwarding) 7.43 min (qa)
Loaded LSM: lockdown,yama,integrity,apparmor
Loaded LSM: lockdown,yama,integrity,apparmor,bpf (kernel)
Mounted /dev/sda1 (Read-write, relatime, errors=remount-ro) on / (ext4)
BIOS dated: 01/01/2011 (BIOS Bochs / Old Qemu, Machine: ?, No Kvm)
Hostname: 10-core, MachineId: machine-id (=/etc/qa)

**Virtual Mouse (1)**



Finished boot [421 / 511 MiB] (Kernel 6.1.0-7-686-pae, libata-forwarding) 7.43 min (qa)
Loaded LSM: lockdown,yama,integrity,apparmor
Loaded LSM: lockdown,yama,integrity,apparmor,bpf (kernel)
Mounted /dev/sda1 (Read-write, relatime, errors=remount-ro) on / (ext4)
BIOS dated: 01/01/2011 (BIOS Bochs / Old Qemu, Machine: ?, No Kvm)
Hostname: 10-core, MachineId: machine-id (=/etc/qa)

| Class No | Vehicle Description | Class No | Vehicle Description |
|---|---|---|---|
| 1 | Car, Light Van Taxi  | 5 | Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer  |
| 1 | Light Goods Vehicle  | 6 | Rigid 3 Axle HGV + 2 Axle Drawbar Trailer  |
| 1 | Car or Light Goods Vehicle + 1 Axle Caravan or Trailer  | 6 | Rigid 3 Axle HGV + 3 Axle Drawbar Trailer  |
| 1 | Car or Light Goods Vehicle + 2 Axle Caravan or Trailer  | 7 | Artic, 2 Axle Tractor + 1 Axle Semi-Trailer  |
| 2 | Rigid 2 Axle Heavy Goods Vehicle  | 8 | Artic, 2 Axle Tractor + 2 Axle Semi-Trailer  |
| 3 | Rigid 3 Axle Heavy Goods Vehicle  | 9 | Artic, 2 Axle Tractor + 3 Axle Semi-Trailer  |
| 3 | Rigid 3 Axle Heavy Goods Vehicle  | 10 | Artic, 3 Axle Tractor + 1 Axle Semi-Trailer  |
| 4 | Rigid 4 Axle Heavy Goods Vehicle  | 10 | Artic, 3 Axle Tractor + 2 Axle Semi-Trailer  |
| 4 | Rigid 4 Axle Heavy Goods Vehicle  | 11 | Artic, 3 Axle Tractor + 3 Axle Semi-Trailer  |
| 5 | Rigid 2 Axle HGV + 2 Axle Drawbar Trailer  | 12 | Bus or Coach, 2 Axle  |
| 5 | Rigid 2 Axle HGV + 3 Axle Drawbar Trailer  | 12 | Bus or Coach, 3 Axle  |
| 5 | Rigid 2 Axle HGV + 1 Axle Caravan or Trailer  | 13 | Vehicle with 7 or more Axles  |

# 15 mins Vehicle Classification-Speed Data 2023

**Globals**

| | |
|---|---|
| Report Id | CustomList-2572 |
| Descriptor | 15 mins Vehicle Classification-Speed Data 2023 |
| Created by | MetroCount Traffic Executive |
| Creation Time (UTC) | 2023-06-26T15:45:26 |
| Legal | Copyright (c)1997 - 2016 MetroCount |
| Graphic | header.bmp |
| Language | English |
| Country | United Kingdom |
| Time | UTC + 60 min |
| Create Version | 5.0.2.0 |
| Metric | Non metric |
| Speed Unit | mph |
| Length Unit | ft |
| Mass Unit | ton |

**Dataset**

| | |
|---|---|
| Site Name | 11144_2. |
| Site Attribute | Stevenage |
| File Name | C:\Users\MFCaughey\SharePoint\Streetwise Services LTD\Streetwise Data - Documents\Projects\11144 - Great Ashby, Stevenage (HO - 15.06)\Raw data\11144_2. 0 2023-06-24 1752.EC0 |
| File Type | Plus |
| Algorithm | Factory default axle |
| Description | mendip way 30mph |
| Lane | 0 |
| Direction | 7 |
| Direction Text | 7 - North bound A\|B, South bound B\|A. |
| Layout Text | Axle sensors - Paired (Class/Speed/Count) |
| Setup Time | 2023-06-14T19:21:16 |
| Start Time | 2023-06-14T19:21:16 |
| Finish Time | 2023-06-24T17:52:16 |
| Operator | pw |
| Configuration | 40 MC5600 00 00 00 00 00 ? JM93887R MC56-L5 [MC55] (c)Microcom 19Oct04 |

**Profile**

| | |
|---|---|
| Name | 30_40 |
| Title | MetroCount Traffic Executive |
| Graphic Logo | |
| Header | |
| Footer | |
| Percentile 1 | 85 |
| Percentile 2 | 95 |
| Pace | 10 |
| Filter Start | 2023-06-15T00:00:00 |
| Filter End | 2023-06-22T00:00:00 |
| Class Scheme | Euro13 |
| F | Cls(1-12) Dir(AB) Sp(6,99) Headway(]0) Span(0 - 328.084) Lane(0-16) |
| Low Speed | 6 |
| High Speed | 99 |
| Posted Limit | 30 |
| Speed Limits | 35 40 45 30 30 30 30 30 30 30 |
| Separation | 0.000 |
| Separation Type | Headway |
| Direction | Northbound |
| Encoded Direction | 15 |

**Column**

| | |
|---|---|
| Time | 24-hour time (0000 - 2359) |
| Total | Number in time step |
| Cls 1 | Class totals |
| Cls 2 | Class totals |
| Cls 3 | Class totals |
| Cls 4 | Class totals |
| Cls 5 | Class totals |
| Cls 6 | Class totals |
| Cls 7 | Class totals |
| Cls 8 | Class totals |
| Cls 9 | Class totals |
| Cls 10 | Class totals |
| Cls 11 | Class totals |
| Cls 12 | Class totals |
| SpCls 1 | Speed averages by class |
| SpCls 2 | Speed averages by class |
| SpCls 3 | Speed averages by class |
| SpCls 4 | Speed averages by class |
| SpCls 5 | Speed averages by class |
| SpCls 6 | Speed averages by class |
| SpCls 7 | Speed averages by class |
| SpCls 8 | Speed averages by class |
| SpCls 9 | Speed averages by class |
| SpCls 10 | Speed averages by class |
| SpCls 11 | Speed averages by class |
| SpCls 12 | Speed averages by class |
| Vbin 0 10 | Speed bin totals |
| Vbin 10 15 | Speed bin totals |
| Vbin 15 20 | Speed bin totals |
| Vbin 20 25 | Speed bin totals |
| Vbin 25 30 | Speed bin totals |
| Vbin 30 35 | Speed bin totals |
| Vbin 35 40 | Speed bin totals |
| Vbin 40 45 | Speed bin totals |
| Vbin 45 50 | Speed bin totals |
| Vbin 50 60 | Speed bin totals |
| Vbin 60 70 | Speed bin totals |
| Vbin 70 100 | Speed bin totals |
| Mean | Average speed |
| Vpp 85 | Percentile speed |

**15 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

Vehicles = 1017
Posted speed limit = 30 mph, Exceeding = 4 (0.393%), Mean Exceeding = 31.89 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 33.1 mph, Minimum = 9.2 mph, Mean = 20.3 mph
85% Speed = 23.50 mph, 95% Speed = 25.33 mph, Median = 20.41 mph
10 mph Pace = 15 - 25, Number in Pace = 907 (89.18%)
Variance = 10.85, Standard Deviation = 3.29 mph

**16 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 07-19 | 841 | 732 | 102 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21.1 | 20.0 | 23.7 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.6 | 2 | 26 | 296 | 432 | 79 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 24.2 |
| 06-22 | 1035 | 915 | 112 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 20.6 | 19.7 | 23.7 | 10.3 | 0.0 | 0.0 | 0.0 | 17.6 | 0.0 | 0.0 | 0.0 | 18.6 | 4 | 52 | 401 | 485 | 86 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 24 |
| 06-00 | 1084 | 962 | 114 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 20.5 | 19.7 | 23.7 | 10.3 | 0.0 | 0.0 | 0.0 | 17.6 | 0.0 | 0.0 | 0.0 | 18.6 | 5 | 55 | 427 | 503 | 87 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 24 |
| 00-00 | 1103 | 977 | 118 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 20.5 | 19.7 | 23.7 | 10.3 | 0.0 | 0.0 | 0.0 | 17.6 | 0.0 | 0.0 | 0.0 | 18.6 | 6 | 55 | 436 | 510 | 89 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 24 |

Vehicles = 1103
Posted speed limit = 30 mph, Exceeding = 7 (0.635%), Mean Exceeding = 30.98 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 33.4 mph, Minimum = 8.3 mph, Mean = 20.4 mph
85% Speed = 23.96 mph, 95% Speed = 26.17 mph, Median = 20.41 mph
10 mph Pace = 15 - 25, Number in Pace = 951 (86.22%)
Variance = 12.48, Standard Deviation = 3.53 mph

**17 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

Vehicles = 941
Posted speed limit = 30 mph, Exceeding = 1 (0.106%), Mean Exceeding = 31.15 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 31.2 mph, Minimum = 6.5 mph, Mean = 19.7 mph
85% Speed = 23.02 mph, 95% Speed = 25.17 mph, Median = 19.85 mph
10 mph Pace = 14 - 24, Number in Pace = 816 (86.72%)
Variance = 11.37, Standard Deviation = 3.37 mph

**18 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

Vehicles = 803
Posted speed limit = 30 mph, Exceeding = 3 (0.374%), Mean Exceeding = 31.76 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 33.6 mph, Minimum = 7.7 mph, Mean = 19.4 mph
85% Speed = 22.90 mph, 95% Speed = 24.94 mph, Median = 19.41 mph
10 mph Pace = 14 - 24, Number in Pace = 704 (87.67%)
Variance = 11.69, Standard Deviation = 3.42 mph

**19 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1400 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 21.4 |
| 1415 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 23.7 |
| 1430 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 23.3 |
| 1445 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 22 |
| 1500 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 24.2 |
| 1515 | 24 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 4 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 22.4 |
| 1530 | 33 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 15 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 22.6 |
| 1545 | 18 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.5 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 9 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | 24.9 |
| 1600 | 18 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 5 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 24.3 |
| 1615 | 21 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 14.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 1 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 23.4 |
| 1630 | 29 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 15.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 11 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 23.3 |
| 1645 | 23 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 7 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 23.1 |
| 1700 | 34 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 17 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 23.2 |
| 1715 | 28 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 21.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 13 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 22.9 |
| 1730 | 28 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 21.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 7 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 24.4 |
| 1745 | 22 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 21.9 |
| 1800 | 28 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 11 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 23.3 |
| 1815 | 25 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 23.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 9 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 23.3 |
| 1830 | 32 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 15 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 22.8 |
| 1845 | 22 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 14.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 8 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 22.5 |
| 1900 | 18 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 22.5 |
| 1915 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | 20.1 |
| 1930 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 22.4 |
| 1945 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 23.9 |
| 2000 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 22.2 |
| 2015 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 22.6 |
| 2030 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 22.2 |
| 2045 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 8 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | 20.8 |
| 2100 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.4 | 18.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.6 | 21 |
| 2115 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 19.4 |
| 2130 | 12 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 20.4 |
| 2145 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 2200 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.4 | 22.4 |
| 2215 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | - |
| 2230 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.8 | - |
| 2245 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | - |
| 2300 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | - |
| 2315 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | - |
| 2330 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | - |
| 2345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| **07-19** | **749** | **680** | **69** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **20.0** | **19.7** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **7** | **52** | **297** | **358** | **34** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **20** | **23.3** |
| **06-22** | **911** | **833** | **78** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19.7** | **19.7** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **7** | **86** | **365** | **414** | **38** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **19.7** | **23.1** |
| **06-00** | **949** | **871** | **78** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19.7** | **19.7** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **7** | **91** | **379** | **431** | **40** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **19.7** | **22** |
| **00-00** | **959** | **879** | **80** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19.7** | **19.8** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **7** | **92** | **385** | **432** | **42** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **19.7** | **22** |

Vehicles = 959
Posted speed limit = 30 mph, Exceeding = 1 (0.104%), Mean Exceeding = 31.09 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 31.1 mph, Minimum = 7.9 mph, Mean = 19.7 mph
85% Speed = 23.04 mph, 95% Speed = 24.77 mph, Median = 19.91 mph
10 mph Pace = 15 - 25, Number in Pace = 831 (86.65%)
Variance = 11.74, Standard Deviation = 3.43 mph

**20 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.6 | - |
| 0015 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | - |
| 0030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0215 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.6 | - |
| 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0515 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | - |
| 0530 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.6 | - |
| 0545 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.3 | - |
| 0600 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.7 | - |
| 0615 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | - |
| 0630 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 24.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.2 | - |
| 0645 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | - |
| 0700 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | - |
| 0715 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | - |
| 0730 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | - |
| 0745 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | - |
| 0800 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 22.9 |
| 0815 | 18 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 22.7 |
| 0830 | 21 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 2 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 21.7 |
| 0845 | 19 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 22.1 |
| 0900 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 10 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 23.9 |
| 0915 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | - |
| 0930 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | - |
| 0945 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | - |
| 1000 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | - |
| 1015 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | - |
| 1030 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | - |
| 1045 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | - |
| 1100 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.4 | 20.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.3 | 25.8 |
| 1115 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 1130 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | - |
| 1145 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | - |
| 1200 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 25.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | - |
| 1215 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 22.4 |
| 1230 | 18 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 23 |
| 1245 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.3 | - |
| 1300 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.8 | 25.3 |
| 1315 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | - |
| 1330 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.4 | - |
| 1345 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.3 | - |
| 1400 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.9 | 24.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 27.5 |
| 1415 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 23 |
| 1430 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.1 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.8 | - |
| 1445 | 14 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.6 | 21.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.6 | 23.9 |
| 1500 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 23.7 |
| 1515 | 22 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 22.2 |
| 1530 | 46 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 8 | 27 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 20.9 |
| 1545 | 22 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 15.8 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 21.9 |
| 1600 | 23 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 21.8 |
| 1615 | 24 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 2 | 8 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 23.1 |
| 1630 | 21 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 12 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 22.7 |
| 1645 | 33 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.0 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 6 | 17 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 21.9 |
| 1700 | 28 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 18.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 12 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 21.9 |
| 1715 | 23 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 22.7 |
| 1730 | 30 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 17 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 22.6 |
| 1745 | 30 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 23.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 12 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 23.2 |
| 1800 | 26 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 22.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 10 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 22.1 |
| 1815 | 25 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 21.8 |
| 1830 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 23.9 |
| 1845 | 18 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.1 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 22.6 |
| 1900 | 22 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 22.5 |
| 1915 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 14.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 21.7 |
| 1930 | 20 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 6 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 22.6 |
| 1945 | 14 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 21.1 |
| 2000 | 16 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 23.1 |
| 2015 | 18 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 23.8 |
| 2030 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 21.5 |
| 2045 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 22.5 |
| 2100 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 21 |
| 2115 | 14 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 23.2 |
| 2130 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 24.2 |
| 2145 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | - |
| 2200 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | - |
| 2215 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | - |
| 2230 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | - |
| 2245 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | - |
| 2300 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | - |
| 2315 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.5 | - |
| 2330 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.3 | - |
| 2345 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | - |
| **07-19** | **762** | **705** | **56** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19.6** | **19.4** | **18.9** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **8** | **67** | **323** | **331** | **32** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **19.5** | **22.8** |
| **06-22** | **952** | **883** | **68** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19.5** | **19.3** | **18.9** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **9** | **85** | **422** | **398** | **37** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **19.5** | **22.8** |
| **06-00** | **988** | **918** | **69** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19.5** | **19.2** | **18.9** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **9** | **88** | **441** | **410** | **39** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **19.5** | **22.7** |
| **00-00** | **998** | **927** | **70** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19.5** | **19.2** | **18.9** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **9** | **88** | **444** | **414** | **42** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **19.5** | **22.8** |

Vehicles = 998
Posted speed limit = 30 mph, Exceeding = 1 (0.100%), Mean Exceeding = 30.74 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 30.7 mph, Minimum = 6.9 mph, Mean = 19.5 mph
85% Speed = 22.76 mph, 95% Speed = 24.78 mph, Median = 19.69 mph
10 mph Pace = 15 - 25, Number in Pace = 869 (87.07%)
Variance = 11.81, Standard Deviation = 3.44 mph

**21 June 2023**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | - |
| 0015 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | - |
| 0030 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | - |
| 0045 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | - |
| 0100 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | - |
| 0115 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | - |
| 0130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0215 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | - |
| 0230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0315 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | - |
| 0330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0345 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.2 | - |
| 0400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0415 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | - |
| 0430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0515 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.5 | - |
| 0530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 - | - |
| 0545 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | - |
| 0600 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.5 | - |
| 0615 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | - |
| 0630 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.6 | - |
| 0645 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.1 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.3 | - |
| 0700 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | - |
| 0715 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.1 | - |
| 0730 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | - |
| 0745 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.1 | - |
| 0800 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.7 | - |
| 0815 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 22.4 |
| 0830 | 12 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 0 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 22 |
| 0845 | 11 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 24.4 |
| 0900 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 23.6 |
| 0915 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 21.8 |
| 0930 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | - |
| 0945 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | - |
| 1000 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | - |
| 1015 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | - |
| 1030 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | - |
| 1045 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.7 | - |
| 1100 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | - |
| 1115 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | - |
| 1130 | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 23 |
| 1145 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | 24.6 |
| 1200 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 25.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 25.1 |
| 1215 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 22.8 |
| 1230 | 15 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 23.9 |
| 1245 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 21.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 23.2 |
| 1300 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | - |
| 1315 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 24.1 |
| 1330 | 12 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 21.9 |
| 1345 | 15 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 16.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 22.7 |
| 1400 | 14 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.7 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.6 | 26.1 |
| 1415 | 15 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 23.1 |
| 1430 | 18 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 18.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 5 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 24 |
| 1445 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.6 | - |
| 1500 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | - |
| 1515 | 28 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 11.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 16 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 22.4 |
| 1530 | 27 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 8 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.9 | 21.3 |
| 1545 | 29 | 20 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 3 | 11 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 23.7 |
| 1600 | 19 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 22.6 |
| 1615 | 22 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 9 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 22.5 |
| 1630 | 27 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 16.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 13 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.6 | 24.2 |
| 1645 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 10 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 23.3 |
| 1700 | 25 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 11 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 24.1 |
| 1715 | 27 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 13 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 24.5 |
| 1730 | 30 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 23.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 12 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 24.7 |
| 1745 | 37 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 2 | 13 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 23.3 |
| 1800 | 30 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 15 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 22.3 |
| 1815 | 22 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 0 | 9 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 23 |
| 1830 | 20 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 4 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 22.6 |
| 1845 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 24.2 |
| 1900 | 14 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.8 | 25.8 |
| 1915 | 17 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 14.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 22 |
| 1930 | 25 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 21.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 3 | 7 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 22.7 |
| 1945 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 24.2 |
| 2000 | 20 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 6 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 21.8 |
| 2015 | 18 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 14.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 4 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 21.7 |
| 2030 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 22.3 |
| 2045 | 15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | 20.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 2 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 23.1 |
| 2100 | 14 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3 | 2 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | 24 |
| 2115 | 16 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 19.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 21 |
| 2130 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 20.6 |
| 2145 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | - |
| 2200 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.3 | - |
| 2215 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.1 | - |
| 2230 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | - |
| 2245 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | - |
| 2300 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | - |
| 2315 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | - |
| 2330 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | - |
| 2345 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | - |
| **07-19** | **757** | **701** | **55** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **19.6** | **19.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **10.5** | **9** | **57** | **331** | **323** | **37** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19.7** | **23.2** |
| **06-22** | **958** | **892** | **65** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **19.6** | **18.7** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **10.5** | **13** | **82** | **429** | **389** | **45** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19.5** | **23.1** |
| **06-00** | **1003** | **934** | **68** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **19.6** | **18.5** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **10.5** | **13** | **85** | **453** | **407** | **45** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19.5** | **23.1** |
| **00-00** | **1028** | **958** | **69** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **19.6** | **18.5** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **10.5** | **14** | **89** | **463** | **416** | **46** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19.5** | **23.1** |

Vehicles = 1028
Posted speed limit = 30 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 29.7 mph, Minimum = 6.6 mph, Mean = 19.5 mph
85% Speed = 23.08 mph, 95% Speed = 24.89 mph, Median = 19.63 mph
10 mph Pace = 15 - 25, Number in Pace = 881 (85.70%)
Variance = 12.71, Standard Deviation = 3.57 mph

**Virtual Week (1)**

| 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 | SpCls 1 | SpCls 2 | SpCls 3 | SpCls 4 | SpCls 5 | SpCls 6 | SpCls 7 | SpCls 8 | SpCls 9 | SpCls 10 | SpCls 11 | SpCls 12 | Vbin 0 10 | Vbin 10 15 | Vbin 15 20 | Vbin 20 25 | Vbin 25 30 | Vbin 30 35 | Vbin 35 40 | Vbin 40 45 | Vbin 45 50 | Vbin 50 60 | Vbin 60 70 | Vbin 70 100 | Mean | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 959 | 879 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7 | 92 | 385 | 432 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 23 |
| Tue | 998 | 927 | 70 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 19.2 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9 | 88 | 444 | 414 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 22.8 |
| Wed | 1028 | 958 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19.6 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 14 | 89 | 463 | 416 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 23.1 |
| Thu | 1017 | 906 | 109 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20.4 | 20.0 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.9 | 2 | 49 | 408 | 485 | 69 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 20.3 | 23.5 |
| Fri | 1103 | 977 | 118 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 20.5 | 19.7 | 23.7 | 10.3 | 0.0 | 0.0 | 0.0 | 17.6 | 0.0 | 0.0 | 0.0 | 18.6 | 6 | 55 | 436 | 510 | 89 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 24 |
| Sat | 941 | 873 | 62 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 19.7 | 19.4 | 22.7 | 0.0 | 0.0 | 0.0 | 21.7 | 18.6 | 0.0 | 0.0 | 0.0 | 14.5 | 4 | 78 | 410 | 395 | 53 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19.7 | 23 |
| Sun | 803 | 761 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 17.9 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8 | 57 | 404 | 296 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 22.9 |
| **--** | **6849** | **6281** | **549** | **5** | **1** | **0** | **0** | **1** | **3** | **0** | **0** | **0** | **9** | **19.9** | **19.4** | **21.0** | **10.3** | **0.0** | **0.0** | **21.7** | **18.3** | **0.0** | **0.0** | **0.0** | **17.1** | **50** | **508** | **2950** | **2948** | **376** | **17** | **0** | **0** | **0** | **0** | **0** | **0** | **19.8** | **23.2** |

Vehicles = 6849
Posted speed limit = 30 mph, Exceeding = 17 (0.248%), Mean Exceeding = 31.34 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 33.6 mph, Minimum = 6.5 mph, Mean = 19.8 mph
85% Speed = 23.21 mph, 95% Speed = 25.22 mph, Median = 19.91 mph
10 mph Pace = 15 - 25, Number in Pace = 5914 (86.35%)
Variance = 11.97, Standard Deviation = 3.46 mph

# 15 mins Vehicle Classification-Speed Data 2023

**Globals**

| | |
|---|---|
| Report Id | CustomList-2572 |
| Descriptor | 15 mins Vehicle Classification-Speed Data 2023 |
| Created by | MetroCount Traffic Executive |
| Creation Time (UTC) | 2023-06-26T15:59:21 |
| Legal | Copyright (c)1997 - 2016 MetroCount |
| Graphic | header.bmp |
| Language | English |
| Country | United Kingdom |
| Time | UTC + 60 min |
| Create Version | 5.0.2.0 |
| Metric | Non metric |
| Speed Unit | mph |
| Length Unit | ft |
| Mass Unit | ton |

**Dataset**

| | |
|---|---|
| Site Name | 11144_2. |
| Site Attribute | Stevenage |
| File Name | C:\Users\MFCaughey\SharePoint\Streetwise Services LTD\Streetwise Data - Documents\Projects\11144 - Great Ashby, Stevenage (HO - 15.06)\Raw data\11144_2. 0 2023-06-24 1752.EC0 |
| File Type | Plus |
| Algorithm | Factory default axle |
| Description | mendip way 30mph |
| Lane | 0 |
| Direction | 7 |
| Direction Text | 7 - North bound A\|B, South bound B\|A. |
| Layout Text | Axle sensors - Paired (Class/Speed/Count) |
| Setup Time | 2023-06-14T19:21:16 |
| Start Time | 2023-06-14T19:21:16 |
| Finish Time | 2023-06-24T17:52:16 |
| Operator | pw |
| Configuration | 40 MC5600 00 00 00 00 00 7 JM93887R MC56-L5 [MC55] (c)Microcom 19Oct04 |

**Profile**

| | |
|---|---|
| Name | 30_40 |
| Title | MetroCount Traffic Executive |
| Graphic Logo | |
| Header | |
| Footer | |
| Percentile 1 | 85 |
| Percentile 2 | 95 |
| Pace | 10 |
| Filter Start | 2023-06-15T00:00:00 |
| Filter End | 2023-06-22T00:00:00 |
| Class Scheme | Euro13 |
| F | Cls(1-12) Dir(BA) Sp(6,99) Headway(I0) Span(0 - 328.084) Lane(0-16) |
| Low Speed | 6 |
| High Speed | 99 |
| Posted Limit | 30 |
| Speed Limits | 35 40 45 30 30 30 30 30 30 30 |
| Separation | 0.000 |
| Separation Type | Headway |
| Direction | Southbound |
| Encoded Direction | 15 |

**Column**

| | |
|---|---|
| Time | 24-hour time (0000 - 2359) |
| Total | Number in time step |
| Cls 1 | Class totals |
| Cls 2 | Class totals |
| Cls 3 | Class totals |
| Cls 4 | Class totals |
| Cls 5 | Class totals |
| Cls 6 | Class totals |
| Cls 7 | Class totals |
| Cls 8 | Class totals |
| Cls 9 | Class totals |
| Cls 10 | Class totals |
| Cls 11 | Class totals |
| Cls 12 | Class totals |
| SpCls 1 | Speed averages by class |
| SpCls 2 | Speed averages by class |
| SpCls 3 | Speed averages by class |
| SpCls 4 | Speed averages by class |
| SpCls 5 | Speed averages by class |
| SpCls 6 | Speed averages by class |
| SpCls 7 | Speed averages by class |
| SpCls 8 | Speed averages by class |
| SpCls 9 | Speed averages by class |
| SpCls 10 | Speed averages by class |
| SpCls 11 | Speed averages by class |
| SpCls 12 | Speed averages by class |
| Vbin 0 10 | Speed bin totals |
| Vbin 10 15 | Speed bin totals |
| Vbin 15 20 | Speed bin totals |
| Vbin 20 25 | Speed bin totals |
| Vbin 25 30 | Speed bin totals |
| Vbin 30 35 | Speed bin totals |
| Vbin 35 40 | Speed bin totals |
| Vbin 40 45 | Speed bin totals |
| Vbin 45 50 | Speed bin totals |
| Vbin 50 60 | Speed bin totals |
| Vbin 60 70 | Speed bin totals |
| Vbin 70 100 | Speed bin totals |
| Mean | Average speed |
| Vpp 85 | Percentile speed |

**15 June 2023**

[illegible]

**16 June 2023**

[illegible]

**17 June 2023**

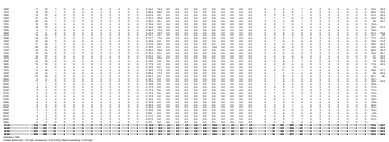
[illegible]

**18 June 2023**

[illegible]

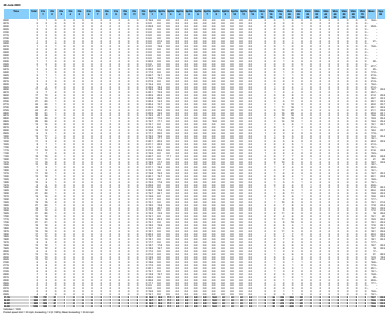
**19 June 2023**

[illegible]



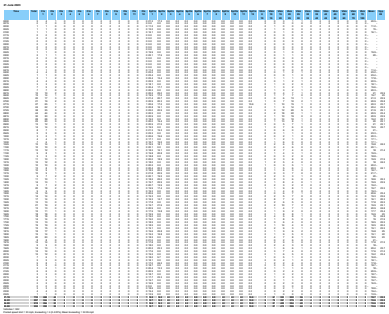
Windows 11 x64
Chrome gpuid 0x1 / 10.0.22 (compatible; Chrome/ Safari) Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/ Safari/537.36
Load 2.07 / 1.97 / 1.79 (1 / 10 / 15 min) Uptime 0d 0h 0m 0s
Memory 7.7 / 15.9 GB (48%) Swap 0.0 / 0.0 GB (0%) Processes 0 / 0 running
GPU Speed 1.70 MT/s (99% Bypass) 720 Hz (est. Refresh) 1 Scaling%
Virtual Memory 8.7 / 31.8 GB (27%) Disk 0.0 / 0.0 GB (0%)
Hostname 11 Uptime 0d 0h 0m 0s Load 2.07 / 1.97 / 1.79

**HP Inc.-5880**



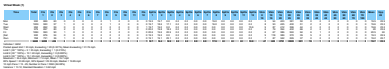
Windows 11 x64
Chrome gpuid 0x1 / 10.0.22 (compatible; Chrome/ Safari) Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/ Safari/537.36
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**HP Inc.-5880**



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**Virtual Mouse (1)**



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Load 2.07 / 1.97 / 1.79 (1 / 10 / 15 min) Uptime 0d 0h 0m 0s
Memory 7.7 / 15.9 GB (48%) Swap 0.0 / 0.0 GB (0%) Processes 0 / 0 running
GPU Speed 1.70 MT/s (99% Bypass) 720 Hz (est. Refresh) 1 Scaling%
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# Appendix K

## WSP Model Output

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## INTRODUCTION

WSP has been commissioned by Picture Estate Limited (the 'developer') via Hertfordshire County Council (HCC) to assess the strategic transport impact of development proposals on the Land north of Great Ashby which includes residential developments of 650 dwellings, 500sqm of Financial and Professional Services and a local centre and land for primary and secondary schools.

To assess the impacts of the development, the modelling was undertaken using Hertfordshire's COMET model, currently maintained by WSP. The purpose of this technical note is to present the assessment undertaken for the development and its impacts on the transport network.

This technical note is divided into the following sections:

1) Context
2) Base year performance
3) Base year recalibration
4) Scenarios modelled
5) Results
    a. Demand Model
    b. Highway Model
    c. Public Transport Model
6) Summary

## CONTEXT

**Figure 1** shows the location of the development site within the context of the wider Great Ashby area.

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**Figure 1: Development Site Location**

## COMET MODEL

HCC own the Countywide Model of Transport (COMET) modelling suite. This consists of a SATURN Highway Assignment Model (HAM) and an EMME-based Variable Demand (VDM) and Public Transport (PT) Model.

The COMET model has a base year of 2014 with a forecast year of 2036. There are two forecast scenarios:

- 2036 National Trip End Model (NTEM) Constrained Scenario
- 2036 Local Plan Run 6 (LPR6)

It was deemed suitable to use the 2036 NTEM Constrained Scenario for the baseline of the modelling required as this represents all core scenario growth (near certain and more than likely developments and transport schemes), as defined by DfT Transport Appraisal Guidance (TAG) and is constrained to NTEM 8.0 growth.

The highway assignment model covers three hourly time periods as given below:

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- AM peak hour between 08:00 to 09:00
- Inter-peak hour (the average of the six-hour period between 10:00 to 16:00)
- PM peak hour between 17:00 to 18:00

The Public Transport (PT) model covers hourly time periods as given below:

- AM average hour (the average of the three-hour period between 07:00 to 10:00)
- Inter-peak hour (the average of the six-hour period between 10:00 to 16:00)
- PM average hour (the average of the three-hour period between 16:00 to 19:00)

COMET Version

The COMET version used as a starting point of the local recalibration of the model is the COMET 7 Base year model updated in May 2022.

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## BASE YEAR PERFORMANCE

The original COMET model was calibrated and validated to a 2014 base year. The coverage of the count data within the town centre and crucially near the Great Ashby development site was limited within the original model.

**Figure 2** and **Figure 3** show the calibration and validation performance of the count data of the original COMET7 2014 model for the AM and PM peaks respectively, highlighting the counts immediately west and south of the development site.




**Figure 2: GEH performance of traffic count data in Great Ashby – AM Peak**

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**Figure 3: GEH performance of traffic count data in Great Ashby – PM Peak**

The results show that the model is not performing well on some of the key links in the study area, especially in the AM peak on Great Ashby way, Back Lane and the links around A1(M) Junction 8. The orange and red links have a GEH of over 5, demonstrating that they do not meet the Department for Transport (DfT) criteria. WSP therefore advised HCC that the 2014 base year model needed to be re-calibrated for the model to be a more accurate reflection of the 2014 conditions.

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## BASE YEAR RE-CALIBRATION

The base year recalibration included the following tasks:

1) Reviewing the network in the local area in detail within the model and improving the calibration in the local area.
2) Rebuilding of forecasts to account for the changes made to the base year in the recalibration in the local area.

The AM and PM peak time periods were the focus for the assessment of the development proposals in Great Ashby, and most of the additional traffic count data only covered these hours so improvements to the base model were only made to these time periods.

### LOCAL RECALIBRATION

Local recalibration of the model involved the following primary tasks:

- Network checks were conducted which included link lengths, number of lanes, speed flow curves, speed, bus lanes, banned turns, junction configuration, saturation flow, priority marker, and signal timing. It was found that there were minor speed limit changes and distance discrepancies on three links and a missing signal on A602 Hitchin Road. There were also 2 missing HGV bans on minor roads, missing flares at two junctions and incorrect saturation flow at one junction.
- Rerunning of matrix estimation (ME) to account for the network changes and improve the traffic count performance in the Great Ashby study area.

The existing counts within the COMET highway model were reviewed to understand which traffic counts were to be included in the calibration process. The performance of the transport model was then reviewed for the network and count data used to ensure it was consistent. Following that, the additional June 2023 counts provided by the developer and the March 2023 ATC counts available as part of the COMET model update were reviewed to determine which additional counts can be used for the calibration process. It is to be noted that the 1-day Junction turning counts provided by the developer were excluded from the calibration process to ensure the reliability of the traffic count data as per TAG M3.1. The additional ATC counts that were included in the calibration process are shown in **Figure 4**, presenting the location of the traffic counts used for the calibration in the Great Ashby study area. ATC 3, ATC 49 and ATC 611 are located at Great Ashby Way, Back Lane and Gunnels Wood Road respectively. ATC 3 was provided by the developer for data collected for one week in June 2023, whereas ATC 49 and ATC 611 are HCC counts collected for two weeks in March 2023.

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**Figure 4: Additional ATC data location**

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**Figure 5** presents one of the network improvements carried out in the model where the speed was reduced from 55kph to 32kph on the Back Lane.




**Figure 5: Network Improvements – Back Lane**

To test the impacts of the network improvements, three 2014 COMET 7 Base year scenarios were assessed:

1. COMET 7 – original model
2. COMET 7 (Revised) – original model with network improvements
3. COMET 7 (Revised 2) – original model with matrix and network improvements

A total of 44 traffic counts were used for the local recalibration purposes.

As per the TAG unit M3.1 (Section 3.3.11), the validation criteria and guidelines for link flows are defined in **Table *1*.**

**Table 1: Link Flow Validation Criteria and Acceptability Guideline**

| Criteria | Description of Criteria | Acceptability Guideline |
|---|---|---|
| 1 | Individual flows within 100 veh/h of counts for flows less than 700 veh/h | > 85% of cases |
| | Individual flows within 15% of counts for flows from 700 to 2,700 veh/h | |
| | Individual flows within 400 veh/h of counts for flows more than 2,700 veh/h | |
| 2 | GEH < 5 for individual flows | > 85% of cases |

**Table 2** presents the summary of the link performance for all the counts as per TAG criteria.

**Table 2: Link Performance of Great Ashby Local Area – All Counts (TAG Criteria)**

| Period | No. of Counts | COMET 7 | COMET 7 (Revised) | COMET 7 (Revised 2) |
|---|---|---|---|---|
| AM | 44 | 27 (61%) | 30 (68%) | 42 (95%) |
| PM | 44 | 32 (73%) | 34 (77%) | 38 (86%) |

From **Table *2***, it is observed that there is a significant improvement in the overall link performance with the network and matrix improvements in comparison to the original model. Overall, the COMET 7 model with the network and matrix improvements meets the TAG criteria.

A comparison of the GEH values for each of these three scenarios was also carried out for the Great Ashby study area in each time period (AM, IP and PM). **Figure 6** to **Figure 11** presents these plots for the AM and PM peaks.

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**Figure 6: AM Peak Base Year GEH Performance in Great Ashby Local Area – Original Model**

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**Figure 7: AM Peak Base Year GEH Performance in Great Ashby Local Area – With Network Improvements**

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**Figure 8: AM Peak Base Year GEH Performance in Great Ashby Local Area – With network and matrix improvements**

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**Figure 9: PM Peak Base Year GEH Performance in Great Ashby Local Area – Original Model**

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**Figure 10: PM Peak Base Year GEH Performance with Great Ashby Local Area – With Network Improvements**

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**Figure 11: PM Peak Base Year GEH Performance with Great Ashby Local Area – With network and matrix improvements**

From the GEH plots, it is observed that the GEH performance improves significantly in the Great Ashby area with the network and matrix improvements, especially in the Back Lane and the Great Ashby Way in the AM peak model and the Back Lane in the PM peak. There have also been improvements in the GEH performance in the PM peak on A602 and Graveley Road which connect to the A1(M).

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## SCENARIOS MODELLED

Following the recalibration of the 2014 Base Year model, the following scenarios were modelled in the full COMET modelling suite using the 2036 NTEM model as a basis:

- Do Minimum (DM): A 2036 without development scenario
- Do Something (DS): A 2036 with development scenario

The 'without development' scenario replicated the available 2036 NTEM network and it was modified to include the updated base year network changes. The planning data used was the most recent data provided by HCC in spring 2024, which includes all completions and developments with planning permission between 2014-2023. The CTripEnd model was run to convert the housing and jobs to 24-hour production and attraction tripends and the COMET variable demand model (VDM) was run to create a 2036 without development (DM) scenario which included the latest planning data assumptions and the matrix improvements applied to the base year model. The 'with development' (DS) scenario includes the development accesses and all the development quantum.

### With Development Assumptions

The developer has provided the assumptions for housing and employment for the site, and that information has been updated in the planning data inputs for the COMET demand model. **Table 3** provides the planning data quantum assumed for the site, which comprises 650 dwellings, 500 sqm of financial and professional services and 2 Primary and 4 Secondary schools in total.

**Table 3: Great Ashby Planning Data**

| Land Use Type | Land Use Category | Floor Space | Total Dwellings | Jobs |
|---|---|---|---|---|
| Dwellings | C3 | - | 650 | |
| Financial and Professional Services | A1-A3 | 500sqm | | 29 |
| Primary School | F1 (School) | 2FE Primary 420 pupils | | 59 |
| Secondary School | F1 (School) | 4FE Secondary School (720 Pupils) | | 99 |
| Total | | | 650 | 187 |

### Forecast Network

#### Highway Network

The 'with development' scenario included the highway development accesses via the Mendip Way and the associated zone connectors were modelled. **Figure 12** shows the network coding for the access. The

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COMET7 model includes a number of zones that are empty in the base year, for populating with trips in the forecast. Zone 9057 has been used for the trips associated with the Great Ashby Development Site.

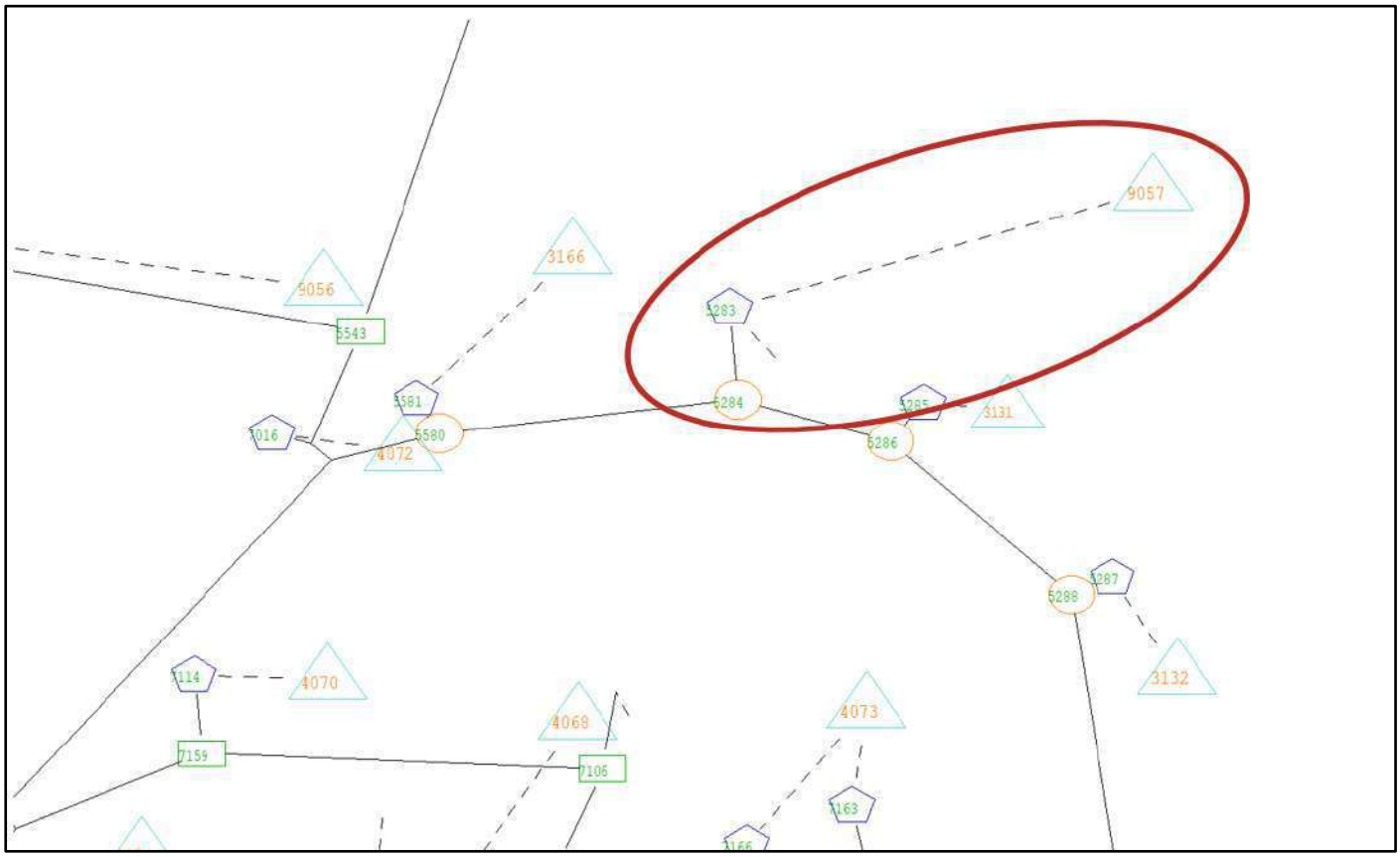



**Figure 12: Forecast Network Junction Coding**

## Public Transport Network

### Without Development Network

The 'Without development' network for this study is based on NTEM 2036 COMET 7 model. While the Stevenage Bus Station to Great Ashby (SB7) bus route (SB7_1) is included in the NTEM 2036 COMET 7 Scenario, its alignment differs from the current route observed as of 2024. The route coded in NTEM 2036 COMET 7 Scenario is shown in **Figure 13**.

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**Figure 13: SB7 Route in NTEM 2036 COMET 7 Scenario**

The Stevenage Bus Station to Great Ashby (SB7) bus route in the 'without development' scenario has been updated to reflect the route provided by Arriva Kent Thameside Ltd. The revised route is shown **Figure 14**. Unlike the single loop route in the NTEM 2036 COMET 7 Scenario, the updated route has been coded with two distinct services (SB7_1 and SB7_2) operating between Stevenage Bus Station and Great Ashby.

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**Figure 14: Revised SB7 Route in NTEM 2036 COMET 7 Scenario (DM)**

**With Development Network**

The 'With Development' network was developed based on the ‘without development’ network for the SB7 route. Given that the revised route between Stevenage Bus Station and Great Ashby now provides access to the development site, new transit links were introduced to enhance bus connectivity to this area. The updated SB7_1 and SB7_2 transit lines are illustrated in **Figure 15**.

The route stopping pattern and bus travel times were finalized in consultation with Arriva (the operator) and the developer. Both routes have been coded with a 30-minute headway. Route SB7_2 begins at the Great Ashby-Manchester Close bus stop, connects to the development site, and then follows Great Ashby Way towards Stevenage Bus Station, with a travel time of 33 minutes. In contrast, Route SB7_1 travels directly from Stevenage Bus Station to the Great Ashby-Manchester Close bus stop, taking 23 minutes.

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**Figure 15: SB7 Route in with development scenario (DS)**

## Trip Generation and Distribution

Highway trips (vehicles)

The highway trip generation anticipated from the development was provided by the developer and used in 'with development' scenarios as shown in **Table 4**.

**Table 4: Trip Generation by All Vehicle Types**

| Vehicle Type | AM Peak (0800-0900) Arrivals | AM Peak (0800-0900) Departures | PM Peak (1700-1800) Arrivals | PM Peak (1700-1800) Departures | Total |
|---|---|---|---|---|---|
| **Car** | 276 | 484 | 268 | 126 | 1,153 |
| **LGV** | | | | | |
| **HGV** | | | | | |
| | **276** | **484** | **268** | **126** | **1,153** |

Public Transport Trips (Passenger)

The public transport trip generation anticipated from the development was also provided by developer and used in Do Something scenario as shown in **Table 5**.

**Table 5: Trip Generation by Public Transport**

| Land Use | AM Peak | | PM Peak | |
|---|---|---|---|---|
| | Arrivals | Departures | Arrivals | Departures |
| 03/M Residential/Mixed Private/Affordable Housing | 2 | 13 | 10 | 4 |
| 04/A Education/Primary | 40 | 18 | 0 | 2 |
| 04/B Education/Secondary | 93 | 1 | 1 | 0 |
| 20% Modal Shift Allowance | 27 | 7 | 3 | 2 |
| **Total two-way trips (inc. 20% Modal Shift)** | **162** | **39** | **14** | **8** |

The development trips were added on to Zone 9057 to uplift the trips generated by the demand model for each user class in order to match them with the trip generation targets as provided by the developer. The uplift of Education land use-related trips are assumed to be originating/destined within Stevenage and have been attributed to be using buses. Non-education land-use trips are split among the Bus, Rail and BusRail user classes using the split associated with the zone obtained from VDM.

# RESULTS

This section highlights some of the key results from the modelling undertaken, providing results from the Demand, Highway and Public Transport models. It is important to note that all figures include the development flows in line with those provided to use by the developer, as outlined in Tables 4 and 5.

## DEMAND MODEL

### DEMAND MODEL

The full COMET VDM for the NTEM scenario has been run for the development which predicts the trip movements in and out of the development and the mode share between highway and public transport trips (PT). The model has been run for two scenarios, which are:

- 2036 without Great Ashby development
- 2036 with Great Ashby development

The main result from the demand model for this assessment is the mode share between highway and PT trips.

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## MODE SHARE

The demand model results are as person trips and in the form of productions and attractions for just the development zone 9057. The mode share is provided as:

- 24-hour mode share – from the demand model for the entire day
- Peak Period mode share – from the demand model for peak periods defined in the COMET model (AM:0700-1000, and PM: 1600-1900)
- Peak hour mode share – from the assignment model results for the peak hours in form of origin and destination. The highway model is a peak hour model whereas the PT model is an average hour model. The peak hours for highway model are AM (0800-0900), PM (1700-1800), and for the PT model the average hours are: AM (0700-1000), PM (1600-1900)

The 24 hour mode share is provided in **Table *6***, the peak period model share is provided in **Table *7***, and the peak hour model share is provided in **Table *8***. The 24 hour and peak period mode share show that the highway users have 94-95% of the total share whereas public transport is about 5-6% of total usage.

For peak hours, which are taken from the assignment outputs, the main share is for car users in both morning and evening peaks, and public transport users are using BusRail (7%).

**Table 6: 24 Hour Mode Share for the Development**

| Mode | Productions | Attractions | Total | Mode share |
|---|---|---|---|---|
| Highway | 1,512 | 2,100 | 3,612 | 95% |
| PT | 116 | 70 | 187 | 5% |
| Total | 1,628 | 2,170 | 3,799 | |

**Table 7: Peak Period Mode Share for the Development**

| Mode | Productions | Attractions | Total | Mode share |
|---|---|---|---|---|
| **AM Peak** | | | | |
| Highway | 383 | 440 | 823 | 94% |
| PT | 34 | 18 | 53 | 6% |
| Total | 417 | 459 | 876 | |
| **PM Peak** | | | | |
| Highway | 388 | 481 | 869 | 94% |
| PT | 33 | 19 | 52 | 6% |
| Total | 421 | 500 | 921 | |

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**Table 8: Peak Hour Mode Share for the Development (VDM)**

| User Class | Origin | Destination | Total | Mode share |
|---|---|---|---|---|
| | | **AM** | | |
| **Car Commute** | 53 | 18 | 71 | 30% |
| **Car Business** | 6 | 3 | 9 | 4% |
| **Car Other** | 62 | 80 | 142 | 59% |
| **LGV** | 0 | 0 | 0 | 0% |
| **HGV** | 0 | 0 | 0 | 0% |
| **Bus** | 0 | 0 | 0 | 0% |
| **Rail** | 0 | 0 | 0 | 0% |
| **BusRail** | 11 | 6 | 17 | 7% |
| **Total** | **132** | **107** | **239** | **100%** |
| | | **PM** | | |
| **Car Commute** | 25 | 34 | 59 | 25% |
| **Car Business** | 3 | 4 | 7 | 3% |
| **Car Other** | 77 | 77 | 154 | 65% |
| **LGV** | 0 | 0 | 0 | 0% |
| **HGV** | 0 | 0 | 0 | 0% |
| **Bus** | 0 | 0 | 0 | 0% |
| **Rail** | 0 | 0 | 0 | 0% |
| **BusRail** | 7 | 10 | 17 | 7% |
| **Total** | **112** | **125** | **237** | **100%** |

Post VDM, the trip ends for the development zone have been uplifted to match the trip ends provided by the developer, the resultant peak hour mode share for the development zone is depicted in **Table *9***. It total share for the Bus trips have gone up to 16% in the AM peak whereas the share for BusRail has come down to 5%. In the PM peak, BusRail makes up 4% whereas Bus share is at 1%.

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| **CHECKED:** | Shaista Farooq | **APPROVED:** | Christine Elphicke |

**Table 9: Peak Hour Mode Share for the Development post Trip End Uplift**

| User Class | Origin | Destination | Total | Mode share |
|---|---|---|---|---|
| | | **AM** | | |
| **Car Commute** | 210 | 49 | 259 | 27% |
| **Car Business** | 22 | 7 | 29 | 3% |
| **Car Other** | 251 | 220 | 471 | 49% |
| **LGV** | 0 | 0 | 0 | 0% |
| **HGV** | 0 | 0 | 0 | 0% |
| **Bus** | 19 | 133 | 153 | 16% |
| **Rail** | 0 | 1 | 1 | 0% |
| **BusRail** | 19 | 28 | 47 | 5% |
| **Total** | **522** | **438** | **960** | **100%** |
| | | **PM** | | |
| **Car Commute** | 29 | 78 | 107 | 26% |
| **Car Business** | 4 | 10 | 14 | 3% |
| **Car Other** | 93 | 180 | 273 | 66% |
| **LGV** | 0 | 0 | 0 | 0% |
| **HGV** | 0 | 0 | 0 | 0% |
| **Bus** | 2 | 1 | 3 | 1% |
| **Rail** | 0 | 0 | 0 | 0% |
| **BusRail** | 6 | 13 | 18 | 4% |
| **Total** | **134** | **282** | **416** | **100%** |

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## HIGHWAY MODEL

The impact of the Great Ashby development site on the highway network was assessed using the 2036 COMET 7 NTEM-constrained scenario using the SATURN model.

This section considers the following parameters which were used for the assessment:

- Flow differences with and without the development
- Delay difference with and without the development
- Forecast flows surrounding the development
- Volume to Capacity (V/C) ratios at junctions
- Origin and Destination Development flow distribution

### Flow Differences

Flow difference plots with and without the development (DS – DM), are presented **Figure 16** and **Figure 17** for the AM and PM peaks respectively.

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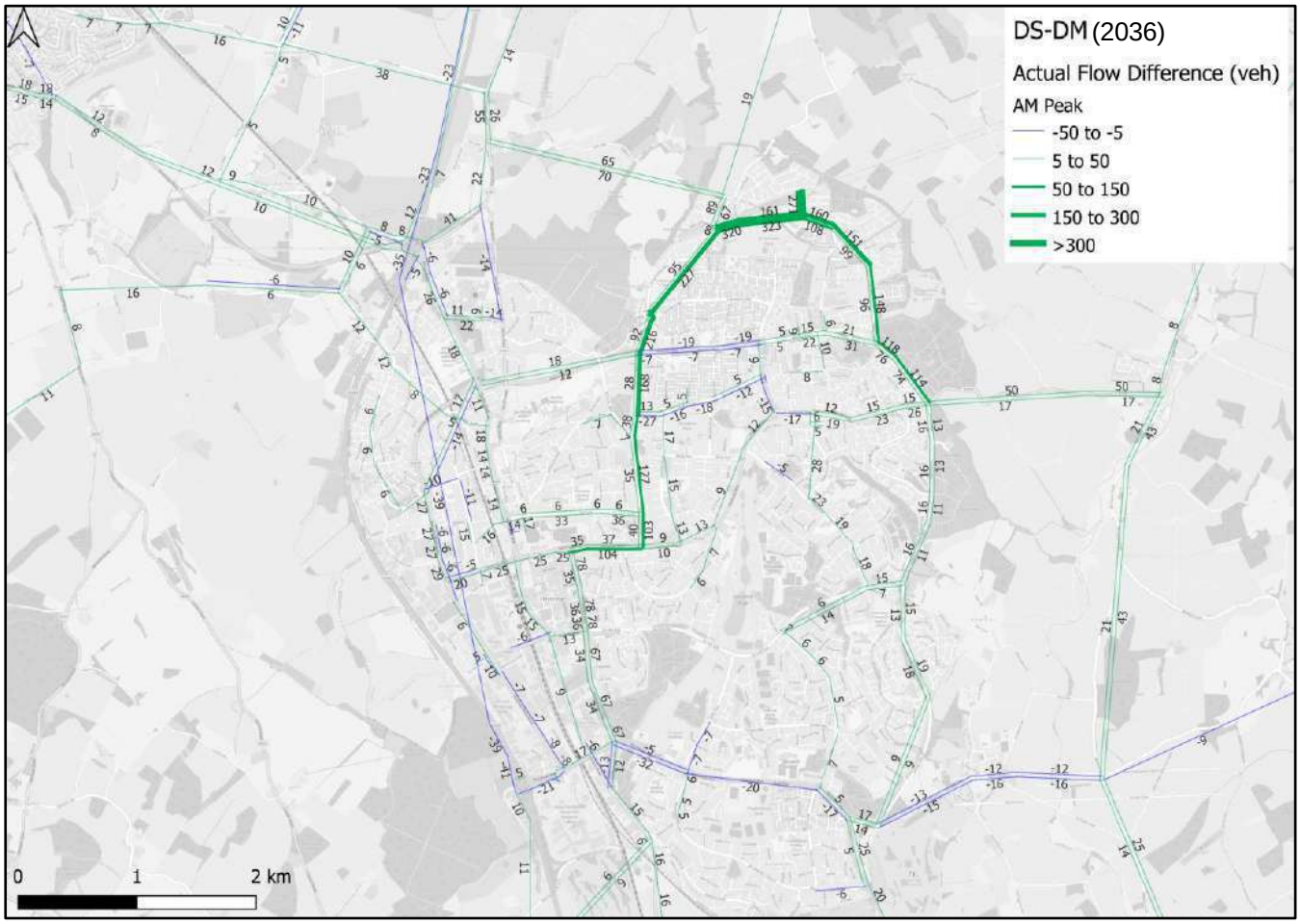



**Figure 16: Actual Flow Difference (DS – DM) - AM peak**

From **Figure 16,** it is observed that there is an increase in traffic flows on the Great Ashby Way of up to 484 and 268 two-way flows on the west and east of the development access road (Mendip Way) respectively. The major increase in traffic flows is seen along the Grace Way/Fairlands Way and St George's Way towards the west side of the development access road while traffic flow increases are seen along Gresley Way, B1037 towards the east side of the development access road. An increase in traffic flows along the Back Lane is also observed towards the west side of the development. A minor decrease in traffic flows is seen along Martins Way (between the Grace Way/Martins Way/Canterbury Way roundabout and A1155 Verity Way/Pilgrims Way roundabout), and Vardon Road near the development site.

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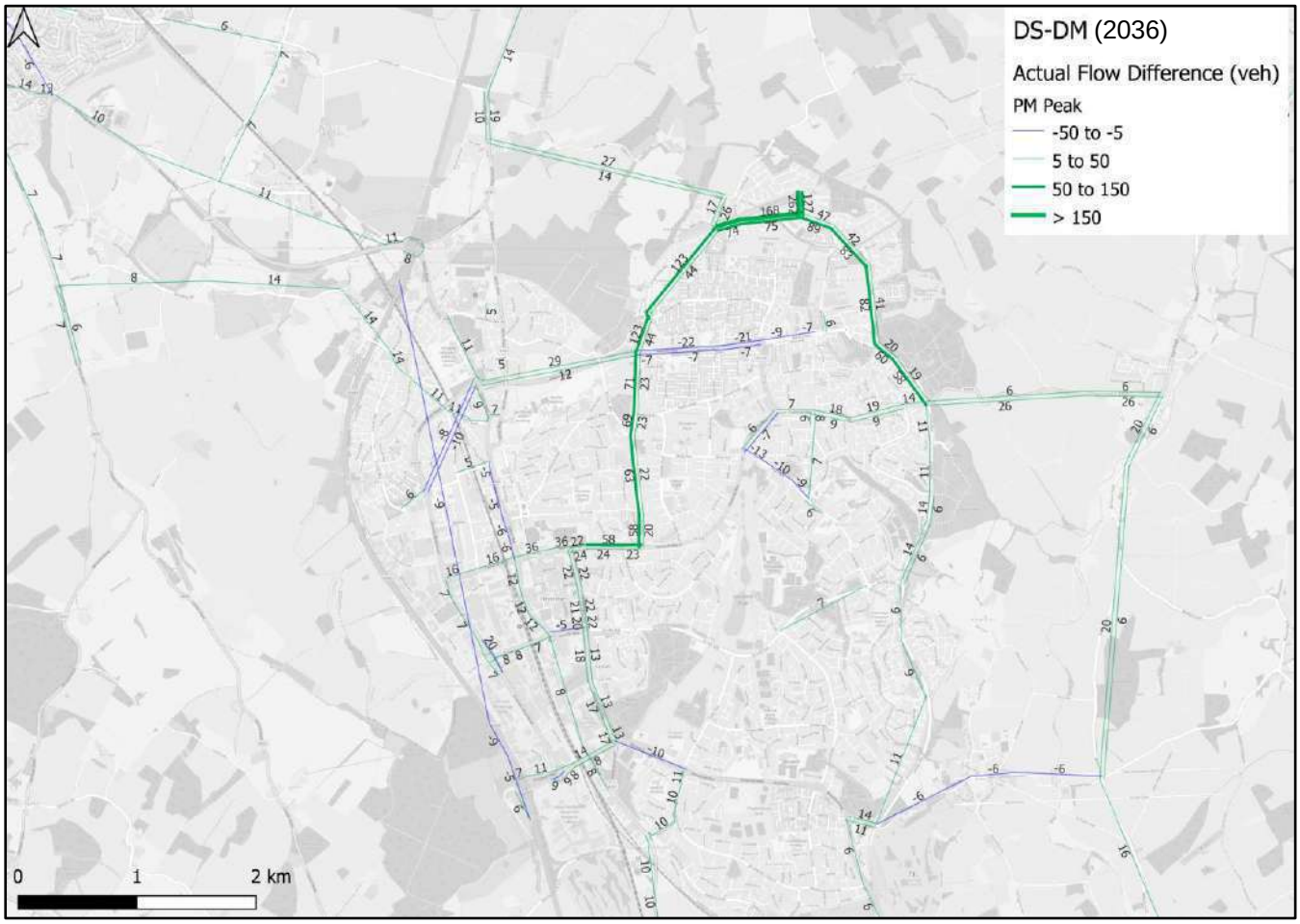


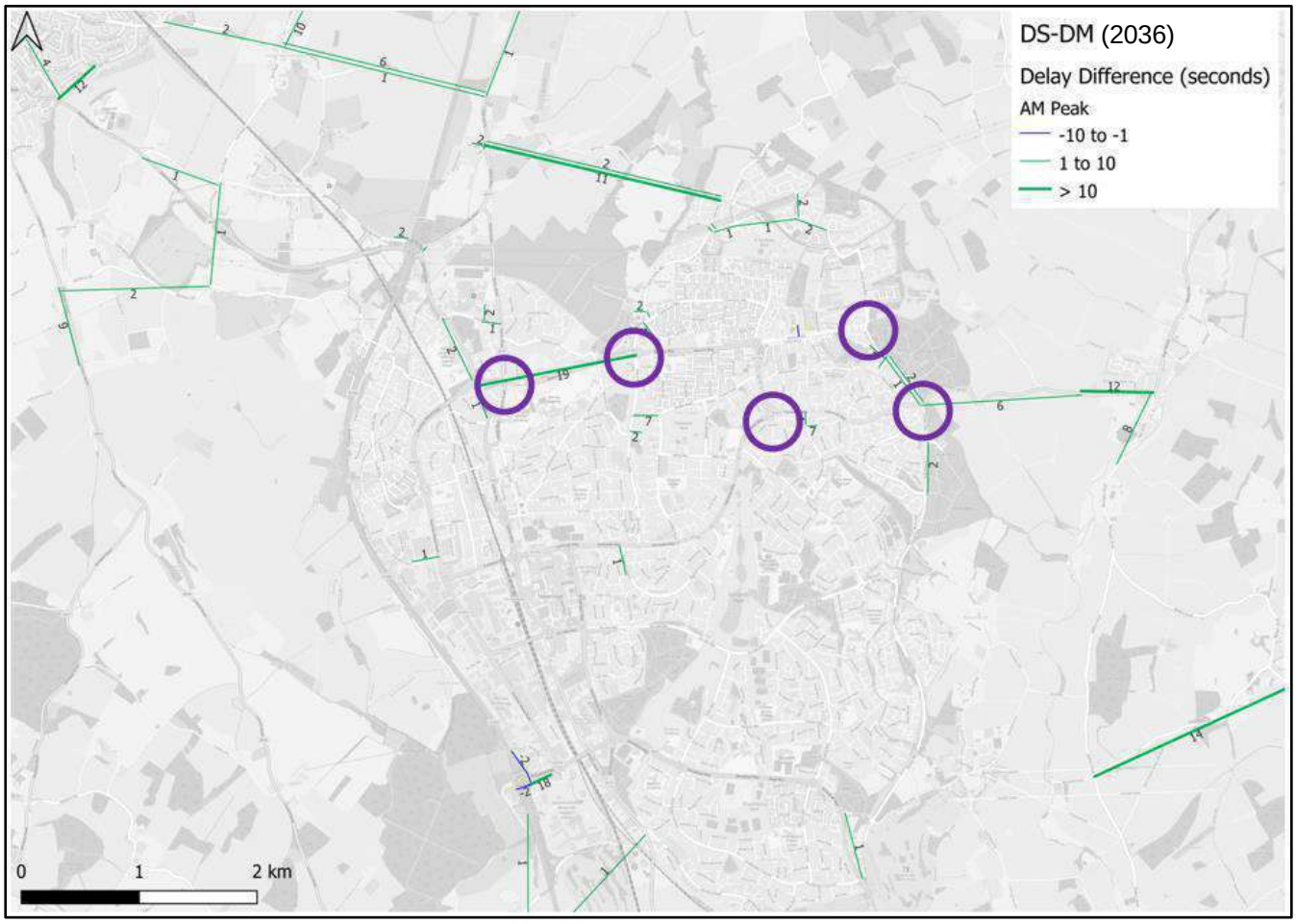

**Figure 17: Actual Flow Difference (DS – DM) - PM peak**

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From **Figure 17**, it is observed that there is an increase in traffic flows on the Great Ashby Way of up to 243 and 136 two-way flows on the west and east of the development access road (Mendip Way). The rest of the traffic flow changes show a similar trend to those presented in the AM peak with the major increases in traffic flows seen along the Grace Way/Fairlands Way towards the west side of the development access road while it is seen along Gresley Way towards the east side of the development access road. There is a minor decrease in traffic flows along the Martins Way (between the Grace Way/Martins Way/Canterbury Way roundabout and A1155 Verity Way/Pilgrims Way roundabout).

## LINK DELAY DIFFERENCE PLOTS

Delay difference plots between the DS and DM scenarios were obtained to understand the impact of the development on link delays and are presented in **Figure 18** and **Figure 19** for the AM and PM peaks respectively.




* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

**Figure 18: Link Delay Difference (DS – DM) - AM peak**

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In the AM peak, delays of around 19 seconds are seen across the Martins Way westbound (west of the Grace Way/Martins Way/Canterbury Way roundabout) and around 11 seconds on Back Lane southbound towards the west of the development site access road (Mendip Way) while delays of approximately 12 seconds on B1037 eastbound are observed on the east of the development site access road. An increase in delay of 18 seconds is also observed on the Broadhall Way westbound connecting the A1(M) at the Langley Sidings Interchange.




* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

**Figure 19: Link Delay Difference (DS – DM) - PM peak**

The PM peak does not indicate any major delays on the transport network neither in the vicinity of the development site nor in the greater Great Ashby area due to the development trips.

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## FORECAST TRAFFIC FLOWS

The forecast traffic flows for the DS scenario with the development site are presented in **Figure 20** and **Figure 21** for the AM and PM peaks respectively. It is to be noted that the DS scenario comprises existing base model traffic and NTEM forecast growth traffic as well as the Land North of Great Ashby development traffic.

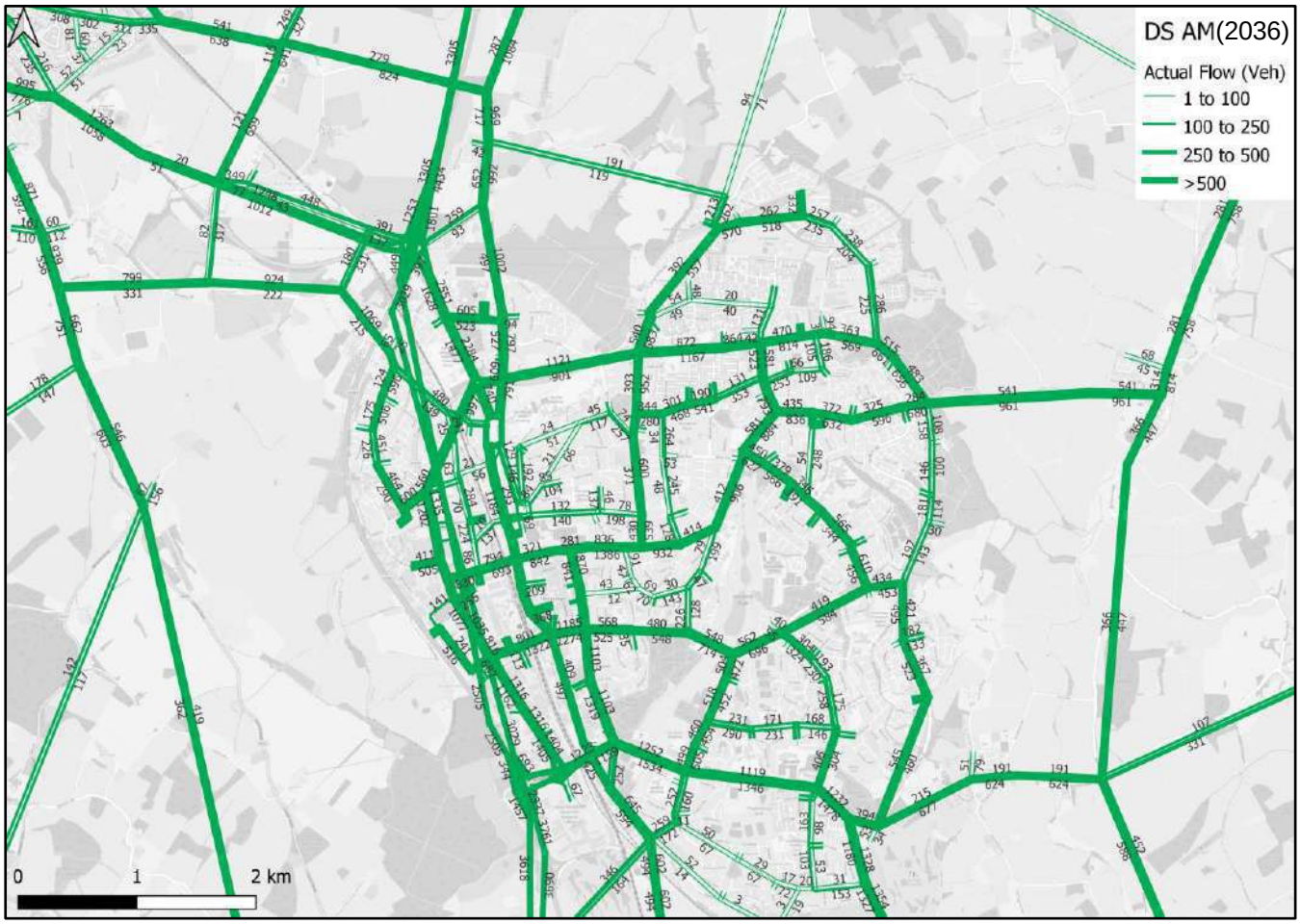



**Figure 20: Forecast Flows (DS) - AM peak**

In the AM peak, it is observed that there are about 780 (518 westbound and 262 eastbound) and 492 (235 westbound and 257 eastbound) two-way traffic flows on the Great Ashby Way immediately on the west and east of the development site access road (Mendip Way). It is also observed that there are around 310 (119 westbound and 191 eastbound) two-way traffic flows on the Back Lane while 921 (596 westbound and 325 eastbound) and 1,140 (656 southbound and 483 northbound) on the Martins Way and Gresley Way respectively.

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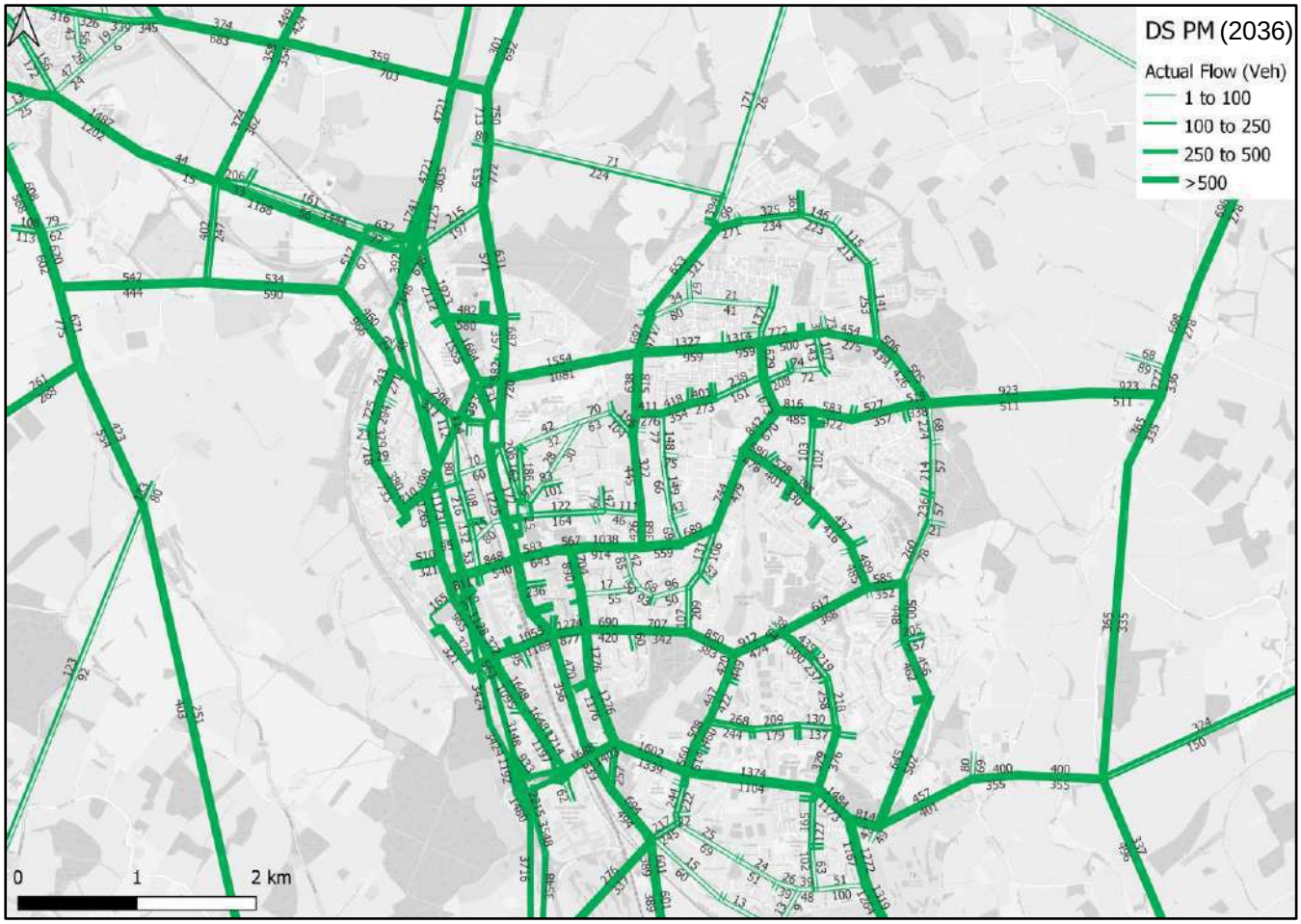



**Figure 21: Forecast Flows (DS) - PM peak**

In the PM peak, it is observed that there are about 559 (234 westbound and 325 eastbound) and 369 (223 westbound and 146 eastbound) two-way traffic flows on the Great Ashby Way immediately on the west and east of the development site access road (Mendip Way). It is also observed that there are around 295 (224 westbound and 71 eastbound) two-way traffic flows on the Back Lane while 884 (357 westbound and 527 eastbound) and 931 (426 southbound and 505 northbound) on the Martins Way and Gresley Way respectively.

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## JUNCTION VOLUME TO CAPACITY RATIO

The volume-to-capacity (V/C) ratio was assessed based on the worst turn at the junction (where the V/C values are greater than 80%), therefore the results only apply to one arm of the junction **Figure 22** to **Figure 25** present the V/C ratio at junctions during the AM peak for DM and DS scenarios respectively.

It is important to note that the increase in V/C provides an indication of where the development traffic is generating additional stress points within the highway network. SATURN is a strategic model and to understand the impacts at a local junction level it is advised detailed junction modelling is undertaken, using the SATURN modelled flows and observed counts, to assess the impacts in detail.




* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

**Figure 22: Volume to Capacity (V/C) Ratio (DM) - AM peak**

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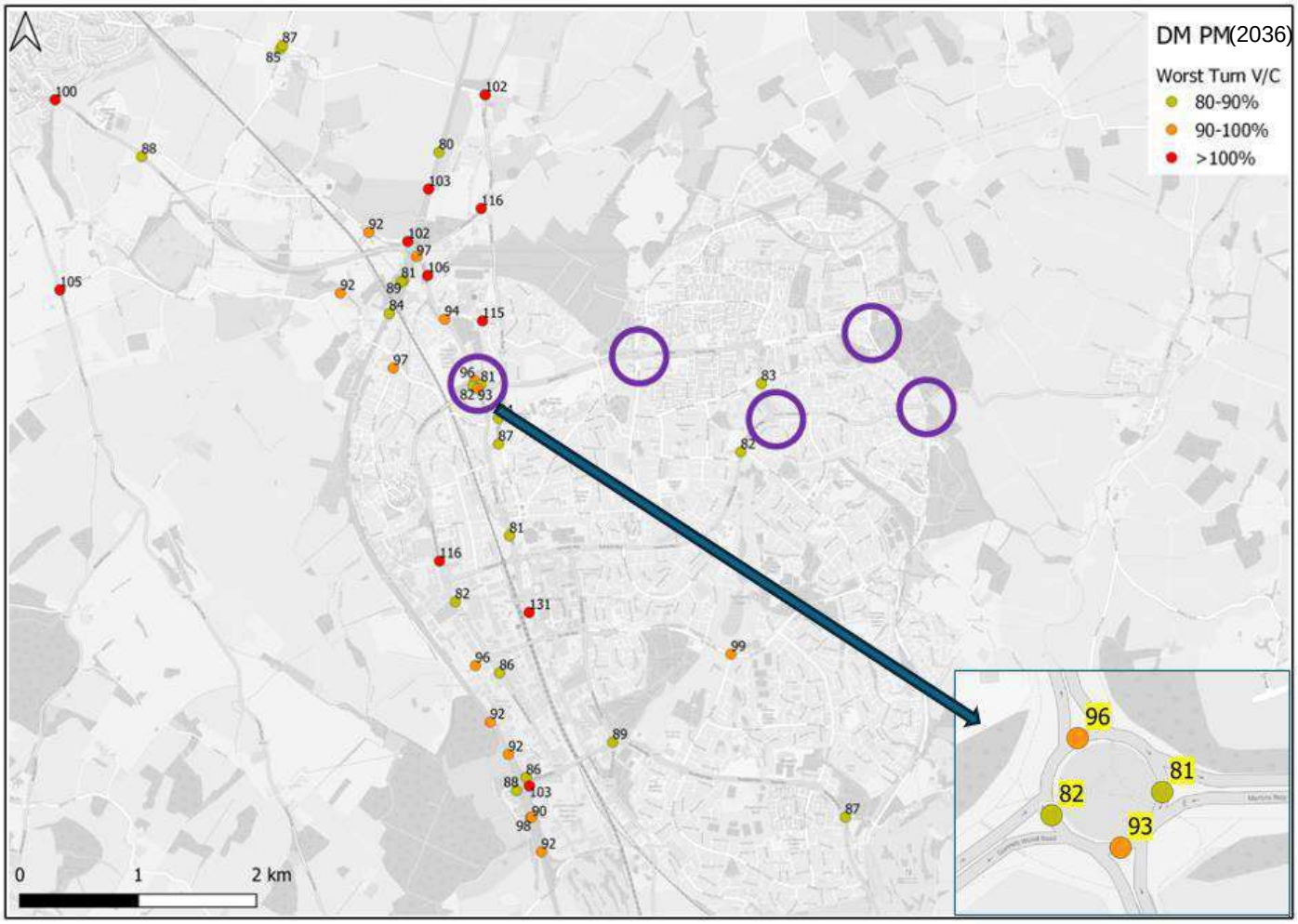



* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

**Figure 23: Volume to Capacity (V/C) Ratio (DS) - AM peak**

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From **Figure 22** and **Figure 23**, it is observed that the V/C at the A602/Martins Way increases slightly in the DS scenario in comparison to the DM scenario (from 102% to 103% from Martins Ways (already overcapacity in the DM scenario and 90% to 92% from Hitchin Road) while the Gresley Way/B1037 roundabout sees an increase in V/C from 85% to 94%. The Great Ashby Way/Martins Way roundabout, Martins Way/Gresley Way roundabout and A1155/B1037 roundabout have V/C of less than 80% in the DM scenario and do not see any major increase in the DS scenario.

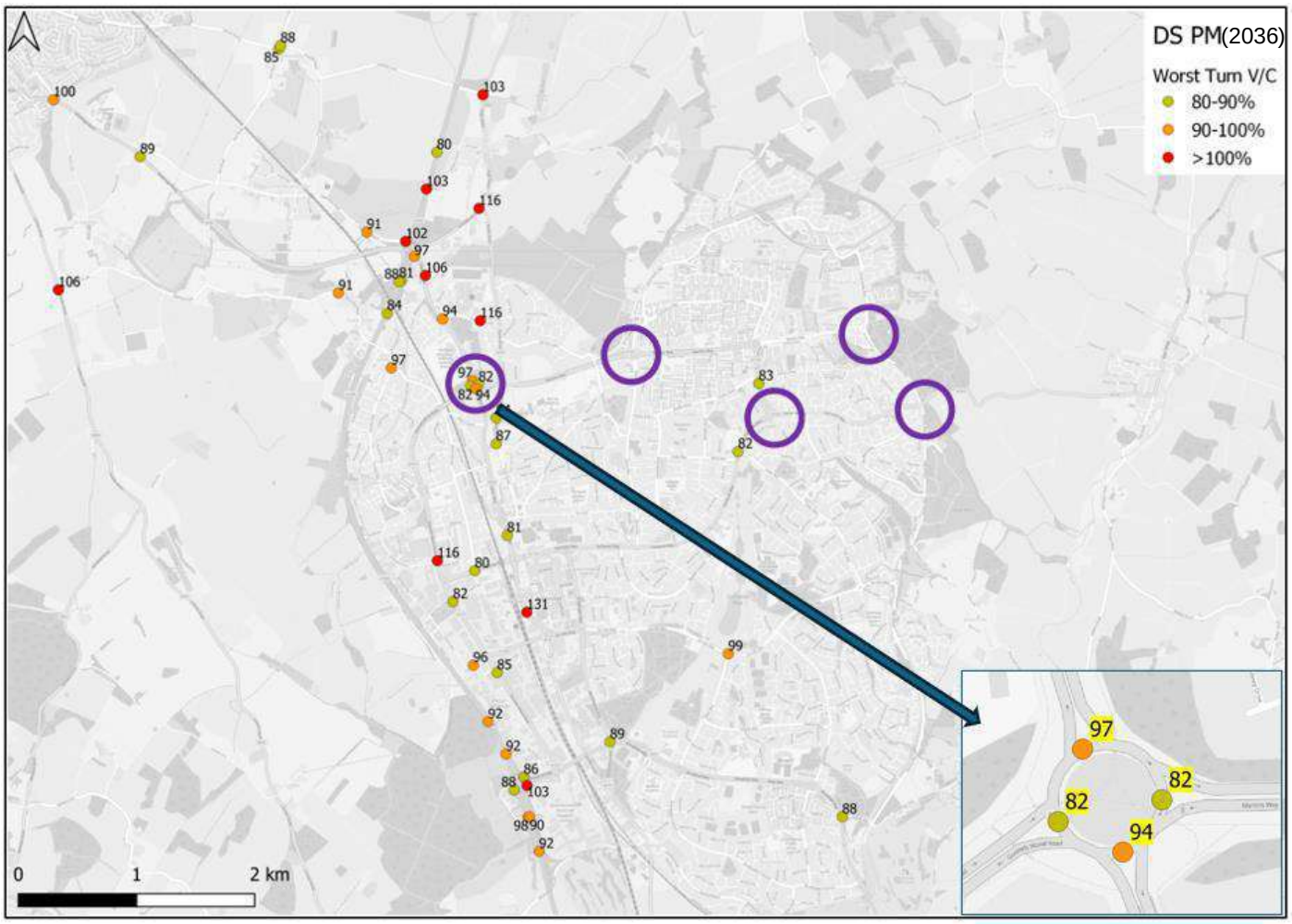



* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

**Figure 24: Volume to Capacity (V/C) Ratio (DM) - PM peak**

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* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

**Figure 25: Volume to Capacity (V/C) Ratio (DS) - PM peak**

From **Figure 24** and **Figure 25**, it is observed that the V/C at the A602/Martins Way increases slightly in the DS scenario in comparison to the DM scenario (from 81% to 82% from Martins Ways and 93% to 94% from Hitchin Road South and 96% to 97% from Hitchin Road North). The Great Ashby Way/Martins Way roundabout, Martins Way/Gresley Way roundabout, Gresley Way/B1037 roundabout and A1155/B1037 roundabout have V/C of less than 80% in the DM scenario and do not see any major increase in the DS scenario.

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## ORIGIN AND DESTINATION FLOW DISTRIBUTION PLOTS

Origin and Destination trip distribution plots have been generated for the distribution of the Great Ashby development trips. **Figure 26** and **Figure 27** show the origin flow distribution plots for AM and PM peaks respectively.




**Figure 26: Origin Flow Distribution (DS) - AM Peak**

It is observed that, in the AM peak, the majority of the trips originating from the development site traverse west of the development access road (Mendip Way) via Great Ashby Way, Grace Way, A1155 Fairlands Way, St Georges Way, Monkswood Way and joins A1(M) via A602. Around 67 development trips are distributed to Martins Way and then dissipate via A602 Hitchin Road and Gunnels Wood Road while 79 development trips are distributed to Back Lane (the trips originated from the development site majorly get distributed to Hitchin and Letchworth Garden City and use Back Lane running in the east-west direction (71 trips in the above figure) rather than the north-south direction). The majority of the development trips

traversing east of the development access road (Mendip Way) go via Great Ashby Way, Gresley Way, and B1037 Stevenage Road.




**Figure 27: Origin Flow Distribution (DS) - PM peak**

The PM peak trip distribution shows a similar trend as the AM peak with the majority of the trips originating from the development site traversing the west of the development access road (Mendip Way) via Great Ashby Way, Grace Way, A1155 Fairlands Way, St Georges Way, Monkswood Way and joins A1(M) via A602. Around 29 development trips are distributed to Back Lane while a few trips distribute to Martins Way. The majority of the development trips traversing east of the development access road (Mendip Way) go via Great Ashby Way and Gresley Way.

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**Figure 28** and **Figure 29** show the destination flow distribution plots for AM and PM peak Great Ashby development trips respectively.

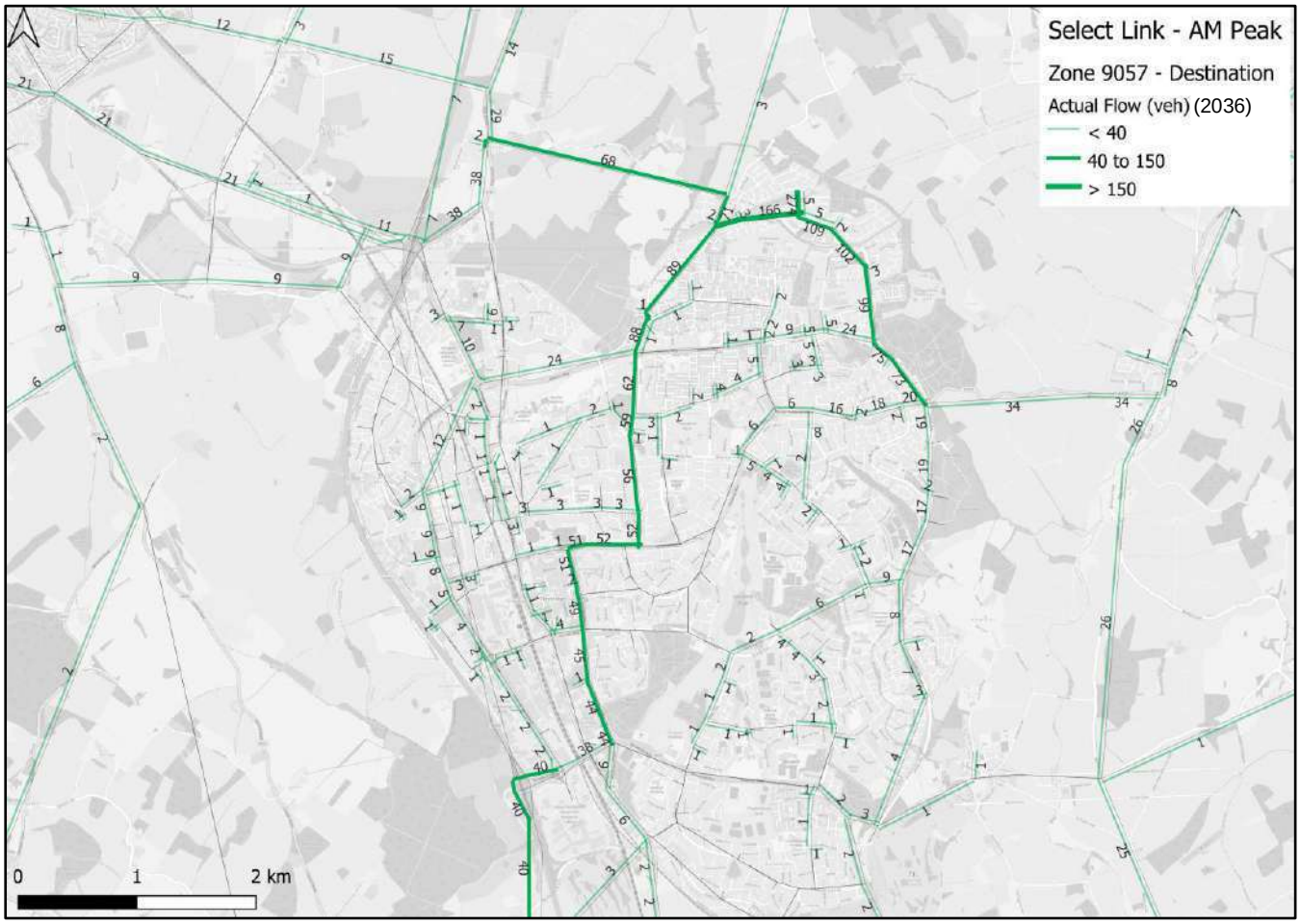



**Figure 28: Destination Flow Distribution (DS) - AM peak**

It is observed that similar to the AM peak origin distribution, the majority of the trips to the west of the development site access road (Mendip Road) arrive via south from A1(M), St Georges Way, Fairlands Way, Grace Way and Great Ashby Way. It is also observed that there are around 68 development trips that arrive via the Back Lane. The development trips from the east of the development site access road (Mendip Way) arrive from Gresley Way and Great Ashby Way.

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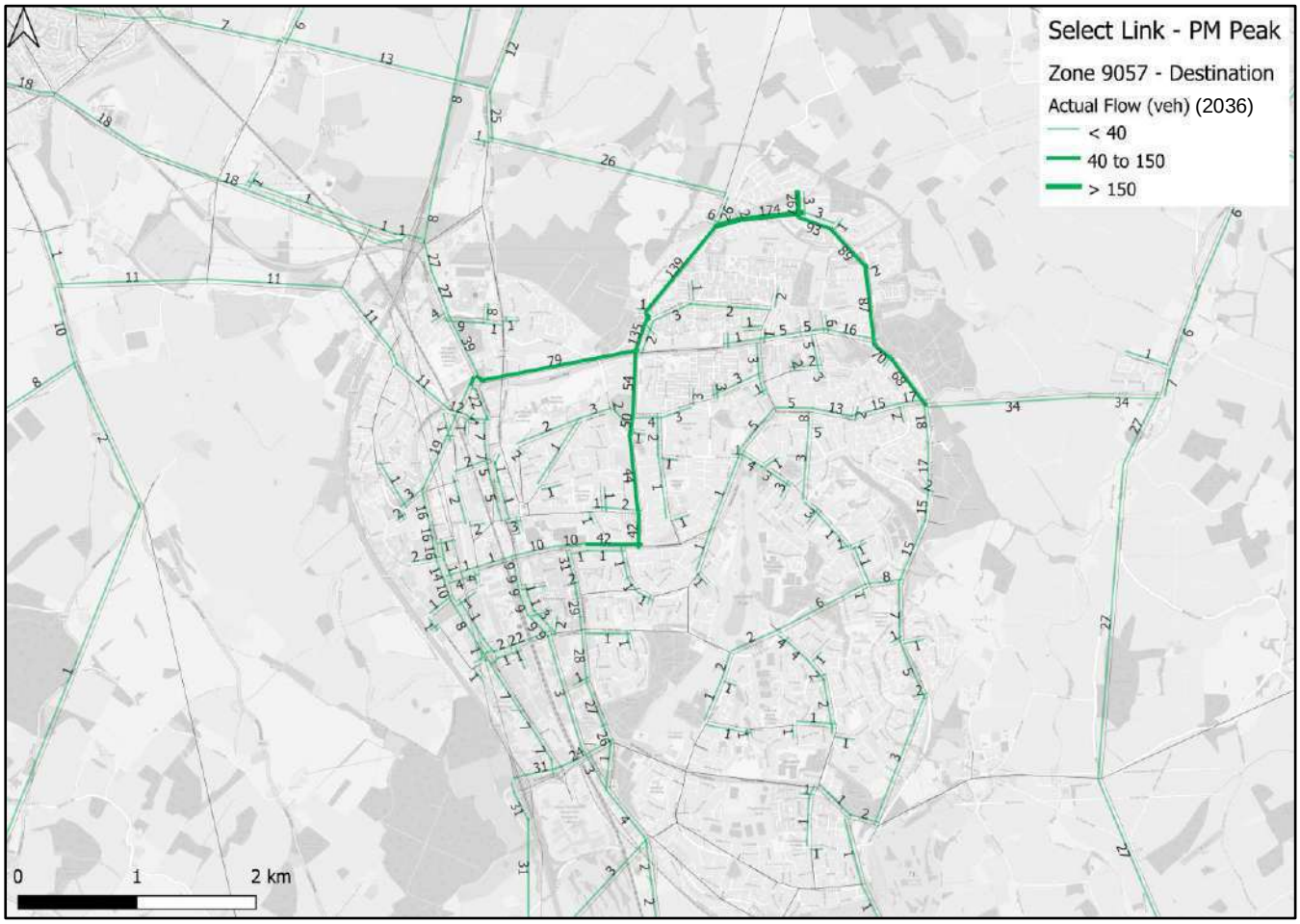



**Figure 29: Destination Flow Distribution (DS) - PM peak**

A similar pattern as compared to the AM peak is observed in the PM peak destination trips as well. However, it is also observed that a significant number of the trips also arrive via Martins Way as compared to Back Lane which is observed in the AM peak

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## LINK VOLUME TO CAPACITY RATIO

Volume to Capacity (V/C) plots between the DS and DM scenarios were obtained to understand the impact of the development on link delays and are presented in **Figure 30** to **Figure 33** for the AM and PM peaks respectively.




* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

**Figure 30: Volume to Capacity (DM) – AM peak**

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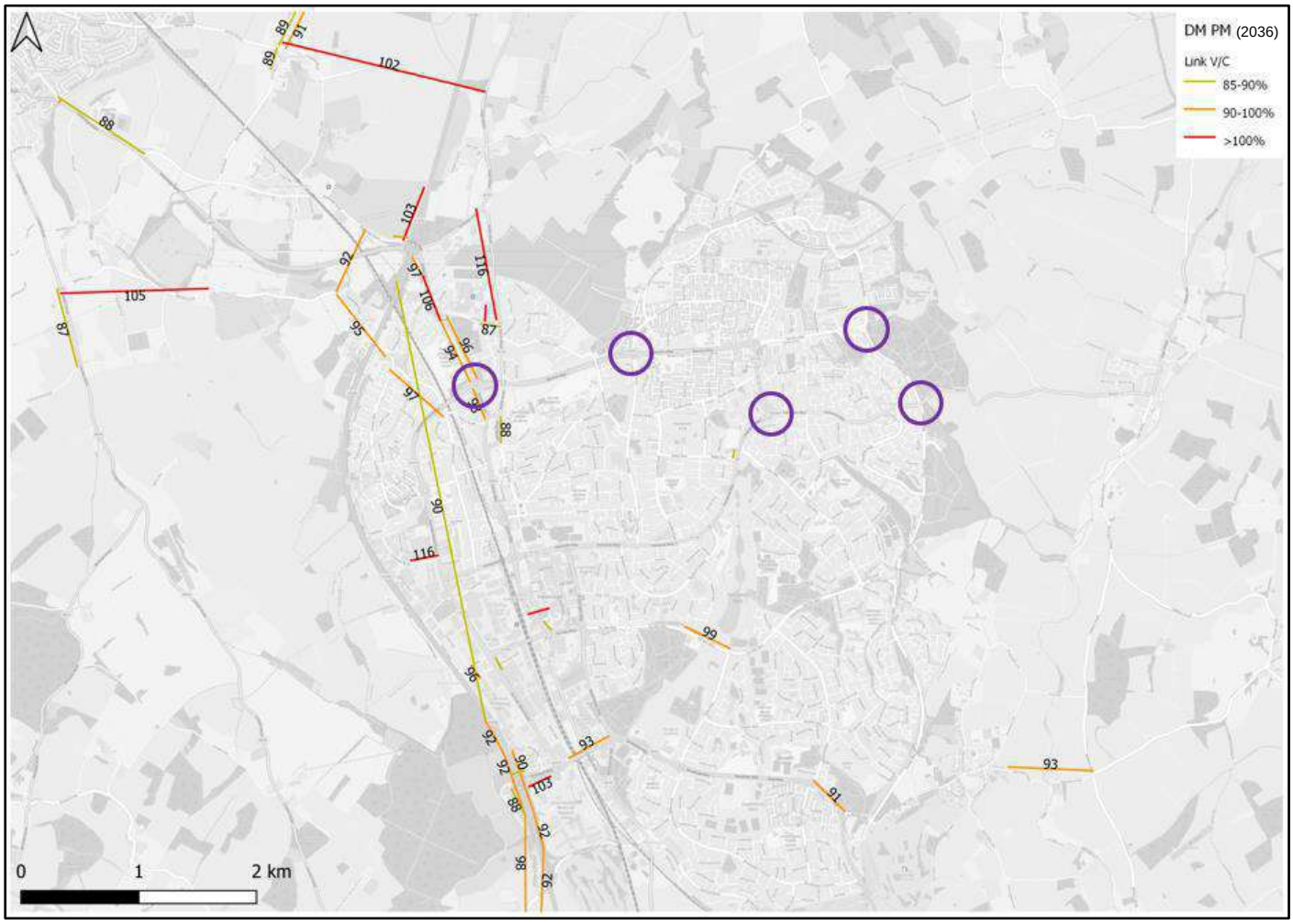

* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

**Figure 31: Volume to Capacity (DS) – AM peak**

In the AM peak, it is observed that there is a slight increase in V/C on Martins Way (102% to 103%) and an increase in V/C on B1037 Stevenage Road (92% to 97%) between the DM and DS scenario. The rest of the key areas do not see any major increases. It is to be noted that while some of the additional traffic flows generated from the development site use the Back Lane as seen from Figures 26 and 28, but the V/C increase is from 18% to 27% in the eastbound and 21% to 57% in the westbound direction in the DS scenario compared to the DM scenario, which shows that it is within the capacity provided for Back Lane.

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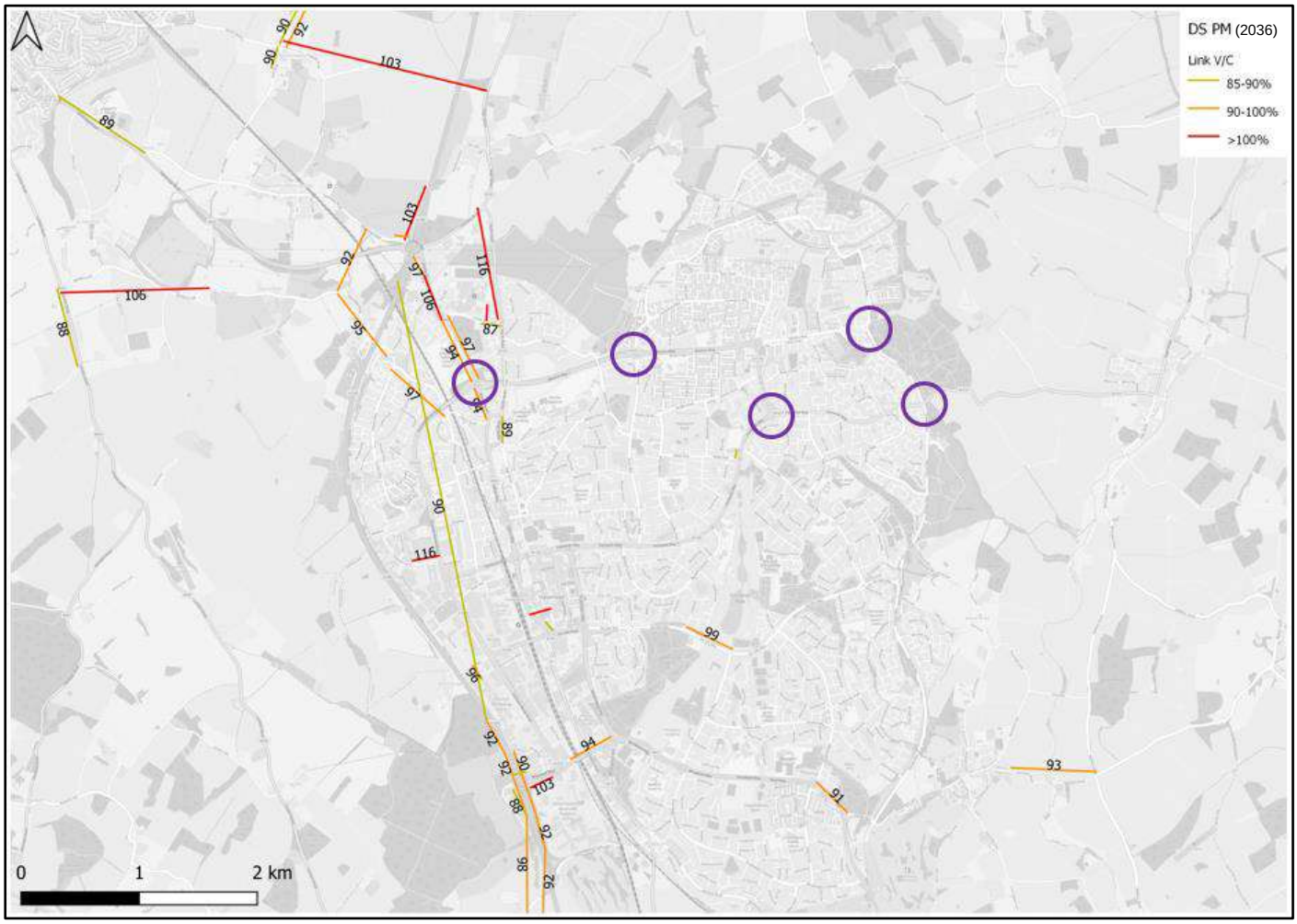



* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

**Figure 32: Volume to Capacity (DM) – PM peak**

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* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

**Figure 33: Volume to Capacity (DS) – PM peak**

In the PM peak, it is observed that there is a slight increase in V/C on A602 Hitchin Road (96% to 97%) and A602 Franklin Road (93% to 94%) between the DM and DS scenarios. The rest of the key locations do not see any major increases.

It is to be noted that while some of the additional traffic flows generated from the development site use the Back Lane as seen from Figures 27 and 29, but the V/C increase is from 18% to 27% in the eastbound and 21% to 57% in the westbound direction in the DS scenario compared to the DM scenario, which is within the capacity provided for Back Lane.

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## PUBLIC TRANSPORT MODEL

The impact of the development on the PT network was assessed using the EMME model. For public transport assessment, the with development model includes the development trip assumptions as detailed in **Table *5*.**

This section considers the following:

- Passenger flow changes for AM/PM
- Trip distribution of PT trips to and from development
- Number of PT trips using the new bus route – number of those coming from development/ number of existing trips using new bus route

### PASSENGER FLOW DIFFERENCE

Flow differences plots with and without the development are presented in **Figure 34** and **Figure 35** for the AM and PM peak respectively.

The AM peak shows an increase in passenger flows northbound on Grace Way and Great Ashby Way. A1155 is showing increase of trips in both North and Southbound direction. Slight increase of trips is also observed on High Street Southbound direction, north of Stevenage Station. Trips are also increasing in both east and westbound direction of Six Hills Way.

The PM peak difference between with and without development is very minimal in scale due to the smaller number of development trips. Slight increase in trips is observed in Great Ashby Way and A1155.

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| **PROJECT:** | HCC Lot 3 - Land North of Great Ashby | **AUTHOR:** | Bipin Muley, Palash Shukla |
| **CHECKED:** | Shaista Farooq | **APPROVED:** | Christine Elphicke |

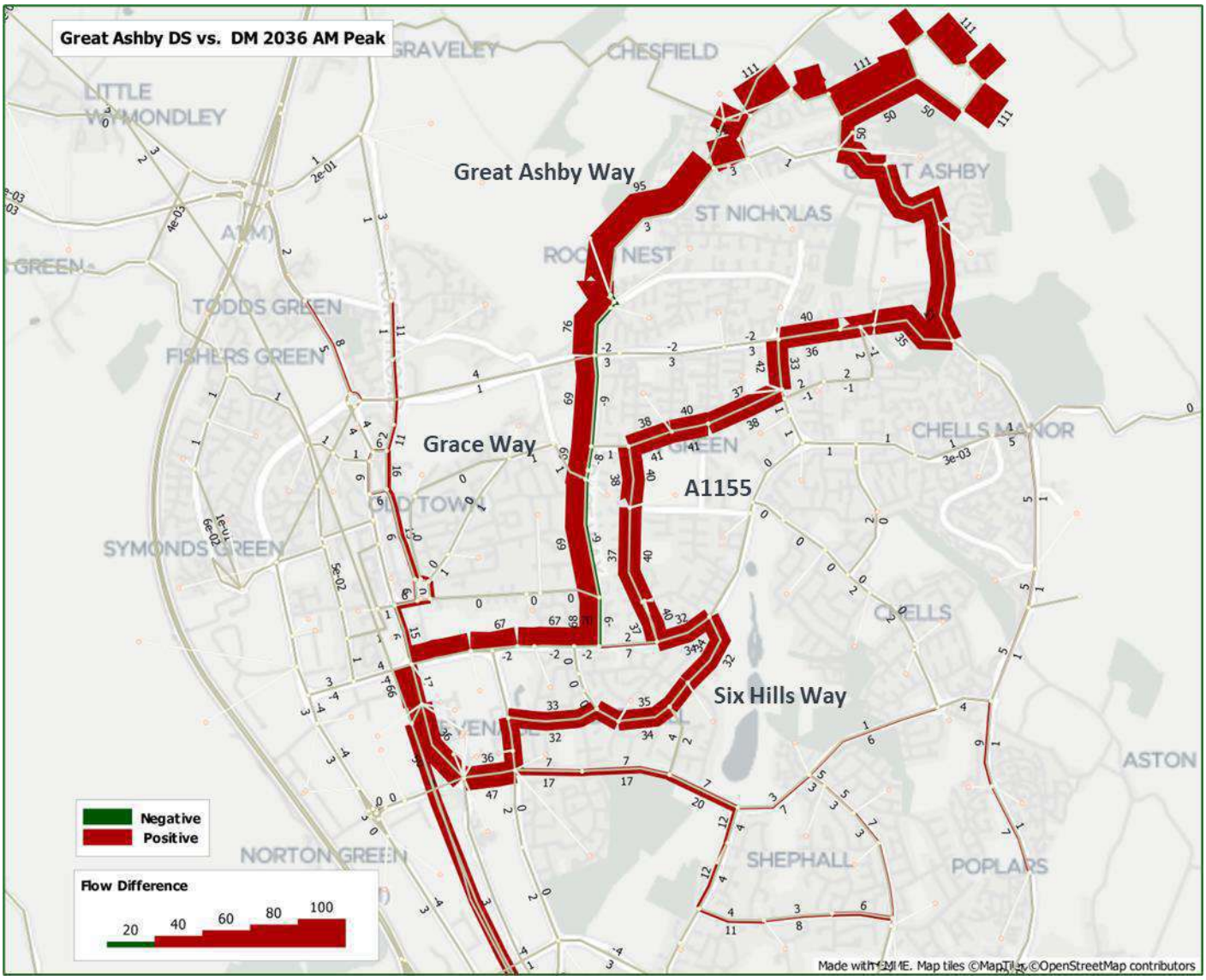



**Figure 34: Passenger Flow Difference (With Development vs Without Development) - AM Peak**

# TECHNICAL NOTE 1

| | | | |
|---|---|---|---|
| **DATE:** | 30 August 2024 | **CONFIDENTIALITY:** | Confidential |
| **SUBJECT:** | Transport Modelling - COMET | | |
| **PROJECT:** | HCC Lot 3 - Land North of Great Ashby | **AUTHOR:** | Bipin Muley, Palash Shukla |
| **CHECKED:** | Shaista Farooq | **APPROVED:** | Christine Elphicke |

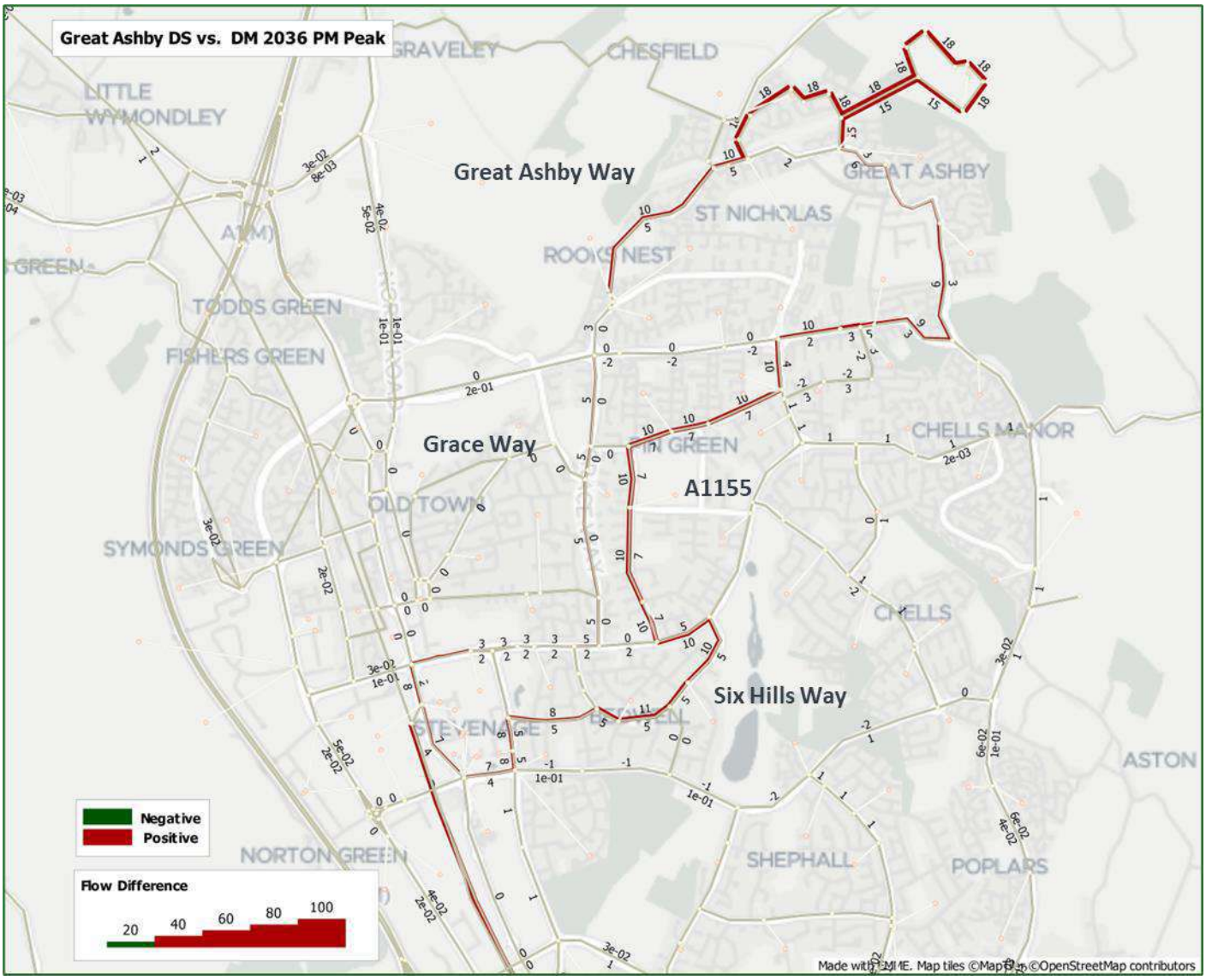



**Figure 35: Passenger Flow Difference (With Development vs Without Development) - PM Peak**

| | | | |
|---|---|---|---|
| **DATE:** | 30 August 2024 | **CONFIDENTIALITY:** | Confidential |
| **SUBJECT:** | Transport Modelling - COMET | | |
| **PROJECT:** | HCC Lot 3 - Land North of Great Ashby | **AUTHOR:** | Bipin Muley, Palash Shukla |
| **CHECKED:** | Shaista Farooq | **APPROVED:** | Christine Elphicke |

### Trip Distribution of PT Trips to and from Development

The public transport trip distribution for the development zone is shown in **Figure 36** and **Figure 37** for AM and PM peak respectively.

The passenger journeys are depicted for each peak period for trips to and from the development. The green volume represents walking trips (auxiliary), while the red indicates public transport trips (Bus and Rail). During the AM peak, journeys to the development follow two main routes. The majority of inbound trips (71 journeys) come via SB2 (Stevenage Bus Station to St Nicholas) and then transfer onto SB7_2 (Great Ashby to Stevenage Bus Station), with 3 additional journeys from nearby zones also joining SB7_2 to reach the development. Most of the remaining inbound journeys (50 trips) travel to The Beacons Bus stop, south of the development, using SB7_1 (Stevenage Bus Station to Great Ashby), and then walk to the development via Mendip Way. The rest of the inbound trips involve walking directly to the development. Nearly all outbound trips (38 journeys) from the development use the SB7_2 route.

| | | | |
|---|---|---|---|
| **DATE:** | 30 August 2024 | **CONFIDENTIALITY:** | Confidential |
| **SUBJECT:** | Transport Modelling - COMET | | |
| **PROJECT:** | HCC Lot 3 - Land North of Great Ashby | **AUTHOR:** | Bipin Muley, Palash Shukla |
| **CHECKED:** | Shaista Farooq | **APPROVED:** | Christine Elphicke |

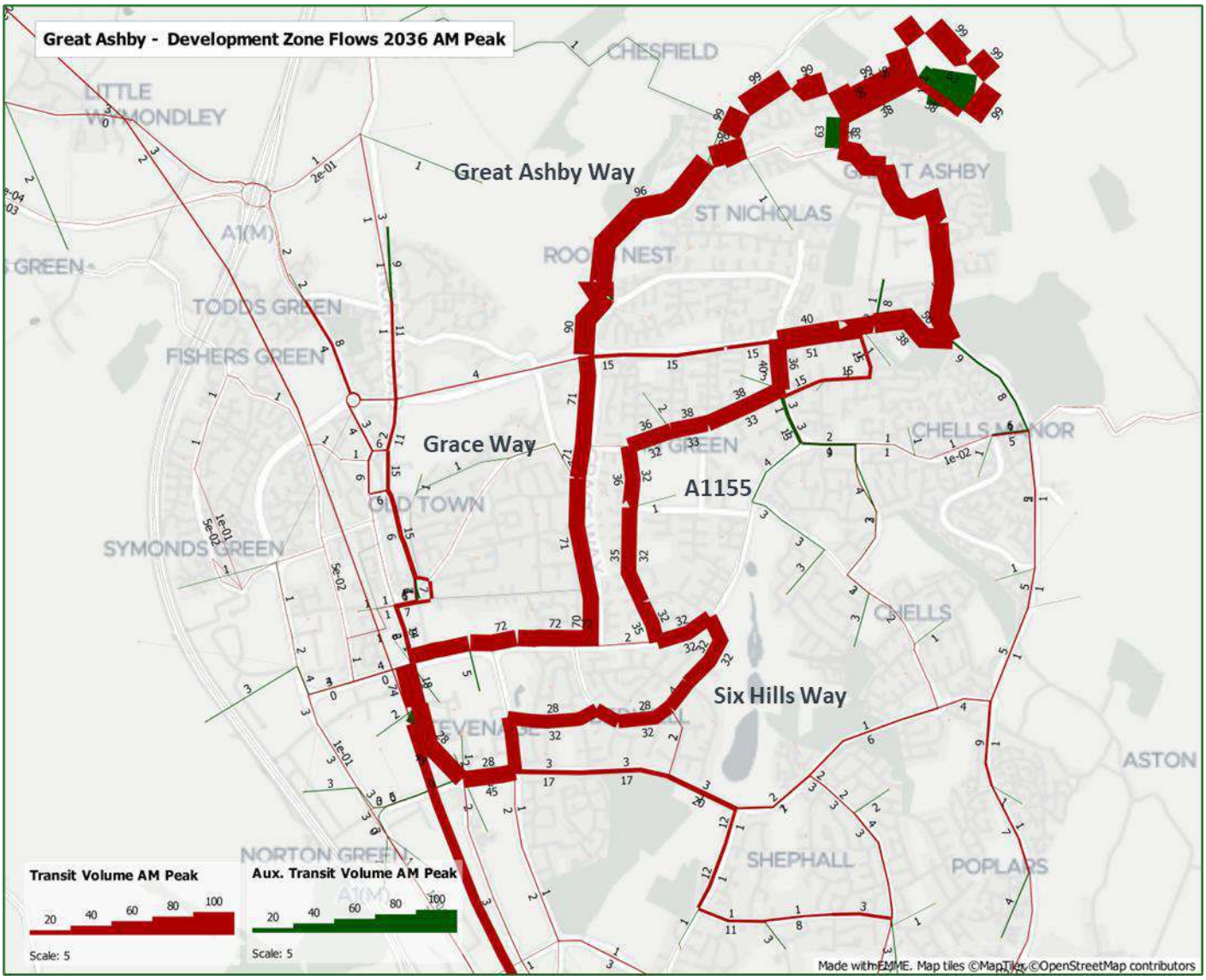



**Figure 36: Passenger Flow Distribution – Origin & Destination – AM Peak**

In the PM peak, 10 trips are boarding SB2 and SB7_2 to access the development whereas 3 trips are travelling on SB7_1 till The Beacons bus stop and walking to the development. Only one trip is accessing the development by walking entirely. All the outbound trips are using SB7_2 in the PM peak.

# TECHNICAL NOTE 1

| | | | |
|---|---|---|---|
| **DATE:** | 30 August 2024 | **CONFIDENTIALITY:** | Confidential |
| **SUBJECT:** | Transport Modelling - COMET | | |
| **PROJECT:** | HCC Lot 3 - Land North of Great Ashby | **AUTHOR:** | Bipin Muley, Palash Shukla |
| **CHECKED:** | Shaista Farooq | **APPROVED:** | Christine Elphicke |

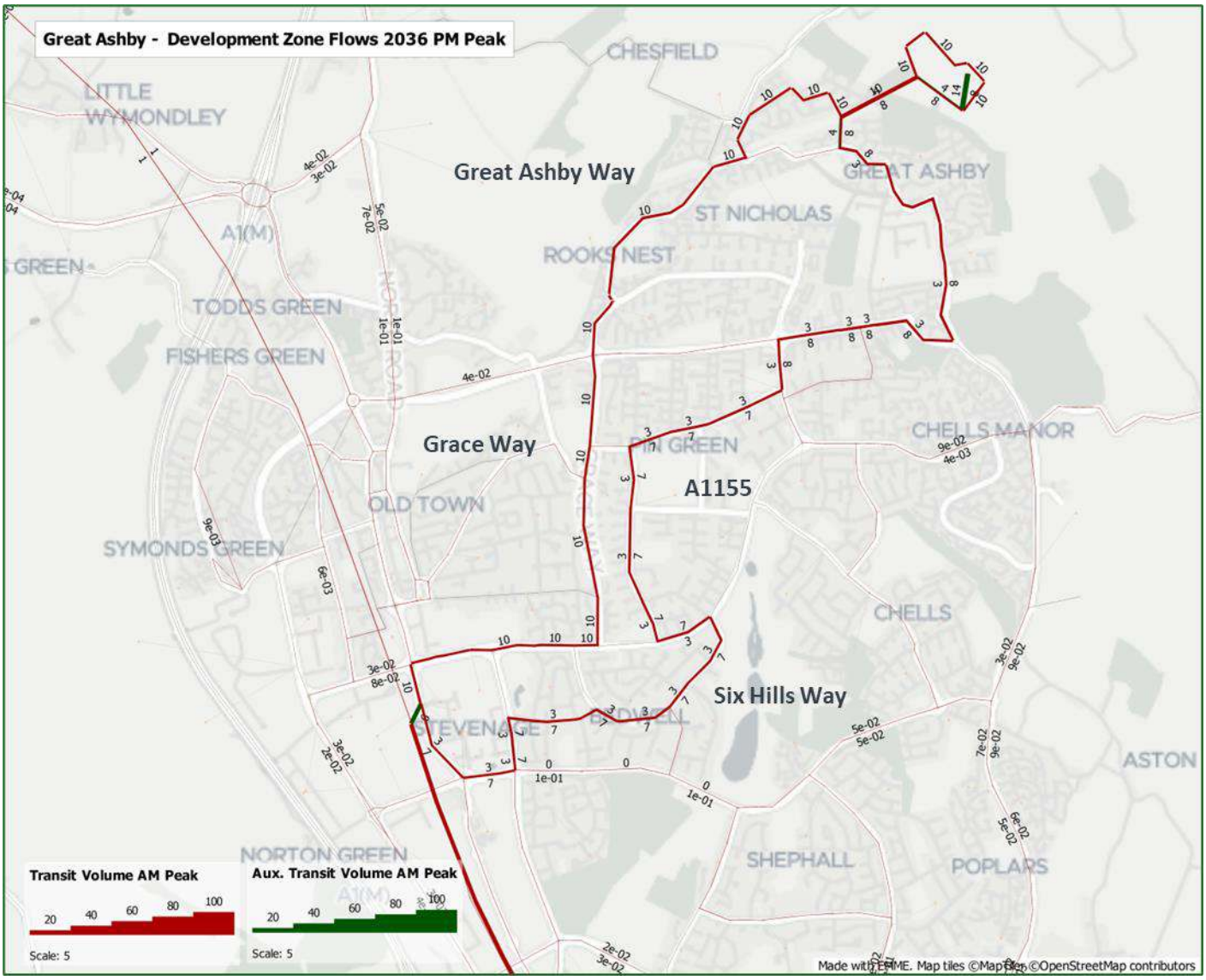



**Figure 37: Passenger Flow Distribution – Origin & Destination – PM Peak**

### Number of PT Trips

**Table 10** shows the total passenger on the respective bus services in the Stevenage area to/from the development zone. The total passenger boardings on the buses have been presented and the total trips when combined within a peak match with the trip generation targets as in **Table 5.**

**Table 10: Total Boardings With-Development (Development trips only)**

| Peak Hour | Mode | Total Trips IN | Total Trips OUT |
|---|---|---|---|
| AM | Stevenage Bus Station to Great Ashby (SB7_1) | 50 | 0 |
| | Great Ashby to Stevenage Bus Station (SB7_2) | 99 | 38 |
| | Chells M to Stevenage Bus Station (SB1_1) | 1 | 0 |
| | Chells M to Stevenage Bus Station (SB1_2) | 4 | 0 |
| | Walk | 8 | 1 |
| | **Total** | **162** | **39** |
| PM | Stevenage Bus Station to Great Ashby (SB7_1) | 4 | 0 |
| | Great Ashby to Stevenage Bus Station (SB7_2) | 10 | 8 |
| | Chells M to Stevenage Bus Station (SB1_1) | 0 | 0 |
| | Chells M to Stevenage Bus Station (SB1_2) | 0 | 0 |
| | Walk | 0 | 0 |
| | **Total** | **14** | **8** |

# SUMMARY

WSP has been commissioned by Picture Estate Limited (the 'developer') via HCC to assess the strategic transport impact of development proposals on the Great Ashby transport network which includes residential developments of 650 dwellings, 500sqm of Financial and Professional Services and a local centre and land for primary and secondary schools.

The modelling was undertaken in Hertfordshire's COMET model, currently maintained by WSP. The 2014 base year calibration and validation performance of the model showed that the performance of the model in the Great Ashby study area needed improvement. Hence, the base year model was recalibrated after network and matrix improvements which showed satisfactory calibration and validation performance and thus formed the basis for the 2036 forecast network.

Two scenarios were modelled for the 2036 NTEM forecast model which consisted of:

- DM: 'without' development scenario
- DS: 'with' development scenario

It should be noted that all results show the impacts in the forecast year 2036. The highway model results for the Do Something scenarios were compared against the Do Minimum Scenario for both AM and PM peaks. The assessment has shown that the development does increase traffic levels surrounding the Great Ashby study area, mostly on Great Ashby Way immediately on the west and east of the development site access road (Mendip Way). The major increase in traffic flows is seen along the Grace Way/Fairlands Way and St George's Way towards the west side of the development access road while traffic flow increases are seen along Gresley Way, B1037 towards the east side of the development access road. An increase in traffic flows along the Back Lane is also observed towards the west side of the development in both AM and PM peaks.

# TECHNICAL NOTE 1

| | | | |
|---|---|---|---|
| **DATE:** | 30 August 2024 | **CONFIDENTIALITY:** | Confidential |
| **SUBJECT:** | Transport Modelling - COMET | | |
| **PROJECT:** | HCC Lot 3 - Land North of Great Ashby | **AUTHOR:** | Bipin Muley, Palash Shukla |
| **CHECKED:** | Shaista Farooq | **APPROVED:** | Christine Elphicke |

From the delay plots, it was observed that in the AM peak, overall delay increases are less than 20 seconds, with the highest increase of 19 seconds on Martins Way westbound (west of the Grace Way/Martins Way/Canterbury Way roundabout) and 18 seconds on Broadhall Way westbound connecting the A1(M) at the Langley Sidings Interchange. The PM peak does not indicate any major delays on the transport network neither in the vicinity of the development site nor in the greater Great Ashby area due to the development trips.

From the V/C plots, it is observed that in the AM peak, the highest increase in V/C due to the development trips is on the Gresley Way/B1037 roundabout with an increase in V/C from 85% to 94%, whereas for the rest of the junctions, there is a very minimal increase in both AM and PM peak.

For the public transport trips, Do Something scenario (DS) compared against Do Minimum (DM) shows that the main increase in passenger flows is in the AM peak, with an increase in passenger flows northbound on Grace Way and Great Ashby Way and A1155 showing an increase in trips in both north and southbound direction. The increase in passenger flow is within the capacity provided on the bus services being used for the trips to and from the development.

**Great Ashby GA2 Zone 9057 - All modes trips - 2036 COMET Local Plan Run 7**

| Highway Peak Hour | | | | |
|---|---|---|---|---|
| **User Class** | **AM (0800-0900)** | | **PM (1700-1800)** | |
| | **Origin (Departures)** | **Destination (Arrivals)** | **Origin (Departures)** | **Destination (Arrivals)** |
| Commuting | 48 | 9 | 18 | 32 |
| Business | 5 | 1 | 2 | 5 |
| Others | 28 | 10 | 21 | 30 |
| LGV | - | - | - | - |
| HGV | - | - | - | - |

| Public Transport (PT) Peak Period | | | | |
|---|---|---|---|---|
| **User Class** | **AM (0700-1000)** | | **PM (1600-1900)** | |
| | **Origin (Departures)** | **Destination (Arrivals)** | **Origin (Departures)** | **Destination (Arrivals)** |
| Rail | 0 | 0 | 0 | 0 |
| Bus | 0 | 0 | 0 | 0 |
| BusRail* | 13 | 1 | 2 | 11 |

* trips made using bus and Rail

# Appendix L

## TEMPro Outputs

TEMPro Growth Rates – Stevenage 002

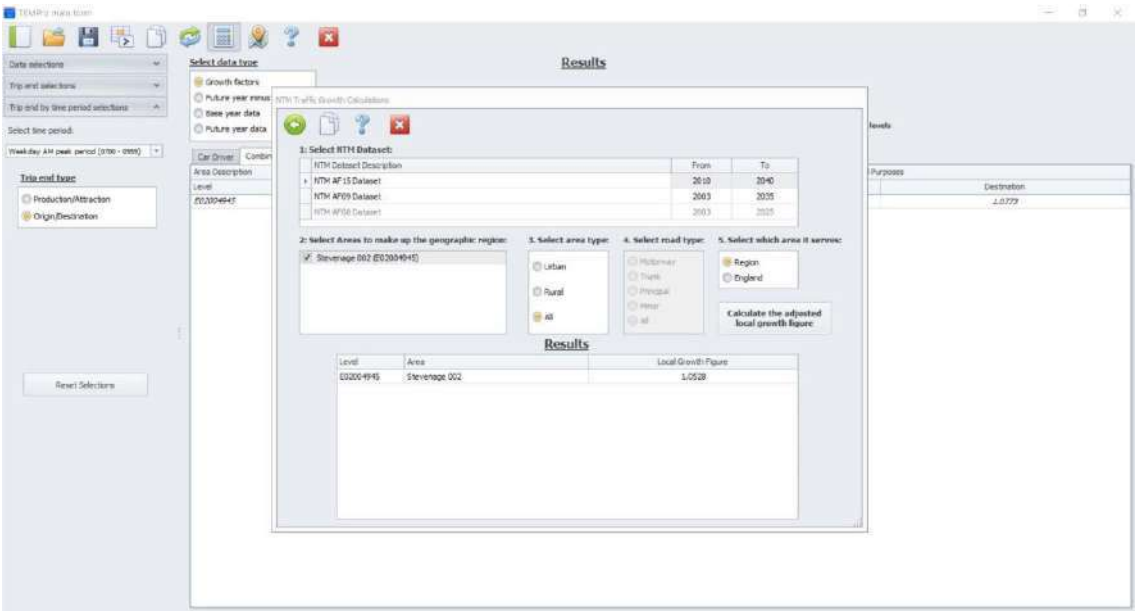
## Growth Rates AM 2023 - 2030




## Growth Rates PM 2023 - 2030



Growth Rates AM 2023 - 2035




Growth Rates PM 2023 - 2035



# Appendix M

## Gravity Model Trip Distribution

**19244 - Great Ashby - Vehicle Trip Distribution**

Total Trip Generation for the si[illegible]

| | [illegible] | [illegible] | [illegible] |
|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |

| Place | [illegible] | [illegible] | AM Departures | AM Arrivals | PM Departures | PM Arrivals |
|---|---|---|---|---|---|---|
| Luton | 69 | 2.2% | 10.9 | 6.2 | 2.8 | 6.0 |
| Bedford | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Central Bedfordshire | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Cambridge | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Huntingdonshire | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| South Cambridgeshire | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Epping Forest | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Harlow | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Broxbourne | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Dacorum | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| East Hertfordshire | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Hertsmere | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| North Hertfordshire | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| St Albans | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Three Rivers | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Watford | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Welwyn Hatfield | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| London | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Milton Keynes | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Aylesbury Vale | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | | | | | | |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

## Junctions

J1 Site Access / Mendip Way

J8 GAW / Gresley Way / Glanville Cres (Roundabout)

J9 Gresley Way (N) / Gresley Way (S) / Martins Way (Roundabout)

| Departure Matrix | Arrival Matrix |
|---|---|
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BA | J15AB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BA | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BA | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | [illegible] |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | [illegible] |
| [illegible] | [illegible] |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | [illegible] |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BD | [illegible] |
| [illegible] | [illegible] |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BD | [illegible] |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AC-J10BA | [illegible] |
| [illegible] | [illegible] |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AC-J10BC | [illegible] |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | [illegible] |
| [illegible] | [illegible] |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | [illegible] |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AC | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BD | [illegible] |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BA | [illegible] |
| [illegible] | [illegible] |

Site Access / Mendip Way

**J1 - Development OD Matrices**

Hourly

15 min segments

Mendip Way / GAW / Whitehorse Lane / GAW

**J2 - Development OD Matrices**

Hourly

Arm D 225.09

Arm D 228.44

15 min segments

Cleveland Way / GAW / GAW (Roundabout)

**J3 - Development OD Matrices**

Hourly

15 min segments

GAW / Fairfield Way / GAW / Whitehorse Lane (Roundabout)

**J4 - Development OD Matrices**

Hourly

Arm D

15 min segments

GAW / Grasmere / GAW (Roundabout)

**J5 - Development OD Matrices**

Hourly

15 min segments

GAW / Lomond Way / GAW (Roundabout)

**J6 - Development OD Matrices**

Hourly

15 min segments

Cartwright Road / Great Ashby Road (Priority Junction)

**J7 - Development OD Matrices**

Hourly

15 min segments

GAW / Gresley Way / Glanville Cres (Roundabout)

**J8 - Development OD Matrices**

Hourly

15 min segments

Gresley Way (N) / Gresley Way (S) / Martins Way (Roundabout)

**J9 - Development OD Matrices**

Hourly

15 min segments

Pilgrims Way / Martins Way / A1155 / Martins Way (Roundabout)

**J10 - Development OD Matrices**

Hourly

Arm D

15 min segments

Canterbury Way / Martins Way / Grace Way / Martins Way (Roundabout)

**J11 - Development OD Matrices**

Hourly

Arm D 150.17

Arm D 145.92

15 min segments

Great Ashby Way / Canterbury Way / Canterbury Way (Roundabout)

**J12 - Development OD Matrices**

Hourly

15 min segments

**J13 - Development OD**

Hourly

15 min segments

**Matrices**

| [illegible] | [illegible] |
|---|---|
| | [illegible] |
| | [illegible] |
| [illegible] | |

| [illegible] | [illegible] |
|---|---|
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |

Hourly

| [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|
| [illegible] | | | [illegible] |
| [illegible] | | | [illegible] |
| [illegible] | [illegible] | [illegible] | |

15 min segments

| [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |

Bray Drive / GAW / GAW (Roundabout)

**J14 - Development OD Matrices**

Hourly

| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|
| [illegible] | | | [illegible] | |
| [illegible] | | | | |
| [illegible] | [illegible] | | | |
| Arm D | | | | |

15 min segments

| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

Hourly

| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|
| [illegible] | | | [illegible] | |
| [illegible] | | | | |
| [illegible] | [illegible] | | | |
| Arm D | | | | |

15 min segments

| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

J15 A602 / Martins Way / A1072

**J15 - Development OD Matrices**

Hourly

| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|
| [illegible] | | [illegible] | | |
| [illegible] | [illegible] | | [illegible] | [illegible] |
| [illegible] | | [illegible] | | |
| Arm D | | 35.05 | | |

15 min segments

| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

Hourly

| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|
| [illegible] | | [illegible] | | |
| [illegible] | [illegible] | | [illegible] | [illegible] |
| [illegible] | | [illegible] | | |
| Arm D | | 34.06 | | |

15 min segments

| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

**19244 - Great Ashby - Vehicle Trip Distribution**

**Total Trip Generation for the site**

| | Arrivals | Departures | Two-way |
|---|---|---|---|
| AM | 193.8 | 465 | 658 |
| PM | 227.0 | 60.0 | 287 |

| Place | Population | % Within Zone | AM Departures | AM Arrivals | PM Departures | PM Arrivals |
|---|---|---|---|---|---|---|
| Luton | 69 | 2.2% | 10.4 | 4.4 | 1.3 | 5.1 |
| Bedford | 29 | 0.9% | 4.4 | 1.8 | 0.6 | 2.1 |
| Central Bedfordshire | 64 | 2.1% | 9.7 | 4.0 | 1.3 | 4.7 |
| Cambridge | 8 | 0.2% | 1.1 | 0.5 | 0.1 | 0.6 |
| Cambridge | 8 | 0.2% | 1.1 | 0.5 | 0.1 | 0.6 |
| Huntingdonshire | 15 | 0.5% | 2.3 | 0.9 | 0.3 | 1.1 |
| South Cambridgeshire | 11 | 0.3% | 1.6 | 0.7 | 0.2 | 0.8 |
| South Cambridgeshire | 11 | 0.3% | 1.6 | 0.7 | 0.2 | 0.8 |
| Epping Forest | 17 | 0.6% | 2.6 | 1.1 | 0.3 | 1.3 |
| Harlow | 41 | 1.3% | 6.2 | 2.6 | 0.8 | 3.0 |
| Broxbourne | 51 | 1.7% | 7.7 | 3.2 | 1.0 | 3.8 |
| Dacorum | 19 | 0.6% | 2.9 | 1.2 | 0.4 | 1.4 |
| East Hertfordshire | 170 | 5.5% | 25.7 | 10.7 | 3.3 | 12.6 |
| Hertsmere | 69 | 2.2% | 10.4 | 4.4 | 1.3 | 5.1 |
| North Hertfordshire | 234 | 7.6% | 35.3 | 14.7 | 4.6 | 17.3 |
| North Hertfordshire | 234 | 7.6% | 35.3 | 14.7 | 4.6 | 17.3 |
| St Albans | 97 | 3.2% | 14.7 | 6.1 | 1.9 | 7.2 |
| E02004944 : Stevenage 001 (Ca | 78 | 2.5% | 11.8 | 4.9 | 1.5 | 5.8 |
| E02004945 : Stevenage 002 (Ol | 268 | 8.7% | 40.6 | 16.9 | 5.2 | 19.8 |
| E02004946 : Stevenage 003 (Wh | 18 | 0.6% | 2.7 | 1.1 | 0.4 | 1.3 |
| E02004947 : Stevenage 004 (Ch | 16 | 0.5% | 2.4 | 1.0 | 0.3 | 1.2 |
| E02004948 : Stevenage 005 (Wo | 193 | 6.3% | 29.2 | 12.2 | 3.8 | 14.3 |
| E02004949 : Stevenage 006 (No | 104 | 3.4% | 15.7 | 6.6 | 2.0 | 7.7 |
| E02004950 : Stevenage 007 (Ch | 22 | 0.7% | 3.3 | 1.4 | 0.4 | 1.6 |
| E02004951 : Stevenage 008 (Be | 225 | 7.3% | 34.1 | 14.2 | 4.4 | 16.6 |
| E02004952 : Stevenage 009 (Po | 21 | 0.7% | 3.2 | 1.3 | 0.4 | 1.6 |
| E02004953 : Stevenage 010 (Sh | 36 | 1.2% | 5.4 | 2.3 | 0.7 | 2.7 |
| E02004954 : Stevenage 011 (So | 285 | 9.3% | 43.1 | 18.0 | 5.6 | 21.1 |
| E02004955 : Stevenage 012 (Br | 10 | 0.3% | 1.5 | 0.6 | 0.2 | 0.7 |
| Three Rivers | 17 | 0.6% | 2.6 | 1.1 | 0.3 | 1.3 |
| Watford | 31 | 1.0% | 4.7 | 2.0 | 0.6 | 2.3 |
| Welwyn Hatfield | 416 | 13.6% | 63.0 | 26.3 | 8.1 | 30.8 |
| London | 157 | 5.1% | 23.8 | 9.9 | 3.1 | 11.6 |
| Milton Keynes | 19 | 0.6% | 2.9 | 1.2 | 0.4 | 1.4 |
| Aylesbury Vale | 9 | 0.3% | 1.4 | 0.6 | 0.2 | 0.7 |
| | | | | | | |
| Total | 3,069 | 100% | 465 | 194 | 60 | 227 |

## Junctions

J1 Site Access / Mendip Way
J2 Mendip Way / GAW / Whitehorse Lane / GAW (Roundabo
J3 Cleveland Way / GAW / GAW (Roundabout)
J4 GAW / Fairfield Way / GAW / Whitehorse Lane (Roundabo
J5 GAW / Grasmere / GAW (Roundabout)
J6 GAW / Lomond Way / GAW (Roundabout)
J7 Cartwright Road / Great Ashby Road (Priority Junction)
J8 GAW / Gresley Way / Glanville Cres (Roundabout)
J9 Gresely Way (N) / Gresley Way (S) / Martins Way (Roundabout)
J10 Pilgrims Way / Martins Way / A1155 / Martins Way (Roundabout)
J11 Canterbury Way / Martins Way / Grace Way / Martins Way (Roundabout)
J12 Great Ashby Way / Canterbury Way / Canterbury Way (Roundabout)
J13 Orwell Avenue / Great Ashby Way (Priority Junction)
J14 Bray Drive / GAW / GAW (Roundabout)
J15 A602 / Martins Way / A1072

| Departure Matrix | Arrival Matrix |
|---|---|
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BA | J15AB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BA | J15AB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BA | J15AB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CB-J16BA-J17AC | J17CA-J16AB-J13BC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CB-J18AB | J18BA-J13BC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BA | J15AB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CB-J16BA-J17AC | J17CA-J16AB-J13BC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CB-J18AB | J18BA-J13BC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BD | J15DB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BD | J15DB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BD | J15DB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CB-J16BA-J17AB | J17BA-J16AB-J13BC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CB-J18AC | J18CA-J13BC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BD | J15DB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AC-J10BA | J10AB-J9CA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AC-J10BC | J10CB-J9CA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC | J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AB | J9BA-J8BA-B7AC-J6CA-J5BC-J4CA-J3BC-J2BA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BD | J15DB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BD | J15DB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BA | J15AB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB |
| J1BC-J2AD-J14AC-J13CA-J12CB-J11AC | J11CA-J12BC-J13AC-J14CA-J2DA-J1CB |

Church Street / High Street

**J16 - Development OD Matrices**

Hourly
08:00-09:00

| From \ To | Arm A | Arm B | Arm C |
|---|---|---|---|
| Arm A | | 15.88 | |
| Arm B | 38.07 | | |
| Arm C | | | |

Hourly
17:00-18:00

| From \ To | Arm A | Arm B | Arm C |
|---|---|---|---|
| Arm A | | 18.60 | |
| Arm B | 4.92 | | |
| Arm C | | | |

15 min segments

| From \ To | Arm A | Arm B | Arm C |
|---|---|---|---|
| Arm A | 0.00 | 3.97 | 0.00 |
| Arm B | 9.52 | 0.00 | 0.00 |
| Arm C | 0.00 | 0.00 | 0.00 |

15 min segments

| From \ To | Arm A | Arm B | Arm C |
|---|---|---|---|
| Arm A | 0.00 | 4.65 | 0.00 |
| Arm B | 1.23 | 0.00 | 0.00 |
| Arm C | 0.00 | 0.00 | 0.00 |

High Street / Gravely Lane

**J17 - Development OD Matrices**

Hourly
08:00-09:00

| From \ To | Arm A | Arm B | Arm C |
|---|---|---|---|
| Arm A | | 35.35 | 2.72 |
| Arm B | 14.74 | | |
| Arm C | 1.14 | | |

Hourly
17:00-18:00

| From \ To | Arm A | Arm B | Arm C |
|---|---|---|---|
| Arm A | | 4.57 | 0.35 |
| Arm B | 17.27 | | |
| Arm C | 1.33 | | |

15 min segments

| From \ To | Arm A | Arm B | Arm C |
|---|---|---|---|
| Arm A | 0.00 | 8.84 | 0.68 |
| Arm B | 3.69 | 0.00 | 0.00 |
| Arm C | 0.28 | 0.00 | 0.00 |

15 min segments

| From \ To | Arm A | Arm B | Arm C |
|---|---|---|---|
| Arm A | 0.00 | 1.14 | 0.09 |
| Arm B | 4.32 | 0.00 | 0.00 |
| Arm C | 0.33 | 0.00 | 0.00 |

Damask Green Rd / Hitchin Road

**J18 - Development OD Matrices**

Hourly
08:00-09:00

| From \ To | Arm A | Arm B | Arm C |
|---|---|---|---|
| Arm A | | 2.72 | 35.35 |
| Arm B | 1.14 | | |
| Arm C | 14.74 | | |

Hourly
17:00-18:00

| From \ To | Arm A | Arm B | Arm C |
|---|---|---|---|
| Arm A | | 0.35 | 4.57 |
| Arm B | 1.33 | | |
| Arm C | 17.27 | | |

15 min segments

| From \ To | Arm A | Arm B | Arm C |
|---|---|---|---|
| Arm A | 0.00 | 0.68 | 8.84 |
| Arm B | 0.28 | 0.00 | 0.00 |
| Arm C | 3.69 | 0.00 | 0.00 |

15 min segments

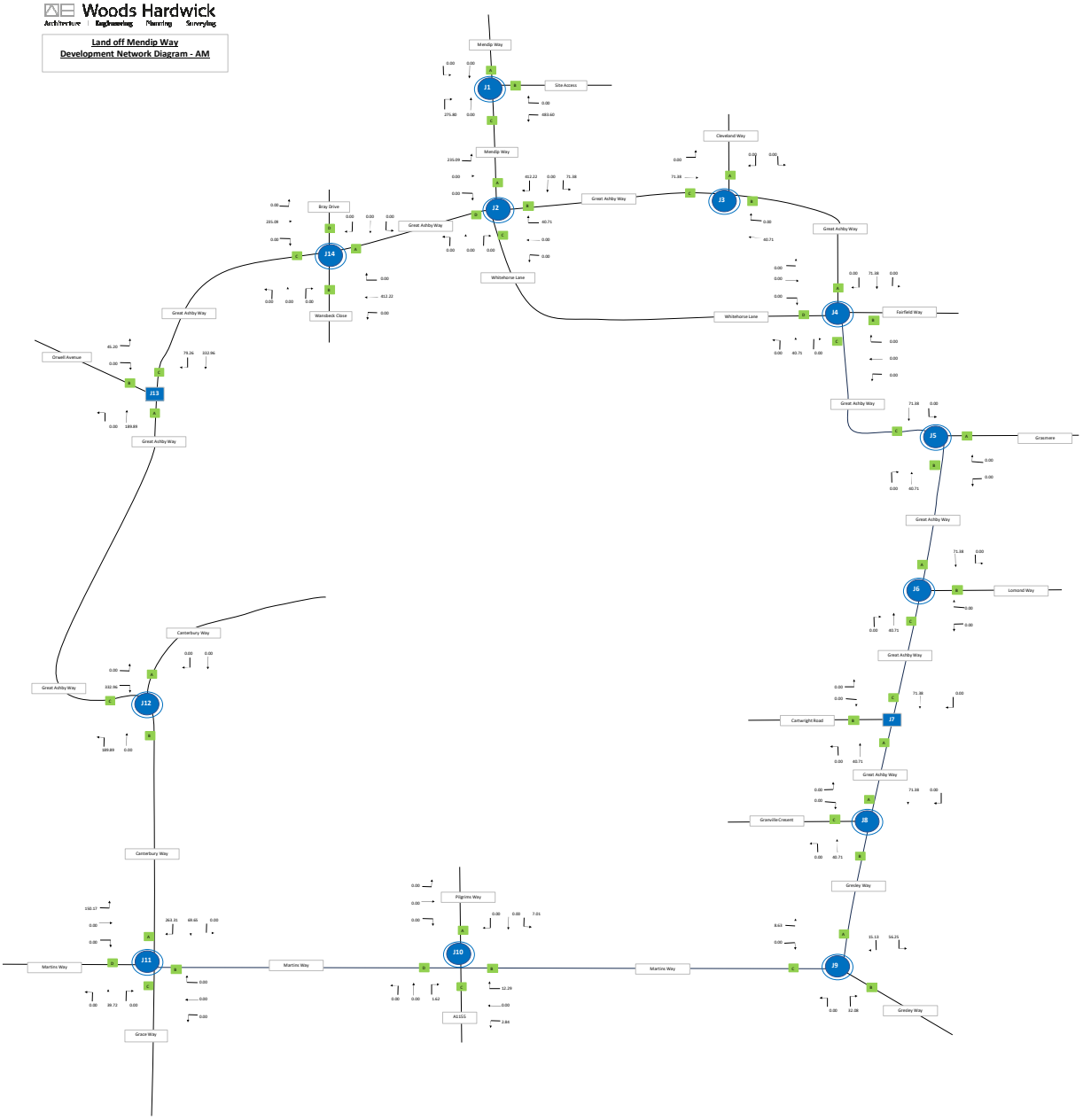
| From \ To | Arm A | Arm B | Arm C |
|---|---|---|---|
| Arm A | 0.00 | 0.09 | 1.14 |
| Arm B | 0.33 | 0.00 | 0.00 |
| Arm C | 4.32 | 0.00 | 0.00 |

# Appendix N

## Development Network Diagrams

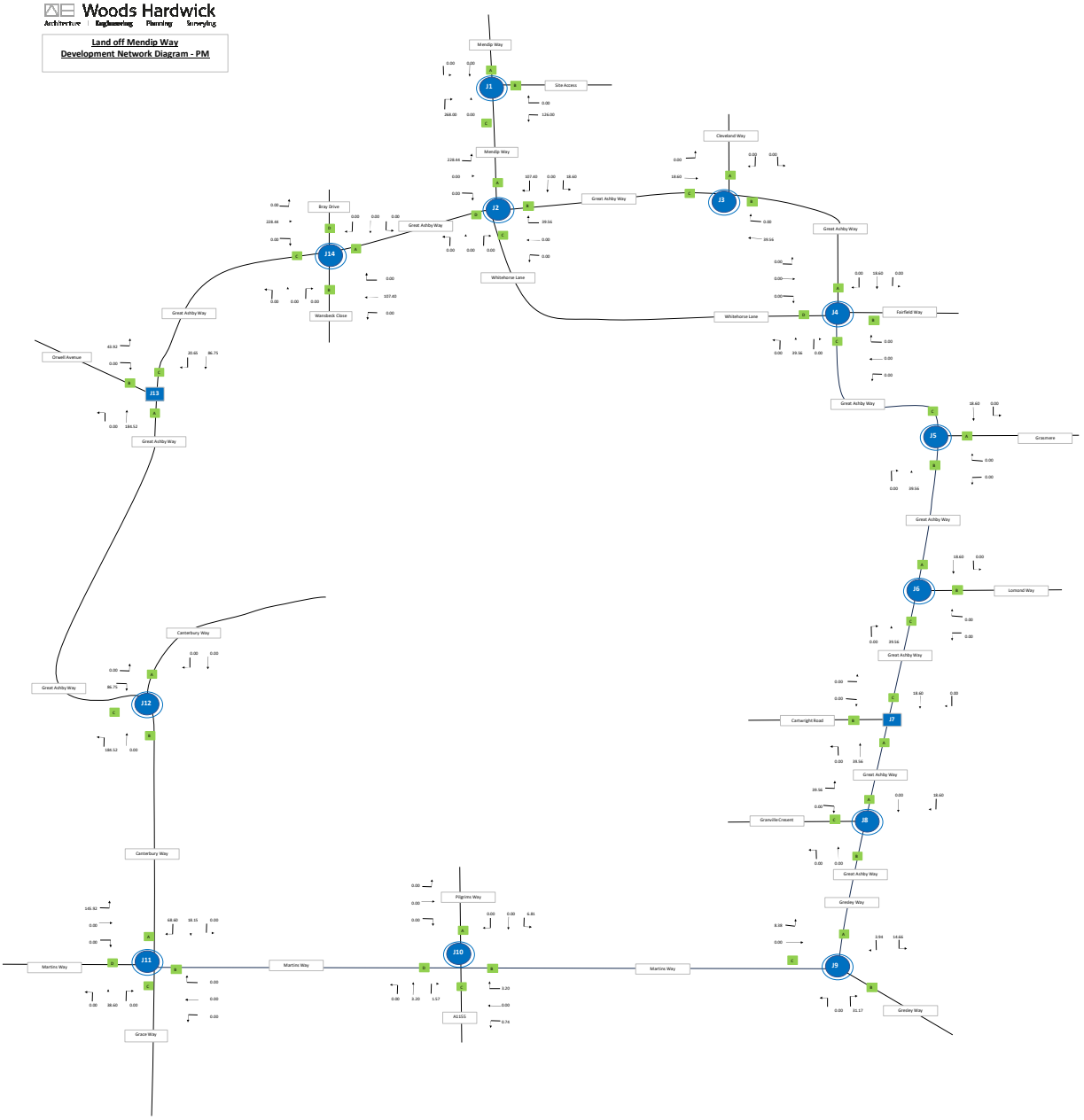
Woods Hardwick
Architecture | Engineering | Planning | Surveying

**Land off Mendip Way**
**Development Network Diagram - AM**



Woods Hardwick
Architecture | Engineering | Planning | Surveying

**Land off Mendip Way**
**Development Network Diagram - PM**



# Appendix O

## Junctions 10 Outputs

# Junctions 10

## PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
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**Filename:** J1 (T-junction).j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 24/10/2025 10:58:30

---

»Do Something 2030, AM
»Do Something 2030, PM
»Do Something 2035, AM
»Do Something 2035, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | **Do Something 2030** | | | | | | | |
| Stream B-AC | 1.3 | 18.04 | 0.57 | C | 0.3 | 9.26 | 0.22 | A |
| Stream C-AB | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |
| | **Do Something 2035** | | | | | | | |
| Stream B-AC | 1.3 | 18.37 | 0.58 | C | 0.3 | 9.30 | 0.22 | A |
| Stream C-AB | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |

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

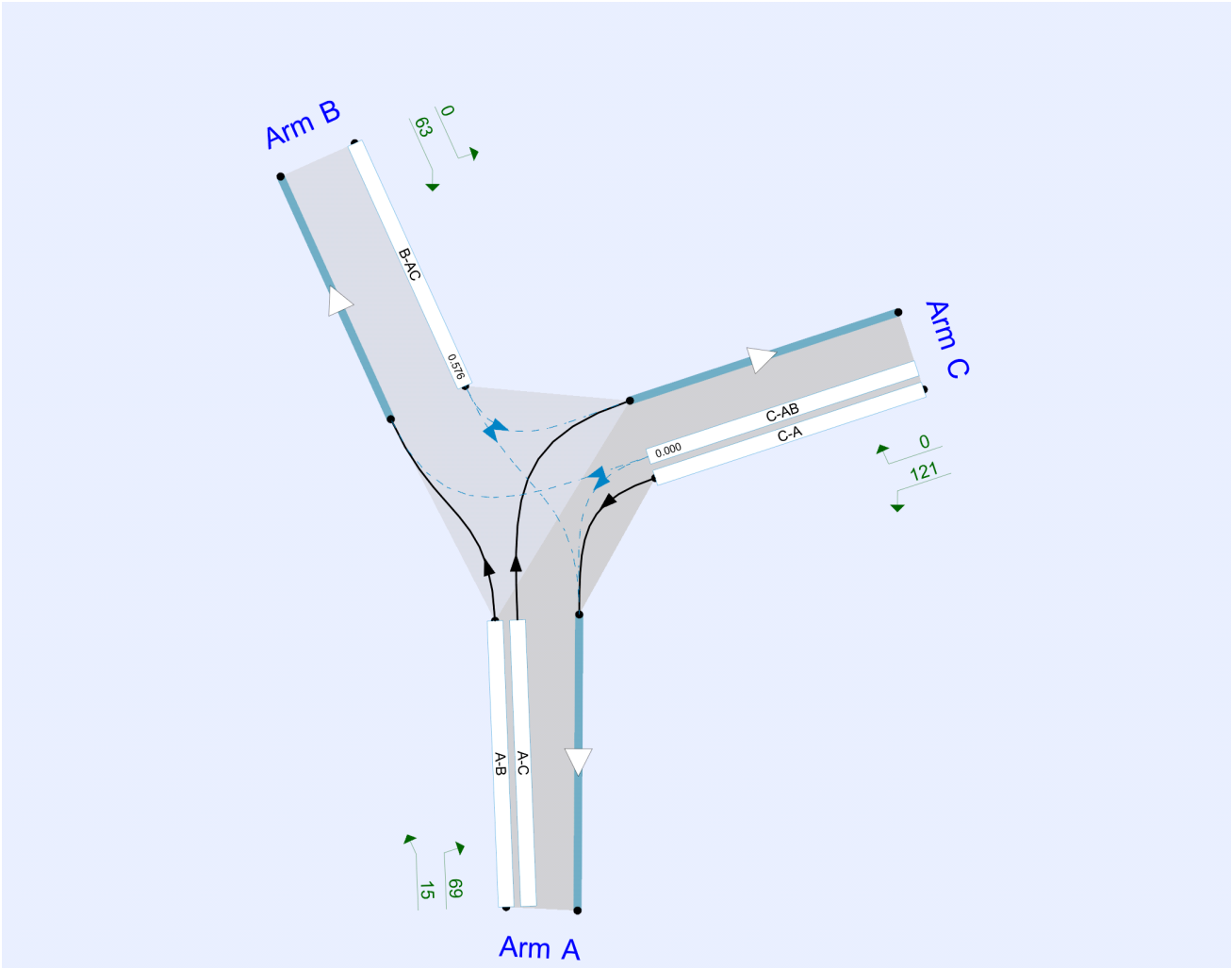
### File summary

#### File Description

| | |
|---|---|
| Title | |
| Location | |
| Site number | |
| Date | 12/12/2023 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | WH\i.planning |
| Description | |

### Units

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




Flows show original traffic demand (Veh/TS).
Streams (downstream end) show RFC ()

Time Segment: 08:00-08:15

*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Something 2030, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | Site Access | T-Junction | Two-way | Two-way | Two-way | | 3.06 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.06 | A |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Mendip Way (N) | | Major |
| B | Site Access | | Minor |
| C | Mendip Way (S) | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C | 6.66 | | | 102.0 | ✓ | 0.00 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B | One lane | 4.10 | 71 | 112 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/TS) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 154.520 | 0.112 | 0.282 | 0.177 | 0.403 |
| B-C | 192.736 | 0.112 | 0.284 | - | - |
| C-B | 158.258 | 0.238 | 0.238 | - | - |

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

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

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.63 | 68.95 |
| | B | 62.29 | 0.00 | 0.00 |
| | C | 120.90 | 0.00 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 18.77 | 68.95 |
| | B | 32.29 | 0.00 | 0.00 |
| | C | 120.90 | 0.00 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 15.66 | 68.95 |
| | B | 37.46 | 0.00 | 0.00 |
| | C | 120.90 | 0.00 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 18.77 | 68.95 |
| | B | 34.36 | 0.00 | 0.00 |
| | C | 120.90 | 0.00 | 0.00 |

## Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 2 | 0 | 0 |
| | C | 0 | 0 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 2 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 2 | 0 |
| | B | 2 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.57 | 18.04 | 1.3 | C | 41.60 | 166.40 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 120.90 | 483.60 |
| A-B | | | | | 16.96 | 67.82 |
| A-C | | | | | 68.95 | 275.80 |

## Main Results for each time segment

**08:00 - 08:15**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 62.29 | 62.29 | 109.77 | 0.567 | 61.04 | 0.0 | 1.3 | 18.042 | C |
| C-AB | 0.00 | 0.00 | 138.31 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 120.90 | 120.90 | | | 120.90 | | | | |
| A-B | 14.63 | 14.63 | | | 14.63 | | | | |
| A-C | 68.95 | 68.95 | | | 68.95 | | | | |

**08:15 - 08:30**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 32.29 | 32.29 | 110.36 | 0.293 | 33.12 | 1.3 | 0.4 | 11.875 | B |
| C-AB | 0.00 | 0.00 | 137.31 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 120.90 | 120.90 | | | 120.90 | | | | |
| A-B | 18.77 | 18.77 | | | 18.77 | | | | |
| A-C | 68.95 | 68.95 | | | 68.95 | | | | |

**08:30 - 08:45**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 37.46 | 37.46 | 110.73 | 0.338 | 37.39 | 0.4 | 0.5 | 12.257 | B |
| C-AB | 0.00 | 0.00 | 138.02 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 120.90 | 120.90 | | | 120.90 | | | | |
| A-B | 15.66 | 15.66 | | | 15.66 | | | | |
| A-C | 68.95 | 68.95 | | | 68.95 | | | | |

**08:45 - 09:00**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 34.36 | 34.36 | 109.31 | 0.314 | 34.40 | 0.5 | 0.5 | 11.936 | B |
| C-AB | 0.00 | 0.00 | 137.27 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 120.90 | 120.90 | | | 120.90 | | | | |
| A-B | 18.77 | 18.77 | | | 18.77 | | | | |
| A-C | 68.95 | 68.95 | | | 68.95 | | | | |

# Do Something 2030, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | Site Access | T-Junction | Two-way | Two-way | Two-way | | 1.44 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 1.44 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 33.46 | 67.00 |
| | B | 25.74 | 0.00 | 0.00 |
| | C | 31.50 | 0.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 32.42 | 67.00 |
| | B | 22.63 | 0.00 | 0.00 |
| | C | 31.50 | 0.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 41.75 | 67.00 |
| | B | 26.77 | 0.00 | 0.00 |
| | C | 31.50 | 0.00 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 34.50 | 67.00 |
| B | 23.66 | 0.00 | 0.00 |
| C | 31.50 | 0.00 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 3 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 5 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 5 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 3 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.22 | 9.26 | 0.3 | A | 24.70 | 98.80 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 31.50 | 126.00 |
| A-B | | | | | 35.53 | 142.13 |
| A-C | | | | | 67.00 | 268.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 25.74 | 25.74 | 124.94 | 0.206 | 25.48 | 0.0 | 0.3 | 9.028 | A |
| C-AB | 0.00 | 0.00 | 134.08 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 31.50 | 31.50 | | | 31.50 | | | | |
| A-B | 33.46 | 33.46 | | | 33.46 | | | | |
| A-C | 67.00 | 67.00 | | | 67.00 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 22.63 | 22.63 | 124.98 | 0.181 | 22.66 | 0.3 | 0.2 | 8.800 | A |
| C-AB | 0.00 | 0.00 | 134.18 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 31.50 | 31.50 | | | 31.50 | | | | |
| A-B | 32.42 | 32.42 | | | 32.42 | | | | |
| A-C | 67.00 | 67.00 | | | 67.00 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 26.77 | 26.77 | 123.90 | 0.216 | 26.73 | 0.2 | 0.3 | 9.256 | A |
| C-AB | 0.00 | 0.00 | 131.85 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 31.50 | 31.50 | | | 31.50 | | | | |
| A-B | 41.75 | 41.75 | | | 41.75 | | | | |
| A-C | 67.00 | 67.00 | | | 67.00 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 23.66 | 23.66 | 124.82 | 0.190 | 23.70 | 0.3 | 0.2 | 8.905 | A |
| C-AB | 0.00 | 0.00 | 133.83 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 31.50 | 31.50 | | | 31.50 | | | | |
| A-B | 34.50 | 34.50 | | | 34.50 | | | | |
| A-C | 67.00 | 67.00 | | | 67.00 | | | | |

# Do Something 2035, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | Site Access | T-Junction | Two-way | Two-way | Two-way | | 3.15 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.15 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.83 | 68.95 |
| | B | 63.25 | 0.00 | 0.00 |
| | C | 120.90 | 0.00 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 19.04 | 68.95 |
| | B | 32.71 | 0.00 | 0.00 |
| | C | 120.90 | 0.00 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 15.88 | 68.95 |
| | B | 37.98 | 0.00 | 0.00 |
| | C | 120.90 | 0.00 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 19.04 | 68.95 |
| B | 34.82 | 0.00 | 0.00 |
| C | 120.90 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

08:00 - 08:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 2 | 0 | 0 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 2 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 2 | 0 |
| B | 2 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.58 | 18.37 | 1.3 | C | 42.19 | 168.76 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 120.90 | 483.60 |
| A-B | | | | | 17.20 | 68.80 |
| A-C | | | | | 68.95 | 275.80 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 63.25 | 63.25 | 109.75 | 0.576 | 61.95 | 0.0 | 1.3 | 18.373 | C |
| C-AB | 0.00 | 0.00 | 138.26 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 120.90 | 120.90 | | | 120.90 | | | | |
| A-B | 14.83 | 14.83 | | | 14.83 | | | | |
| A-C | 68.95 | 68.95 | | | 68.95 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 32.71 | 32.71 | 110.32 | 0.296 | 33.58 | 1.3 | 0.4 | 11.958 | B |
| C-AB | 0.00 | 0.00 | 137.25 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 120.90 | 120.90 | | | 120.90 | | | | |
| A-B | 19.04 | 19.04 | | | 19.04 | | | | |
| A-C | 68.95 | 68.95 | | | 68.95 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 37.98 | 37.98 | 110.70 | 0.343 | 37.90 | 0.4 | 0.5 | 12.342 | B |
| C-AB | 0.00 | 0.00 | 137.97 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 120.90 | 120.90 | | | 120.90 | | | | |
| A-B | 15.88 | 15.88 | | | 15.88 | | | | |
| A-C | 68.95 | 68.95 | | | 68.95 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 34.82 | 34.82 | 109.28 | 0.319 | 34.86 | 0.5 | 0.5 | 12.013 | B |
| C-AB | 0.00 | 0.00 | 137.20 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 120.90 | 120.90 | | | 120.90 | | | | |
| A-B | 19.04 | 19.04 | | | 19.04 | | | | |
| A-C | 68.95 | 68.95 | | | 68.95 | | | | |

# Do Something 2035, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

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

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 1.46 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 33.96 | 67.00 |
| | B | 26.13 | 0.00 | 0.00 |
| | C | 31.50 | 0.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 32.91 | 67.00 |
| | B | 22.96 | 0.00 | 0.00 |
| | C | 31.50 | 0.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 42.41 | 67.00 |
| | B | 27.18 | 0.00 | 0.00 |
| | C | 31.50 | 0.00 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 35.02 | 67.00 |
| B | 24.01 | 0.00 | 0.00 |
| C | 31.50 | 0.00 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 3 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 5 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 5 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 3 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.22 | 9.30 | 0.3 | A | 25.07 | 100.28 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 31.50 | 126.00 |
| A-B | | | | | 36.08 | 144.31 |
| A-C | | | | | 67.00 | 268.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 26.13 | 26.13 | 124.88 | 0.209 | 25.86 | 0.0 | 0.3 | 9.066 | A |
| C-AB | 0.00 | 0.00 | 133.96 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 31.50 | 31.50 | | | 31.50 | | | | |
| A-B | 33.96 | 33.96 | | | 33.96 | | | | |
| A-C | 67.00 | 67.00 | | | 67.00 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 22.96 | 22.96 | 124.93 | 0.184 | 22.99 | 0.3 | 0.2 | 8.833 | A |
| C-AB | 0.00 | 0.00 | 134.06 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 31.50 | 31.50 | | | 31.50 | | | | |
| A-B | 32.91 | 32.91 | | | 32.91 | | | | |
| A-C | 67.00 | 67.00 | | | 67.00 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 27.18 | 27.18 | 123.82 | 0.220 | 27.13 | 0.2 | 0.3 | 9.303 | A |
| C-AB | 0.00 | 0.00 | 131.68 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 31.50 | 31.50 | | | 31.50 | | | | |
| A-B | 42.41 | 42.41 | | | 42.41 | | | | |
| A-C | 67.00 | 67.00 | | | 67.00 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 24.01 | 24.01 | 124.76 | 0.192 | 24.05 | 0.3 | 0.2 | 8.939 | A |
| C-AB | 0.00 | 0.00 | 133.70 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 31.50 | 31.50 | | | 31.50 | | | | |
| A-B | 35.02 | 35.02 | | | 35.02 | | | | |
| A-C | 67.00 | 67.00 | | | 67.00 | | | | |

# Junctions 10

## ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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**Filename:** J2.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 02/04/2025 11:49:25

---

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

## Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | **Do Nothing 2023** | | | | | | | |
| Arm A | 0.3 | 4.82 | 0.22 | A | 0.1 | 4.59 | 0.10 | A |
| Arm B | 0.6 | 6.29 | 0.37 | A | 0.3 | 5.36 | 0.25 | A |
| Arm C | 0.3 | 5.56 | 0.26 | A | 0.2 | 5.13 | 0.20 | A |
| Arm D | 0.4 | 5.42 | 0.30 | A | 0.9 | 7.45 | 0.49 | A |
| | **Do Nothing 2030** | | | | | | | |
| Arm A | 0.4 | 5.14 | 0.26 | A | 0.1 | 4.79 | 0.13 | A |
| Arm B | 0.7 | 6.62 | 0.40 | A | 0.4 | 5.62 | 0.28 | A |
| Arm C | 0.4 | 5.74 | 0.27 | A | 0.3 | 5.37 | 0.23 | A |
| Arm D | 0.5 | 5.59 | 0.31 | A | 1.0 | 8.00 | 0.51 | A |
| | **Do Something 2030** | | | | | | | |
| Arm A | 3.2 | 15.11 | 0.77 | C | 0.4 | 5.75 | 0.27 | A |
| Arm B | 1.3 | 11.40 | 0.57 | B | 0.5 | 6.56 | 0.34 | A |
| Arm C | 0.6 | 8.89 | 0.37 | A | 0.3 | 6.03 | 0.25 | A |
| Arm D | 1.3 | 9.21 | 0.57 | A | 3.3 | 17.65 | 0.78 | C |
| | **Do Nothing 2035** | | | | | | | |
| Arm A | 0.4 | 5.19 | 0.27 | A | 0.1 | 4.83 | 0.13 | A |
| Arm B | 0.7 | 6.71 | 0.41 | A | 0.4 | 5.68 | 0.29 | A |
| Arm C | 0.4 | 5.79 | 0.28 | A | 0.3 | 5.41 | 0.23 | A |
| Arm D | 0.5 | 5.64 | 0.32 | A | 1.1 | 8.18 | 0.52 | A |
| | **Do Something 2035** | | | | | | | |
| Arm A | 3.3 | 15.47 | 0.78 | C | 0.4 | 5.80 | 0.28 | A |
| Arm B | 1.3 | 11.67 | 0.58 | B | 0.5 | 6.64 | 0.35 | A |
| Arm C | 0.6 | 9.02 | 0.38 | A | 0.3 | 6.08 | 0.25 | A |
| Arm D | 1.4 | 9.34 | 0.58 | A | 3.5 | 18.50 | 0.79 | C |

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

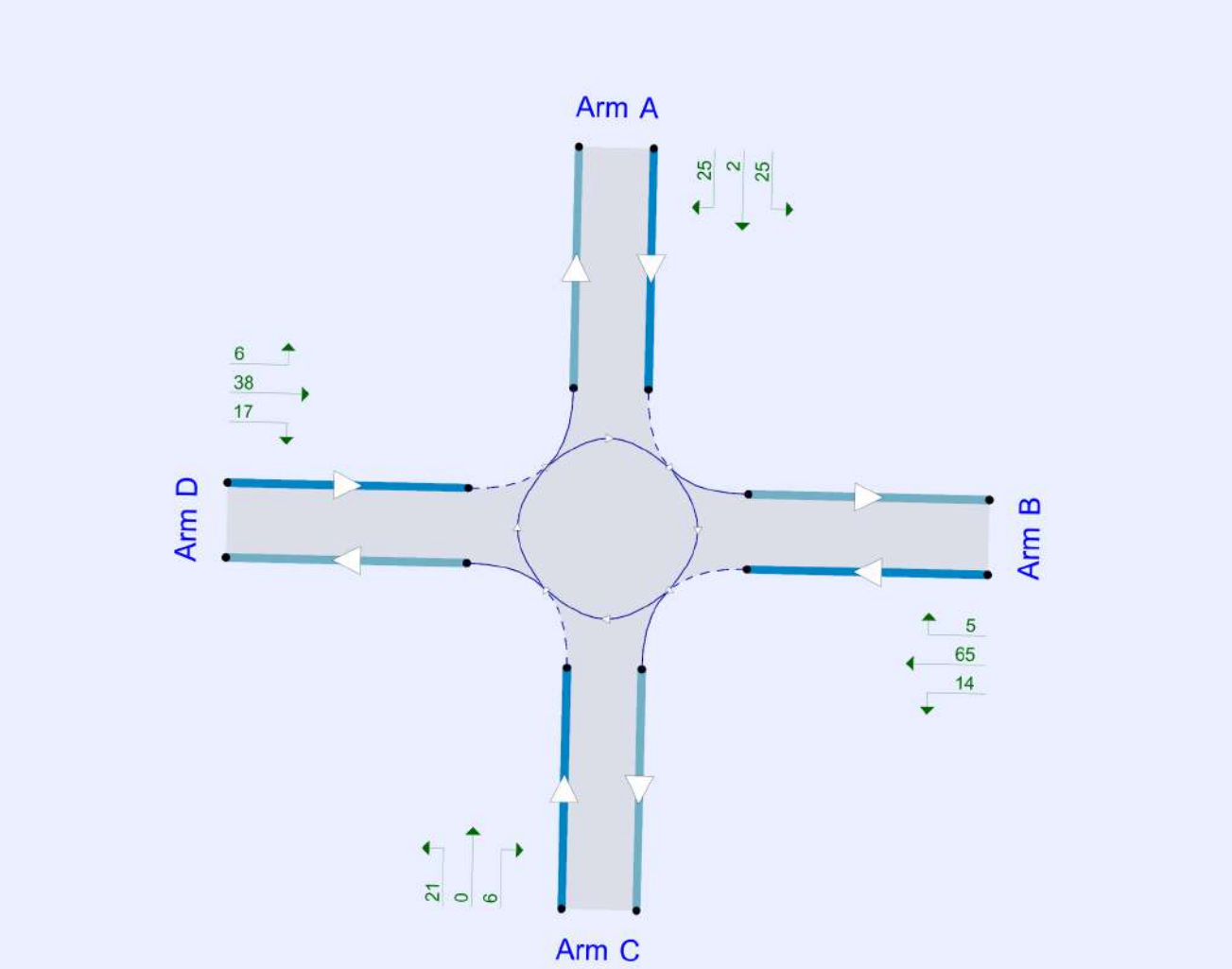
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### 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 | Mendip Way / GAW / Whitehorse Lane / GAW | Standard Roundabout | | A, B, C, D | 5.63 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.63 | A |

## Arms

### Arms

| Arm | Name | Description | No give-way line |
|---|---|---|---|
| A | Mendip Way | | |
| B | GAW | | |
| C | Whitehorse Lane | | |
| D | GAW | | |

### Roundabout Geometry

| Arm | V - Approach road half-width (m) | E - Entry width (m) | l' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Entry only | Exit only |
|---|---|---|---|---|---|---|---|---|
| A | 3.17 | 4.31 | 2.1 | 18.2 | 31.8 | 28.6 | | |
| B | 2.45 | 3.95 | 20.3 | 9.8 | 31.8 | 42.0 | | |
| C | 3.13 | 3.71 | 1.0 | 9.1 | 31.8 | 25.2 | | |
| D | 3.13 | 4.02 | 1.4 | 10.0 | 31.8 | 31.5 | | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|---|---|---|
| A | 0.530 | 271.210 |
| B | 0.486 | 251.633 |
| C | 0.493 | 241.850 |
| D | 0.492 | 244.691 |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 25.00 | 2.00 | 25.00 |
| | B | 5.00 | 0.00 | 14.00 | 65.00 |
| | C | 0.00 | 6.00 | 1.00 | 21.00 |
| | D | 6.00 | 38.00 | 17.00 | 1.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 10.00 | 6.00 | 10.00 |
| | B | 10.00 | 0.00 | 4.00 | 45.00 |
| | C | 2.00 | 2.00 | 0.00 | 14.00 |
| | D | 4.00 | 29.00 | 17.00 | 1.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 8.00 | 10.00 | 11.00 |
| | B | 4.00 | 0.00 | 15.00 | 48.00 |
| | C | 2.00 | 4.00 | 0.00 | 19.00 |
| | D | 7.00 | 34.00 | 28.00 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.00 | 8.00 | 7.00 | 12.00 |
| | B | 5.00 | 0.00 | 16.00 | 31.00 |
| | C | 4.00 | 6.00 | 0.00 | 46.00 |
| | D | 6.00 | 22.00 | 42.00 | 0.00 |

## Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 2 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 1 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.22 | 4.82 | 0.3 | A | 33.75 | 135.00 |
| B | 0.37 | 6.29 | 0.6 | A | 65.50 | 262.00 |
| C | 0.26 | 5.56 | 0.3 | A | 31.75 | 127.00 |
| D | 0.30 | 5.42 | 0.4 | A | 63.00 | 252.00 |

## Main Results for each time segment

**08:00 - 08:15**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 52.00 | 52.00 | 62.64 | 237.98 | 0.219 | 51.72 | 10.93 | 0.0 | 0.3 | 4.825 | A |
| B | 84.00 | 84.00 | 45.75 | 225.92 | 0.372 | 83.41 | 68.62 | 0.0 | 0.6 | 6.291 | A |
| C | 28.00 | 28.00 | 95.37 | 192.71 | 0.145 | 27.83 | 33.79 | 0.0 | 0.2 | 5.453 | A |
| D | 62.00 | 62.00 | 11.92 | 238.83 | 0.260 | 61.65 | 111.28 | 0.0 | 0.3 | 5.072 | A |

**08:15 - 08:30**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 26.00 | 26.00 | 49.09 | 245.17 | 0.106 | 26.16 | 15.98 | 0.3 | 0.1 | 4.111 | A |
| B | 59.00 | 59.00 | 34.08 | 235.05 | 0.251 | 59.25 | 41.17 | 0.6 | 0.3 | 5.126 | A |
| C | 18.00 | 18.00 | 66.26 | 209.13 | 0.086 | 18.07 | 27.07 | 0.2 | 0.1 | 4.713 | A |
| D | 51.00 | 51.00 | 14.00 | 237.80 | 0.214 | 51.07 | 70.34 | 0.3 | 0.3 | 4.823 | A |

**08:30 - 08:45**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 29.00 | 29.00 | 65.88 | 236.27 | 0.123 | 28.98 | 13.01 | 0.1 | 0.1 | 4.341 | A |
| B | 67.00 | 67.00 | 48.91 | 227.88 | 0.294 | 66.92 | 45.96 | 0.3 | 0.4 | 5.589 | A |
| C | 25.00 | 25.00 | 62.99 | 209.18 | 0.120 | 24.96 | 52.84 | 0.1 | 0.1 | 4.884 | A |
| D | 69.00 | 69.00 | 10.02 | 239.76 | 0.288 | 68.87 | 77.93 | 0.3 | 0.4 | 5.263 | A |

**08:45 - 09:00**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 28.00 | 28.00 | 69.96 | 233.99 | 0.120 | 28.00 | 15.98 | 0.1 | 0.1 | 4.369 | A |
| B | 52.00 | 52.00 | 61.91 | 220.05 | 0.236 | 52.10 | 36.05 | 0.4 | 0.3 | 5.361 | A |
| C | 56.00 | 56.00 | 49.09 | 217.44 | 0.258 | 55.79 | 64.92 | 0.1 | 0.3 | 5.561 | A |
| D | 70.00 | 70.00 | 15.96 | 236.07 | 0.297 | 69.98 | 88.92 | 0.4 | 0.4 | 5.418 | A |

# Do Nothing 2023, 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 | Mendip Way / GAW / Whitehorse Lane / GAW | Standard Roundabout | | A, B, C, D | 6.26 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.26 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 6.00 | 5.00 | 10.00 |
| | B | 7.00 | 0.00 | 10.00 | 37.00 |
| | C | 6.00 | 5.00 | 0.00 | 20.00 |
| | D | 10.00 | 42.00 | 24.00 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 7.00 | 3.00 | 6.00 |
| | B | 6.00 | 0.00 | 14.00 | 32.00 |
| | C | 5.00 | 3.00 | 0.00 | 36.00 |
| | D | 16.00 | 54.00 | 35.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 7.00 | 2.00 | 12.00 |
| | B | 14.00 | 0.00 | 10.00 | 33.00 |
| | C | 5.00 | 6.00 | 0.00 | 20.00 |
| | D | 16.00 | 61.00 | 34.00 | 1.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 4.00 | 4.00 | 9.00 |
| | B | 9.00 | 1.00 | 12.00 | 33.00 |
| | C | 6.00 | 4.00 | 0.00 | 31.00 |
| | D | 13.00 | 55.00 | 46.00 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.10 | 4.59 | 0.1 | A | 18.75 | 75.00 |
| B | 0.25 | 5.36 | 0.3 | A | 54.50 | 218.00 |
| C | 0.20 | 5.13 | 0.2 | A | 36.75 | 147.00 |
| D | 0.49 | 7.45 | 0.9 | A | 101.75 | 407.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 21.00 | 21.00 | 70.56 | 233.78 | 0.090 | 20.90 | 22.87 | 0.0 | 0.1 | 4.226 | A |
| B | 54.00 | 54.00 | 38.78 | 231.21 | 0.234 | 53.70 | 52.68 | 0.0 | 0.3 | 5.062 | A |
| C | 31.00 | 31.00 | 53.71 | 215.17 | 0.144 | 30.83 | 38.77 | 0.0 | 0.2 | 4.878 | A |
| D | 76.00 | 76.00 | 17.90 | 235.88 | 0.322 | 75.53 | 66.64 | 0.0 | 0.5 | 5.597 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 16.00 | 16.00 | 91.76 | 221.58 | 0.072 | 16.02 | 26.95 | 0.1 | 0.1 | 4.380 | A |
| B | 52.00 | 52.00 | 43.91 | 230.30 | 0.226 | 52.01 | 63.86 | 0.3 | 0.3 | 5.049 | A |
| C | 44.00 | 44.00 | 44.05 | 220.11 | 0.200 | 43.92 | 51.87 | 0.2 | 0.2 | 5.105 | A |
| D | 105.00 | 105.00 | 14.02 | 237.43 | 0.442 | 104.69 | 73.95 | 0.5 | 0.8 | 6.763 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 21.00 | 21.00 | 101.86 | 217.18 | 0.097 | 20.97 | 34.94 | 0.1 | 0.1 | 4.587 | A |
| B | 57.00 | 57.00 | 48.95 | 226.56 | 0.252 | 56.96 | 73.89 | 0.3 | 0.3 | 5.305 | A |
| C | 31.00 | 31.00 | 59.90 | 212.13 | 0.146 | 31.08 | 46.01 | 0.2 | 0.2 | 4.972 | A |
| D | 112.00 | 112.00 | 24.94 | 232.42 | 0.482 | 111.87 | 66.04 | 0.8 | 0.9 | 7.455 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 17.00 | 17.00 | 105.96 | 215.01 | 0.079 | 17.02 | 28.05 | 0.1 | 0.1 | 4.545 | A |
| B | 55.00 | 55.00 | 58.91 | 223.01 | 0.247 | 55.00 | 64.07 | 0.3 | 0.3 | 5.356 | A |
| C | 41.00 | 41.00 | 52.04 | 216.17 | 0.190 | 40.94 | 61.88 | 0.2 | 0.2 | 5.135 | A |
| D | 114.00 | 114.00 | 20.03 | 234.84 | 0.485 | 113.98 | 72.95 | 0.9 | 0.9 | 7.444 | A |

# Do Nothing 2030, AM

### 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 | Mendip Way / GAW / Whitehorse Lane / GAW | Standard Roundabout | | A, B, C, D | 5.86 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.86 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 31.86 | 4.32 | 25.86 |
| | B | 7.42 | 0.00 | 14.48 | 67.49 |
| | C | 1.00 | 6.21 | 1.03 | 21.72 |
| | D | 6.21 | 39.81 | 17.83 | 1.03 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 16.34 | 8.46 | 10.34 |
| | B | 12.59 | 0.00 | 4.14 | 46.80 |
| | C | 3.07 | 2.07 | 0.00 | 14.48 |
| | D | 4.14 | 30.50 | 17.83 | 1.03 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 14.28 | 12.59 | 11.38 |
| | B | 6.39 | 0.00 | 15.52 | 49.90 |
| | C | 3.07 | 4.14 | 0.00 | 19.65 |
| | D | 7.24 | 35.67 | 29.21 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.03 | 14.28 | 9.49 | 12.41 |
| | B | 7.42 | 0.00 | 16.55 | 32.32 |
| | C | 5.14 | 6.21 | 0.00 | 47.58 |
| | D | 6.21 | 23.26 | 43.69 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 2 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 1 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.26 | 5.14 | 0.4 | A | 43.16 | 172.64 |
| B | 0.40 | 6.62 | 0.7 | A | 70.25 | 281.01 |
| C | 0.27 | 5.74 | 0.4 | A | 33.84 | 135.37 |
| D | 0.31 | 5.59 | 0.5 | A | 65.92 | 263.67 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 62.04 | 62.04 | 65.53 | 236.45 | 0.262 | 61.69 | 14.53 | 0.0 | 0.4 | 5.139 | A |
| B | 89.39 | 89.39 | 49.80 | 224.07 | 0.399 | 88.73 | 77.42 | 0.0 | 0.7 | 6.619 | A |
| C | 29.96 | 29.96 | 101.10 | 189.92 | 0.158 | 29.78 | 37.43 | 0.0 | 0.2 | 5.614 | A |
| D | 64.88 | 64.88 | 15.56 | 237.04 | 0.274 | 64.51 | 115.32 | 0.0 | 0.4 | 5.206 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 35.14 | 35.14 | 51.54 | 243.88 | 0.144 | 35.33 | 19.78 | 0.4 | 0.2 | 4.318 | A |
| B | 63.53 | 63.53 | 37.76 | 233.26 | 0.272 | 63.81 | 49.10 | 0.7 | 0.4 | 5.321 | A |
| C | 19.62 | 19.62 | 71.06 | 206.76 | 0.095 | 19.70 | 30.51 | 0.2 | 0.1 | 4.814 | A |
| D | 53.50 | 53.50 | 17.73 | 235.97 | 0.227 | 53.58 | 73.03 | 0.4 | 0.3 | 4.938 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 38.25 | 38.25 | 68.89 | 234.67 | 0.163 | 38.22 | 16.71 | 0.2 | 0.2 | 4.581 | A |
| B | 71.80 | 71.80 | 53.08 | 225.85 | 0.318 | 71.72 | 54.03 | 0.4 | 0.5 | 5.837 | A |
| C | 26.86 | 26.86 | 67.66 | 206.96 | 0.130 | 26.82 | 57.15 | 0.1 | 0.1 | 4.994 | A |
| D | 72.12 | 72.12 | 13.62 | 237.99 | 0.303 | 71.99 | 80.86 | 0.3 | 0.4 | 5.416 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 37.21 | 37.21 | 73.12 | 232.31 | 0.160 | 37.22 | 19.78 | 0.2 | 0.2 | 4.612 | A |
| B | 56.29 | 56.29 | 66.54 | 217.79 | 0.258 | 56.40 | 43.79 | 0.5 | 0.4 | 5.579 | A |
| C | 58.93 | 58.93 | 53.29 | 215.36 | 0.274 | 58.70 | 69.65 | 0.1 | 0.4 | 5.737 | A |
| D | 73.16 | 73.16 | 19.76 | 234.19 | 0.312 | 73.14 | 92.23 | 0.4 | 0.5 | 5.588 | A |

# Do Nothing 2030, 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 | Mendip Way / GAW / Whitehorse Lane / GAW | Standard Roundabout | | A, B, C, D | 6.57 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.57 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 9.47 | 7.18 | 10.37 |
| | B | 10.76 | 0.00 | 10.37 | 38.62 |
| | C | 9.22 | 5.18 | 0.00 | 21.24 |
| | D | 10.37 | 43.80 | 25.14 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 10.51 | 5.11 | 6.22 |
| | B | 9.72 | 0.00 | 14.52 | 33.43 |
| | C | 8.18 | 3.11 | 0.00 | 37.83 |
| | D | 16.59 | 56.24 | 36.54 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 10.51 | 4.07 | 12.44 |
| | B | 18.02 | 0.00 | 10.37 | 34.47 |
| | C | 8.18 | 6.22 | 0.00 | 21.24 |
| | D | 16.59 | 63.50 | 35.50 | 1.04 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 7.40 | 6.15 | 9.33 |
| | B | 12.83 | 1.04 | 12.44 | 34.47 |
| | C | 9.22 | 4.15 | 0.00 | 32.64 |
| | D | 13.48 | 57.28 | 47.95 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.13 | 4.79 | 0.1 | A | 24.69 | 98.77 |
| B | 0.28 | 5.62 | 0.4 | A | 60.26 | 241.04 |
| C | 0.23 | 5.37 | 0.3 | A | 41.61 | 166.42 |
| D | 0.51 | 8.00 | 1.0 | A | 106.00 | 424.02 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 27.02 | 27.02 | 73.64 | 232.15 | 0.116 | 26.89 | 30.17 | 0.0 | 0.1 | 4.382 | A |
| B | 59.74 | 59.74 | 42.44 | 229.54 | 0.260 | 59.39 | 58.10 | 0.0 | 0.3 | 5.279 | A |
| C | 35.64 | 35.64 | 59.40 | 212.35 | 0.168 | 35.44 | 42.43 | 0.0 | 0.2 | 5.082 | A |
| D | 79.30 | 79.30 | 25.02 | 232.38 | 0.341 | 78.79 | 69.83 | 0.0 | 0.5 | 5.841 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 21.84 | 21.84 | 95.62 | 219.45 | 0.100 | 21.86 | 34.44 | 0.1 | 0.1 | 4.555 | A |
| B | 57.67 | 57.67 | 47.77 | 228.42 | 0.252 | 57.68 | 69.70 | 0.3 | 0.3 | 5.272 | A |
| C | 49.12 | 49.12 | 49.43 | 217.46 | 0.226 | 49.03 | 56.03 | 0.2 | 0.3 | 5.341 | A |
| D | 109.37 | 109.37 | 21.04 | 233.99 | 0.467 | 109.02 | 77.42 | 0.5 | 0.9 | 7.181 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 27.02 | 27.02 | 106.10 | 214.93 | 0.126 | 26.99 | 42.72 | 0.1 | 0.1 | 4.789 | A |
| B | 62.85 | 62.85 | 53.00 | 224.67 | 0.280 | 62.81 | 80.10 | 0.3 | 0.4 | 5.559 | A |
| C | 35.64 | 35.64 | 65.85 | 209.19 | 0.170 | 35.73 | 49.95 | 0.3 | 0.2 | 5.192 | A |
| D | 116.63 | 116.63 | 32.35 | 228.77 | 0.510 | 116.47 | 69.23 | 0.9 | 1.0 | 8.001 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 22.88 | 22.88 | 110.37 | 212.67 | 0.108 | 22.90 | 35.58 | 0.1 | 0.1 | 4.744 | A |
| B | 60.78 | 60.78 | 63.33 | 220.87 | 0.275 | 60.78 | 69.94 | 0.4 | 0.4 | 5.621 | A |
| C | 46.01 | 46.01 | 57.71 | 213.37 | 0.216 | 45.95 | 66.40 | 0.2 | 0.3 | 5.372 | A |
| D | 118.71 | 118.71 | 27.27 | 231.28 | 0.513 | 118.69 | 76.39 | 1.0 | 1.0 | 7.991 | A |

# Do Something 2030, AM

### 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 | Mendip Way / GAW / Whitehorse Lane / GAW | Standard Roundabout | | A, B, C, D | 12.02 | B |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 12.02 | B |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 49.71 | 4.32 | 128.91 |
| | B | 17.60 | 0.00 | 14.48 | 67.49 |
| | C | 1.00 | 6.21 | 1.03 | 21.72 |
| | D | 64.98 | 39.81 | 17.83 | 1.03 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 34.19 | 8.46 | 113.40 |
| | B | 22.77 | 0.00 | 4.14 | 46.80 |
| | C | 3.07 | 2.07 | 0.00 | 14.48 |
| | D | 62.91 | 30.50 | 17.83 | 1.03 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 32.12 | 12.59 | 114.43 |
| | B | 16.56 | 0.00 | 15.52 | 49.90 |
| | C | 3.07 | 4.14 | 0.00 | 19.65 |
| | D | 66.01 | 35.67 | 29.21 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.03 | 32.12 | 9.49 | 115.47 |
| | B | 17.60 | 0.00 | 16.55 | 32.32 |
| | C | 5.14 | 6.21 | 0.00 | 47.58 |
| | D | 64.98 | 23.26 | 43.69 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 2 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 1 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.77 | 15.11 | 3.2 | C | 164.06 | 656.24 |
| B | 0.57 | 11.40 | 1.3 | B | 80.43 | 321.72 |
| C | 0.37 | 8.89 | 0.6 | A | 33.84 | 135.37 |
| D | 0.57 | 9.21 | 1.3 | A | 124.69 | 498.76 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 182.94 | 182.94 | 65.32 | 236.56 | 0.773 | 179.77 | 82.76 | 0.0 | 3.2 | 15.109 | C |
| B | 99.57 | 99.57 | 150.65 | 176.08 | 0.565 | 98.30 | 94.44 | 0.0 | 1.3 | 11.396 | B |
| C | 29.96 | 29.96 | 211.72 | 135.74 | 0.221 | 29.68 | 37.24 | 0.0 | 0.3 | 8.465 | A |
| D | 123.66 | 123.66 | 25.54 | 232.13 | 0.533 | 122.54 | 215.86 | 0.0 | 1.1 | 8.133 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 156.04 | 156.04 | 51.60 | 243.84 | 0.640 | 157.38 | 88.80 | 3.2 | 1.8 | 10.563 | B |
| B | 73.71 | 73.71 | 141.62 | 182.82 | 0.403 | 74.29 | 67.36 | 1.3 | 0.7 | 8.337 | A |
| C | 19.62 | 19.62 | 185.34 | 150.37 | 0.130 | 19.75 | 30.57 | 0.3 | 0.2 | 6.895 | A |
| D | 112.28 | 112.28 | 27.96 | 230.94 | 0.486 | 112.43 | 177.13 | 1.1 | 1.0 | 7.605 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 159.15 | 159.15 | 68.80 | 234.72 | 0.678 | 158.94 | 85.59 | 1.8 | 2.0 | 11.829 | B |
| B | 81.98 | 81.98 | 155.92 | 175.91 | 0.466 | 81.81 | 71.82 | 0.7 | 0.9 | 9.545 | A |
| C | 26.86 | 26.86 | 180.72 | 151.57 | 0.177 | 26.80 | 57.01 | 0.2 | 0.2 | 7.210 | A |
| D | 130.90 | 130.90 | 23.79 | 232.99 | 0.562 | 130.60 | 183.73 | 1.0 | 1.3 | 8.763 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 158.11 | 158.11 | 73.08 | 232.33 | 0.681 | 158.07 | 88.69 | 2.0 | 2.1 | 12.100 | B |
| B | 66.47 | 66.47 | 169.49 | 168.07 | 0.396 | 66.66 | 61.65 | 0.9 | 0.7 | 8.893 | A |
| C | 58.93 | 58.93 | 166.54 | 159.42 | 0.370 | 58.56 | 69.61 | 0.2 | 0.6 | 8.892 | A |
| D | 131.93 | 131.93 | 29.91 | 229.49 | 0.575 | 131.86 | 195.20 | 1.3 | 1.3 | 9.208 | A |

# Do Something 2030, 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 | Mendip Way / GAW / Whitehorse Lane / GAW | Standard Roundabout | | A, B, C, D | 11.82 | B |

### Junction Network

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 14.12 | 7.18 | 37.22 |
| | B | 20.65 | 0.00 | 10.37 | 38.62 |
| | C | 9.22 | 5.18 | 0.00 | 21.24 |
| | D | 67.48 | 43.80 | 25.14 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 15.16 | 5.11 | 33.07 |
| | B | 19.61 | 0.00 | 14.52 | 33.43 |
| | C | 8.18 | 3.11 | 0.00 | 37.83 |
| | D | 73.70 | 56.24 | 36.54 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 15.16 | 4.07 | 39.29 |
| | B | 27.91 | 0.00 | 10.37 | 34.47 |
| | C | 8.18 | 6.22 | 0.00 | 21.24 |
| | D | 73.70 | 63.50 | 35.50 | 1.04 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 12.05 | 6.15 | 36.18 |
| | B | 22.72 | 1.04 | 12.44 | 34.47 |
| | C | 9.22 | 4.15 | 0.00 | 32.64 |
| | D | 70.59 | 57.28 | 47.95 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.27 | 5.75 | 0.4 | A | 56.19 | 224.77 |
| B | 0.34 | 6.56 | 0.5 | A | 70.15 | 280.60 |
| C | 0.25 | 6.03 | 0.3 | A | 41.61 | 166.42 |
| D | 0.78 | 17.65 | 3.3 | C | 163.11 | 652.45 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 58.52 | 58.52 | 73.35 | 232.30 | 0.252 | 58.19 | 96.43 | 0.0 | 0.3 | 5.160 | A |
| B | 69.63 | 69.63 | 69.02 | 216.91 | 0.321 | 69.16 | 62.52 | 0.0 | 0.5 | 6.054 | A |
| C | 35.64 | 35.64 | 95.87 | 194.35 | 0.183 | 35.42 | 42.31 | 0.0 | 0.2 | 5.654 | A |
| D | 136.41 | 136.41 | 34.82 | 227.56 | 0.599 | 134.96 | 96.47 | 0.0 | 1.5 | 9.577 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 53.34 | 53.34 | 95.22 | 220.08 | 0.242 | 53.35 | 101.10 | 0.3 | 0.3 | 5.400 | A |
| B | 67.56 | 67.56 | 74.46 | 215.47 | 0.314 | 67.57 | 74.12 | 0.5 | 0.5 | 6.087 | A |
| C | 49.12 | 49.12 | 86.16 | 199.33 | 0.246 | 49.02 | 55.86 | 0.2 | 0.3 | 5.984 | A |
| D | 166.48 | 166.48 | 30.93 | 228.47 | 0.729 | 165.40 | 104.26 | 1.5 | 2.5 | 14.021 | B |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 58.52 | 58.52 | 105.80 | 215.09 | 0.272 | 58.48 | 109.48 | 0.3 | 0.4 | 5.745 | A |
| B | 72.74 | 72.74 | 79.74 | 211.91 | 0.343 | 72.69 | 84.53 | 0.5 | 0.5 | 6.461 | A |
| C | 35.64 | 35.64 | 102.55 | 191.08 | 0.187 | 35.74 | 49.88 | 0.3 | 0.2 | 5.798 | A |
| D | 173.74 | 173.74 | 42.23 | 223.90 | 0.776 | 173.06 | 96.06 | 2.5 | 3.2 | 17.400 | C |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 54.38 | 54.38 | 110.28 | 212.72 | 0.256 | 54.40 | 102.59 | 0.4 | 0.3 | 5.685 | A |
| B | 70.67 | 70.67 | 90.05 | 207.89 | 0.340 | 70.67 | 74.63 | 0.5 | 0.5 | 6.560 | A |
| C | 46.01 | 46.01 | 94.46 | 195.24 | 0.236 | 45.94 | 66.26 | 0.2 | 0.3 | 6.025 | A |
| D | 175.82 | 175.82 | 37.16 | 226.41 | 0.777 | 175.71 | 103.25 | 3.2 | 3.3 | 17.647 | C |

# Do Nothing 2035, AM

### 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 | Mendip Way / GAW / Whitehorse Lane / GAW | Standard Roundabout | | A, B, C, D | 5.93 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.93 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 32.32 | 4.36 | 26.32 |
| | B | 7.51 | 0.00 | 14.74 | 68.68 |
| | C | 1.00 | 6.32 | 1.05 | 22.11 |
| | D | 6.32 | 40.51 | 18.15 | 1.05 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 16.53 | 8.57 | 10.53 |
| | B | 12.78 | 0.00 | 4.21 | 47.63 |
| | C | 3.11 | 2.11 | 0.00 | 14.74 |
| | D | 4.21 | 31.03 | 18.15 | 1.05 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 14.42 | 12.78 | 11.58 |
| | B | 6.46 | 0.00 | 15.79 | 50.78 |
| | C | 3.11 | 4.21 | 0.00 | 20.00 |
| | D | 7.37 | 36.30 | 29.73 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.05 | 14.42 | 9.62 | 12.63 |
| | B | 7.51 | 0.00 | 16.84 | 32.89 |
| | C | 5.21 | 6.32 | 0.00 | 48.43 |
| | D | 6.32 | 23.66 | 44.47 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 2 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 1 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.27 | 5.19 | 0.4 | A | 43.78 | 175.13 |
| B | 0.41 | 6.71 | 0.7 | A | 71.46 | 285.83 |
| C | 0.28 | 5.79 | 0.4 | A | 34.43 | 137.70 |
| D | 0.32 | 5.64 | 0.5 | A | 67.08 | 268.31 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 63.00 | 63.00 | 66.68 | 235.84 | 0.267 | 62.63 | 14.73 | 0.0 | 0.4 | 5.186 | A |
| B | 90.93 | 90.93 | 50.63 | 223.66 | 0.407 | 90.26 | 78.68 | 0.0 | 0.7 | 6.713 | A |
| C | 30.48 | 30.48 | 102.84 | 189.06 | 0.161 | 30.29 | 38.05 | 0.0 | 0.2 | 5.661 | A |
| D | 66.02 | 66.02 | 15.78 | 236.93 | 0.279 | 65.64 | 117.36 | 0.0 | 0.4 | 5.242 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 35.62 | 35.62 | 52.44 | 243.40 | 0.146 | 35.81 | 20.08 | 0.4 | 0.2 | 4.339 | A |
| B | 64.62 | 64.62 | 38.39 | 232.95 | 0.277 | 64.90 | 49.86 | 0.7 | 0.4 | 5.364 | A |
| C | 19.95 | 19.95 | 72.29 | 206.16 | 0.097 | 20.03 | 31.00 | 0.2 | 0.1 | 4.837 | A |
| D | 54.44 | 54.44 | 17.99 | 235.84 | 0.231 | 54.52 | 74.33 | 0.4 | 0.3 | 4.967 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 38.78 | 38.78 | 70.10 | 234.03 | 0.166 | 38.76 | 16.95 | 0.2 | 0.2 | 4.609 | A |
| B | 73.04 | 73.04 | 53.98 | 225.42 | 0.324 | 72.95 | 54.88 | 0.4 | 0.5 | 5.898 | A |
| C | 27.32 | 27.32 | 68.81 | 206.39 | 0.132 | 27.28 | 58.12 | 0.1 | 0.2 | 5.023 | A |
| D | 73.39 | 73.39 | 13.80 | 237.90 | 0.309 | 73.25 | 82.29 | 0.3 | 0.4 | 5.461 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 37.73 | 37.73 | 74.40 | 231.62 | 0.163 | 37.73 | 20.07 | 0.2 | 0.2 | 4.643 | A |
| B | 57.25 | 57.25 | 67.68 | 217.24 | 0.264 | 57.36 | 44.45 | 0.5 | 0.4 | 5.632 | A |
| C | 59.96 | 59.96 | 54.19 | 214.91 | 0.279 | 59.72 | 70.85 | 0.2 | 0.4 | 5.791 | A |
| D | 74.45 | 74.45 | 20.05 | 234.05 | 0.318 | 74.42 | 93.87 | 0.4 | 0.5 | 5.638 | A |

# Do Nothing 2035, 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 | Mendip Way / GAW / Whitehorse Lane / GAW | Standard Roundabout | | A, B, C, D | 6.68 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.68 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 9.59 | 7.28 | 10.56 |
| | B | 10.89 | 0.00 | 10.56 | 39.33 |
| | C | 9.34 | 5.28 | 0.00 | 21.63 |
| | D | 10.56 | 44.61 | 25.60 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 10.64 | 5.17 | 6.34 |
| | B | 9.84 | 0.00 | 14.79 | 34.05 |
| | C | 8.28 | 3.17 | 0.00 | 38.53 |
| | D | 16.90 | 57.29 | 37.22 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 10.64 | 4.11 | 12.68 |
| | B | 18.29 | 0.00 | 10.56 | 35.11 |
| | C | 8.28 | 6.34 | 0.00 | 21.63 |
| | D | 16.90 | 64.68 | 36.16 | 1.06 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 7.48 | 6.23 | 9.51 |
| | B | 13.01 | 1.06 | 12.68 | 35.11 |
| | C | 9.34 | 4.23 | 0.00 | 33.25 |
| | D | 13.73 | 58.35 | 48.84 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.13 | 4.83 | 0.1 | A | 25.06 | 100.22 |
| B | 0.29 | 5.68 | 0.4 | A | 61.32 | 245.27 |
| C | 0.23 | 5.41 | 0.3 | A | 42.32 | 169.28 |
| D | 0.52 | 8.18 | 1.1 | A | 107.98 | 431.91 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 27.43 | 27.43 | 75.01 | 231.43 | 0.119 | 27.30 | 30.61 | 0.0 | 0.1 | 4.406 | A |
| B | 60.79 | 60.79 | 43.19 | 229.17 | 0.265 | 60.43 | 59.12 | 0.0 | 0.4 | 5.323 | A |
| C | 36.25 | 36.25 | 60.44 | 211.83 | 0.171 | 36.04 | 43.18 | 0.0 | 0.2 | 5.115 | A |
| D | 80.78 | 80.78 | 25.37 | 232.21 | 0.348 | 80.25 | 71.12 | 0.0 | 0.5 | 5.903 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 22.15 | 22.15 | 97.39 | 218.51 | 0.101 | 22.17 | 34.96 | 0.1 | 0.1 | 4.583 | A |
| B | 58.68 | 58.68 | 48.62 | 228.01 | 0.257 | 58.69 | 70.94 | 0.4 | 0.3 | 5.317 | A |
| C | 49.98 | 49.98 | 50.28 | 217.04 | 0.230 | 49.89 | 57.03 | 0.2 | 0.3 | 5.382 | A |
| D | 111.41 | 111.41 | 21.31 | 233.86 | 0.476 | 111.04 | 78.86 | 0.5 | 0.9 | 7.306 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 27.43 | 27.43 | 108.07 | 213.88 | 0.128 | 27.40 | 43.40 | 0.1 | 0.1 | 4.826 | A |
| B | 63.96 | 63.96 | 53.94 | 224.21 | 0.285 | 63.91 | 81.53 | 0.3 | 0.4 | 5.613 | A |
| C | 36.25 | 36.25 | 67.01 | 208.61 | 0.174 | 36.33 | 50.84 | 0.3 | 0.2 | 5.228 | A |
| D | 118.81 | 118.81 | 32.84 | 228.54 | 0.520 | 118.64 | 70.51 | 0.9 | 1.1 | 8.176 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 23.21 | 23.21 | 112.42 | 211.58 | 0.110 | 23.23 | 36.13 | 0.1 | 0.1 | 4.780 | A |
| B | 61.85 | 61.85 | 64.47 | 220.31 | 0.281 | 61.85 | 71.18 | 0.4 | 0.4 | 5.679 | A |
| C | 46.81 | 46.81 | 58.72 | 212.87 | 0.220 | 46.74 | 67.60 | 0.2 | 0.3 | 5.414 | A |
| D | 120.92 | 120.92 | 27.65 | 231.09 | 0.523 | 120.90 | 77.81 | 1.1 | 1.1 | 8.165 | A |

# Do Something 2035, AM

### 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 | Mendip Way / GAW / Whitehorse Lane / GAW | Standard Roundabout | | A, B, C, D | 12.26 | B |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 12.26 | B |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 50.17 | 4.36 | 129.37 |
| | B | 17.69 | 0.00 | 14.74 | 68.68 |
| | C | 1.00 | 6.32 | 1.05 | 22.11 |
| | D | 65.09 | 40.51 | 18.15 | 1.05 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 34.37 | 8.57 | 113.58 |
| | B | 22.96 | 0.00 | 4.21 | 47.63 |
| | C | 3.11 | 2.11 | 0.00 | 14.74 |
| | D | 62.98 | 31.03 | 18.15 | 1.05 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 32.27 | 12.78 | 114.64 |
| | B | 16.64 | 0.00 | 15.79 | 50.78 |
| | C | 3.11 | 4.21 | 0.00 | 20.00 |
| | D | 66.14 | 36.30 | 29.73 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.05 | 32.27 | 9.62 | 115.69 |
| | B | 17.69 | 0.00 | 16.84 | 32.89 |
| | C | 5.21 | 6.32 | 0.00 | 48.43 |
| | D | 65.09 | 23.66 | 44.47 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 2 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 1 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.78 | 15.47 | 3.3 | C | 164.68 | 658.73 |
| B | 0.58 | 11.67 | 1.3 | B | 81.64 | 326.54 |
| C | 0.38 | 9.02 | 0.6 | A | 34.43 | 137.70 |
| D | 0.58 | 9.34 | 1.4 | A | 125.85 | 503.40 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 183.90 | 183.90 | 66.46 | 235.96 | 0.779 | 180.63 | 82.95 | 0.0 | 3.3 | 15.471 | C |
| B | 101.11 | 101.11 | 151.42 | 175.71 | 0.575 | 99.80 | 95.67 | 0.0 | 1.3 | 11.666 | B |
| C | 30.48 | 30.48 | 213.37 | 134.92 | 0.226 | 30.19 | 37.85 | 0.0 | 0.3 | 8.571 | A |
| D | 124.80 | 124.80 | 25.75 | 232.02 | 0.538 | 123.66 | 217.81 | 0.0 | 1.1 | 8.222 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 156.52 | 156.52 | 52.50 | 243.36 | 0.643 | 157.93 | 89.10 | 3.3 | 1.9 | 10.703 | B |
| B | 74.79 | 74.79 | 142.29 | 182.49 | 0.410 | 75.40 | 68.14 | 1.3 | 0.7 | 8.452 | A |
| C | 19.95 | 19.95 | 186.62 | 149.74 | 0.133 | 20.08 | 31.07 | 0.3 | 0.2 | 6.947 | A |
| D | 113.22 | 113.22 | 28.22 | 230.81 | 0.491 | 113.38 | 178.49 | 1.1 | 1.0 | 7.675 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 159.68 | 159.68 | 70.01 | 234.08 | 0.682 | 159.46 | 85.83 | 1.9 | 2.1 | 12.011 | B |
| B | 83.21 | 83.21 | 156.81 | 175.48 | 0.474 | 83.04 | 72.66 | 0.7 | 0.9 | 9.716 | A |
| C | 27.32 | 27.32 | 181.87 | 151.01 | 0.181 | 27.26 | 57.97 | 0.2 | 0.2 | 7.269 | A |
| D | 132.17 | 132.17 | 23.98 | 232.90 | 0.567 | 131.86 | 185.15 | 1.0 | 1.3 | 8.878 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 158.63 | 158.63 | 74.36 | 231.64 | 0.685 | 158.58 | 88.98 | 2.1 | 2.1 | 12.296 | B |
| B | 67.42 | 67.42 | 170.63 | 167.53 | 0.403 | 67.62 | 62.31 | 0.9 | 0.7 | 9.029 | A |
| C | 59.96 | 59.96 | 167.45 | 158.97 | 0.377 | 59.58 | 70.80 | 0.2 | 0.6 | 9.021 | A |
| D | 133.22 | 133.22 | 30.20 | 229.34 | 0.581 | 133.14 | 196.83 | 1.3 | 1.4 | 9.344 | A |

# Do Something 2035, 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 | Mendip Way / GAW / Whitehorse Lane / GAW | Standard Roundabout | | A, B, C, D | 12.27 | B |

### Junction Network

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 14.24 | 7.28 | 37.41 |
| | B | 20.78 | 0.00 | 10.56 | 39.33 |
| | C | 9.34 | 5.28 | 0.00 | 21.63 |
| | D | 67.67 | 44.61 | 25.60 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 15.29 | 5.17 | 33.19 |
| | B | 19.73 | 0.00 | 14.79 | 34.05 |
| | C | 8.28 | 3.17 | 0.00 | 38.53 |
| | D | 74.01 | 57.29 | 37.22 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 15.29 | 4.11 | 39.53 |
| | B | 28.18 | 0.00 | 10.56 | 35.11 |
| | C | 8.28 | 6.34 | 0.00 | 21.63 |
| | D | 74.01 | 64.68 | 36.16 | 1.06 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 12.12 | 6.23 | 36.36 |
| | B | 22.90 | 1.06 | 12.68 | 35.11 |
| | C | 9.34 | 4.23 | 0.00 | 33.25 |
| | D | 70.84 | 58.35 | 48.84 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.28 | 5.80 | 0.4 | A | 56.56 | 226.22 |
| B | 0.35 | 6.64 | 0.5 | A | 71.21 | 284.83 |
| C | 0.25 | 6.08 | 0.3 | A | 42.32 | 169.28 |
| D | 0.79 | 18.50 | 3.5 | C | 165.09 | 660.35 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 58.93 | 58.93 | 74.70 | 231.59 | 0.254 | 58.59 | 96.86 | 0.0 | 0.3 | 5.193 | A |
| B | 70.68 | 70.68 | 69.76 | 216.55 | 0.326 | 70.20 | 63.53 | 0.0 | 0.5 | 6.130 | A |
| C | 36.25 | 36.25 | 96.91 | 193.84 | 0.187 | 36.02 | 43.05 | 0.0 | 0.2 | 5.694 | A |
| D | 137.89 | 137.89 | 35.17 | 227.39 | 0.606 | 136.39 | 97.75 | 0.0 | 1.5 | 9.739 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 53.65 | 53.65 | 96.96 | 219.16 | 0.245 | 53.66 | 101.59 | 0.3 | 0.3 | 5.440 | A |
| B | 68.57 | 68.57 | 75.29 | 215.06 | 0.319 | 68.58 | 75.33 | 0.5 | 0.5 | 6.146 | A |
| C | 49.98 | 49.98 | 87.02 | 198.91 | 0.251 | 49.87 | 56.85 | 0.2 | 0.3 | 6.035 | A |
| D | 168.52 | 168.52 | 31.20 | 228.35 | 0.738 | 167.36 | 105.69 | 1.5 | 2.7 | 14.475 | B |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 58.93 | 58.93 | 107.73 | 214.07 | 0.275 | 58.88 | 110.14 | 0.3 | 0.4 | 5.798 | A |
| B | 73.85 | 73.85 | 80.68 | 211.45 | 0.349 | 73.79 | 85.94 | 0.5 | 0.5 | 6.534 | A |
| C | 36.25 | 36.25 | 103.71 | 190.50 | 0.190 | 36.34 | 50.76 | 0.3 | 0.2 | 5.841 | A |
| D | 175.92 | 175.92 | 42.71 | 223.67 | 0.786 | 175.16 | 97.34 | 2.7 | 3.4 | 18.190 | C |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 54.71 | 54.71 | 112.32 | 211.63 | 0.259 | 54.73 | 103.13 | 0.4 | 0.4 | 5.736 | A |
| B | 71.74 | 71.74 | 91.18 | 207.34 | 0.346 | 71.74 | 75.88 | 0.5 | 0.5 | 6.636 | A |
| C | 46.81 | 46.81 | 95.48 | 194.74 | 0.240 | 46.73 | 67.44 | 0.2 | 0.3 | 6.078 | A |
| D | 178.03 | 178.03 | 37.55 | 226.22 | 0.787 | 177.91 | 104.66 | 3.4 | 3.5 | 18.499 | C |

# Junctions 10

## ARCADY 10 - Roundabout Module

Version: 10.0.3.1598
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** J3.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 26/07/2023 13:25:05

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Q (Veh) | Delay (s) | RFC | LOS | Q (Veh) | Delay (s) | RFC | LOS |
| | **Do Nothing 2023** | | | | | | | |
| Arm A | 0.2 | 4.37 | 0.18 | A | 0.1 | 3.79 | 0.07 | A |
| Arm B | 0.2 | 4.26 | 0.17 | A | 0.3 | 4.39 | 0.21 | A |
| Arm C | 0.5 | 6.66 | 0.35 | A | 0.5 | 6.79 | 0.35 | A |
| | **Do Nothing 2030** | | | | | | | |
| Arm A | 0.2 | 4.43 | 0.19 | A | 0.1 | 3.82 | 0.07 | A |
| Arm B | 0.2 | 4.30 | 0.17 | A | 0.3 | 4.44 | 0.22 | A |
| Arm C | 0.6 | 6.78 | 0.36 | A | 0.6 | 6.93 | 0.36 | A |
| | **Do Something 2030** | | | | | | | |
| Arm A | 0.2 | 4.64 | 0.20 | A | 0.1 | 3.86 | 0.07 | A |
| Arm B | 0.3 | 4.52 | 0.21 | A | 0.3 | 4.67 | 0.26 | A |
| Arm C | 0.8 | 7.80 | 0.45 | A | 0.6 | 7.18 | 0.39 | A |
| | **Do Nothing 2035** | | | | | | | |
| Arm A | 0.2 | 4.46 | 0.19 | A | 0.1 | 3.83 | 0.07 | A |
| Arm B | 0.2 | 4.41 | 0.18 | A | 0.3 | 4.47 | 0.22 | A |
| Arm C | 0.7 | 7.61 | 0.42 | A | 0.6 | 7.00 | 0.37 | A |
| | **Do Something 2035** | | | | | | | |
| Arm A | 0.2 | 4.67 | 0.20 | A | 0.1 | 3.87 | 0.07 | A |
| Arm B | 0.3 | 4.65 | 0.22 | A | 0.4 | 4.70 | 0.26 | A |
| Arm C | 1.0 | 8.94 | 0.51 | A | 0.6 | 7.26 | 0.39 | A |

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

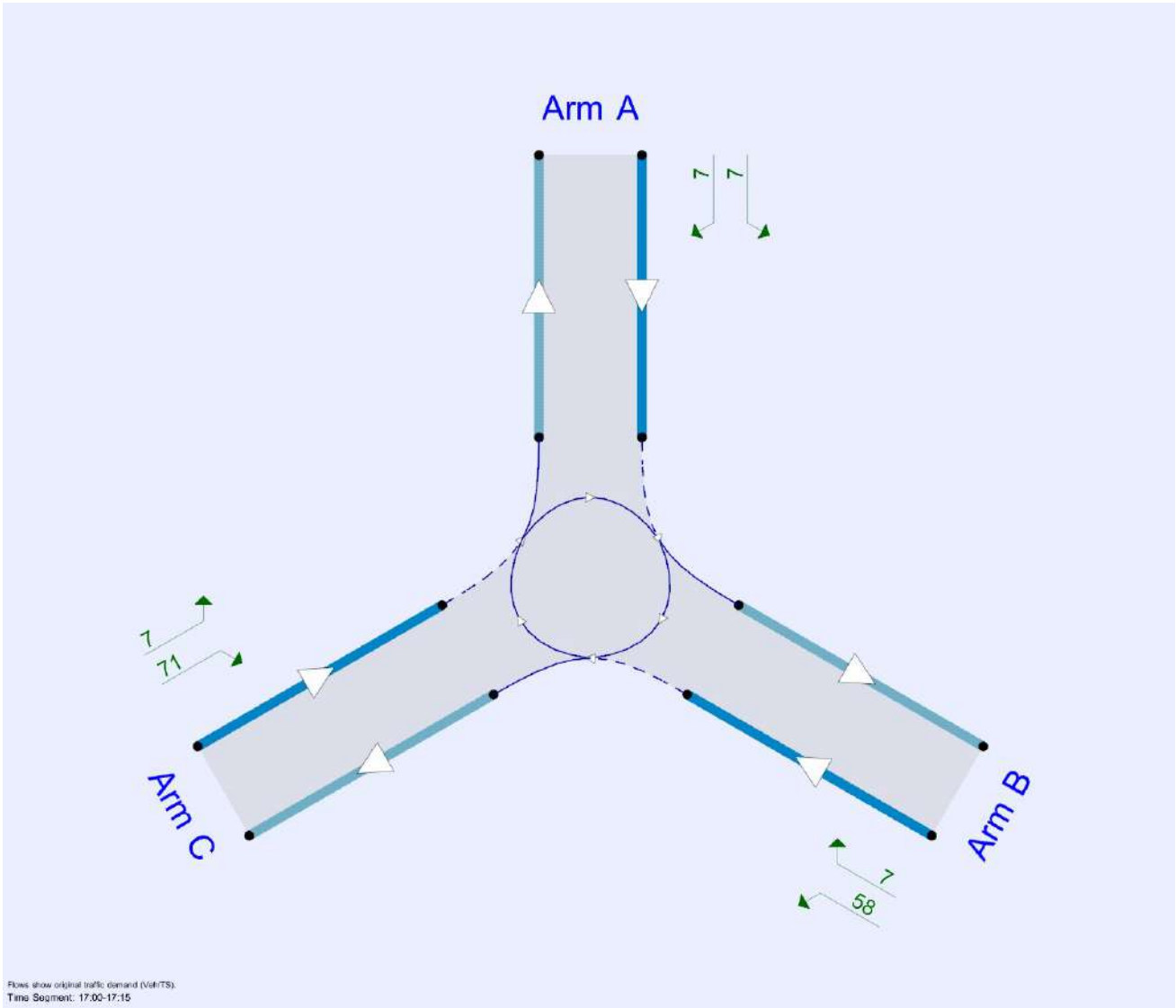
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### 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 |
|---|---|---|---|---|---|---|
| 3 | Cleveland Way / GAW / GAW | Standard Roundabout | | A, B, C | 5.28 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.28 | A |

## Arms

### Arms

| Arm | Name | Description | No give-way line |
|---|---|---|---|
| A | Cleveland Way | | |
| B | GAW | | |
| C | GAW | | |

### Roundabout Geometry

| Arm | V (m) | E (m) | l' (m) | R (m) | D (m) | PHI (deg) | Entry only | Exit only |
|---|---|---|---|---|---|---|---|---|
| A | 3.48 | 4.20 | 23.7 | 5.6 | 27.6 | 20.8 | | |
| B | 3.23 | 4.05 | 5.2 | 12.0 | 27.6 | 36.5 | | |
| C | 2.72 | 3.70 | 5.5 | 6.9 | 27.6 | 58.0 | | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|---|---|---|
| A | 0.515 | 284.074 |
| B | 0.516 | 270.244 |
| C | 0.421 | 205.495 |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 18.00 | 28.00 |
| | B | 1.00 | 0.00 | 41.00 |
| | C | 7.00 | 63.00 | 1.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 9.00 |
| | B | 6.00 | 0.00 | 38.00 |
| | C | 11.00 | 29.00 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 12.00 | 20.00 |
| | B | 4.00 | 0.00 | 32.00 |
| | C | 7.00 | 43.00 | 2.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.00 | 16.00 |
| | B | 6.00 | 0.00 | 34.00 |
| | C | 8.00 | 27.00 | 0.00 |

## Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 1 |

**08:15 - 08:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

HV %s

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 1 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.18 | 4.37 | 0.2 | A | 30.00 | 120.00 |
| B | 0.17 | 4.26 | 0.2 | A | 40.50 | 162.00 |
| C | 0.35 | 6.66 | 0.5 | A | 49.50 | 198.00 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 46.00 | 46.00 | 63.53 | 251.33 | 0.183 | 45.78 | 7.94 | 0.0 | 0.2 | 4.374 | A |
| B | 42.00 | 42.00 | 28.86 | 252.89 | 0.166 | 41.80 | 80.45 | 0.0 | 0.2 | 4.260 | A |
| C | 71.00 | 71.00 | 1.00 | 205.05 | 0.346 | 70.48 | 69.66 | 0.0 | 0.5 | 6.663 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 19.00 | 19.00 | 29.29 | 268.98 | 0.071 | 19.15 | 16.96 | 0.2 | 0.1 | 3.603 | A |
| B | 44.00 | 44.00 | 9.11 | 265.54 | 0.166 | 44.00 | 39.33 | 0.2 | 0.2 | 4.062 | A |
| C | 40.00 | 40.00 | 5.98 | 202.98 | 0.197 | 40.28 | 47.13 | 0.5 | 0.2 | 5.540 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 32.00 | 32.00 | 44.89 | 259.33 | 0.123 | 31.94 | 11.03 | 0.1 | 0.1 | 3.957 | A |
| B | 36.00 | 36.00 | 21.94 | 258.54 | 0.139 | 36.04 | 54.89 | 0.2 | 0.2 | 4.045 | A |
| C | 52.00 | 52.00 | 4.01 | 203.79 | 0.255 | 51.91 | 53.96 | 0.2 | 0.3 | 5.921 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 23.00 | 23.00 | 27.13 | 269.27 | 0.085 | 23.05 | 13.99 | 0.1 | 0.1 | 3.657 | A |
| B | 40.00 | 40.00 | 16.04 | 259.77 | 0.154 | 39.98 | 34.14 | 0.2 | 0.2 | 4.094 | A |
| C | 35.00 | 35.00 | 5.99 | 202.97 | 0.172 | 35.13 | 50.03 | 0.3 | 0.2 | 5.367 | A |

# Do Nothing 2023, 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 |
|---|---|---|---|---|---|---|
| 3 | Cleveland Way / GAW / GAW | Standard Roundabout | | A, B, C | 5.34 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.34 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.00 | 7.00 |
| | B | 7.00 | 0.00 | 46.00 |
| | C | 7.00 | 63.00 | 1.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.00 | 12.00 |
| | B | 9.00 | 0.00 | 35.00 |
| | C | 11.00 | 29.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.00 | 14.00 |
| | B | 6.00 | 0.00 | 49.00 |
| | C | 7.00 | 43.00 | 2.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.00 | 5.00 |
| | B | 3.00 | 0.00 | 50.00 |
| | C | 8.00 | 27.00 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 1 |

**17:15 - 17:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.07 | 3.79 | 0.1 | A | 14.50 | 58.00 |
| B | 0.21 | 4.39 | 0.3 | A | 51.25 | 205.00 |
| C | 0.35 | 6.79 | 0.5 | A | 49.50 | 198.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 14.00 | 14.00 | 63.52 | 251.34 | 0.056 | 13.94 | 13.91 | 0.0 | 0.1 | 3.791 | A |
| B | 53.00 | 53.00 | 7.96 | 263.84 | 0.201 | 52.75 | 69.50 | 0.0 | 0.2 | 4.257 | A |
| C | 71.00 | 71.00 | 6.97 | 202.53 | 0.351 | 70.47 | 53.75 | 0.0 | 0.5 | 6.788 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 17.00 | 17.00 | 29.30 | 268.98 | 0.063 | 16.99 | 19.98 | 0.1 | 0.1 | 3.570 | A |
| B | 44.00 | 44.00 | 11.99 | 264.05 | 0.167 | 44.05 | 34.30 | 0.2 | 0.2 | 4.091 | A |
| C | 40.00 | 40.00 | 8.99 | 201.71 | 0.198 | 40.28 | 47.05 | 0.5 | 0.2 | 5.584 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 17.00 | 17.00 | 44.89 | 260.94 | 0.065 | 17.00 | 13.03 | 0.1 | 0.1 | 3.688 | A |
| B | 55.00 | 55.00 | 15.98 | 259.70 | 0.212 | 54.93 | 45.91 | 0.2 | 0.3 | 4.394 | A |
| C | 52.00 | 52.00 | 6.01 | 202.96 | 0.256 | 51.91 | 64.90 | 0.2 | 0.3 | 5.954 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 10.00 | 10.00 | 27.13 | 270.09 | 0.037 | 10.03 | 11.01 | 0.1 | 0.0 | 3.460 | A |
| B | 53.00 | 53.00 | 5.05 | 267.63 | 0.198 | 53.02 | 32.11 | 0.3 | 0.2 | 4.193 | A |
| C | 35.00 | 35.00 | 3.02 | 204.23 | 0.171 | 35.13 | 55.05 | 0.3 | 0.2 | 5.326 | A |

# Do Nothing 2030, AM

### 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 |
|---|---|---|---|---|---|---|
| 3 | Cleveland Way / GAW / GAW | Standard Roundabout | | A, B, C | 5.35 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.35 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 18.62 | 28.96 |
| | B | 1.03 | 0.00 | 42.41 |
| | C | 7.24 | 65.17 | 1.03 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.34 | 9.31 |
| | B | 6.21 | 0.00 | 39.31 |
| | C | 11.38 | 30.00 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 12.41 | 20.69 |
| | B | 4.14 | 0.00 | 33.10 |
| | C | 7.24 | 44.48 | 2.07 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.24 | 16.55 |
| | B | 6.21 | 0.00 | 35.17 |
| | C | 8.28 | 27.93 | 0.00 |

# Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 1 |

**08:15 - 08:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.19 | 4.43 | 0.2 | A | 31.03 | 124.13 |
| B | 0.17 | 4.30 | 0.2 | A | 41.89 | 167.57 |
| C | 0.36 | 6.78 | 0.6 | A | 51.20 | 204.81 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 47.58 | 47.58 | 65.70 | 250.21 | 0.190 | 47.35 | 8.22 | 0.0 | 0.2 | 4.432 | A |
| B | 43.44 | 43.44 | 29.85 | 252.38 | 0.172 | 43.24 | 83.21 | 0.0 | 0.2 | 4.298 | A |
| C | 73.44 | 73.44 | 1.03 | 205.03 | 0.358 | 72.89 | 72.06 | 0.0 | 0.6 | 6.782 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 19.65 | 19.65 | 30.31 | 268.46 | 0.073 | 19.81 | 17.54 | 0.2 | 0.1 | 3.620 | A |
| B | 45.51 | 45.51 | 9.42 | 265.37 | 0.172 | 45.51 | 40.69 | 0.2 | 0.2 | 4.093 | A |
| C | 41.38 | 41.38 | 6.18 | 202.89 | 0.204 | 41.67 | 48.75 | 0.6 | 0.3 | 5.593 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 33.10 | 33.10 | 46.43 | 258.54 | 0.128 | 33.03 | 11.41 | 0.1 | 0.1 | 3.990 | A |
| B | 37.24 | 37.24 | 22.69 | 258.15 | 0.144 | 37.28 | 56.77 | 0.2 | 0.2 | 4.076 | A |
| C | 53.79 | 53.79 | 4.15 | 203.73 | 0.264 | 53.69 | 55.82 | 0.3 | 0.4 | 5.994 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 23.79 | 23.79 | 28.07 | 268.79 | 0.089 | 23.84 | 14.47 | 0.1 | 0.1 | 3.674 | A |
| B | 41.38 | 41.38 | 16.59 | 259.49 | 0.159 | 41.36 | 35.32 | 0.2 | 0.2 | 4.125 | A |
| C | 36.20 | 36.20 | 6.20 | 202.89 | 0.178 | 36.34 | 51.75 | 0.4 | 0.2 | 5.409 | A |

# Do Nothing 2030, 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 |
|---|---|---|---|---|---|---|
| 3 | Cleveland Way / GAW / GAW | Standard Roundabout | | A, B, C | 5.43 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.43 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.26 | 7.26 |
| | B | 7.26 | 0.00 | 47.70 |
| | C | 7.26 | 65.32 | 1.04 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.18 | 12.44 |
| | B | 9.33 | 0.00 | 36.29 |
| | C | 11.41 | 30.07 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.11 | 14.52 |
| | B | 6.22 | 0.00 | 50.81 |
| | C | 7.26 | 44.59 | 2.07 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.18 | 5.18 |
| | B | 3.11 | 0.00 | 51.85 |
| | C | 8.30 | 28.00 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 1 |

**17:15 - 17:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.07 | 3.82 | 0.1 | A | 15.04 | 60.14 |
| B | 0.22 | 4.44 | 0.3 | A | 53.14 | 212.56 |
| C | 0.36 | 6.93 | 0.6 | A | 51.33 | 205.31 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 14.52 | 14.52 | 65.85 | 250.13 | 0.058 | 14.46 | 14.43 | 0.0 | 0.1 | 3.818 | A |
| B | 54.96 | 54.96 | 8.26 | 263.69 | 0.208 | 54.69 | 72.05 | 0.0 | 0.3 | 4.301 | A |
| C | 73.62 | 73.62 | 7.22 | 202.43 | 0.364 | 73.06 | 55.73 | 0.0 | 0.6 | 6.930 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 17.63 | 17.63 | 30.39 | 268.41 | 0.066 | 17.62 | 20.71 | 0.1 | 0.1 | 3.587 | A |
| B | 45.62 | 45.62 | 12.43 | 263.82 | 0.173 | 45.68 | 35.58 | 0.3 | 0.2 | 4.126 | A |
| C | 41.48 | 41.48 | 9.32 | 201.57 | 0.206 | 41.78 | 48.78 | 0.6 | 0.3 | 5.642 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 17.63 | 17.63 | 46.54 | 260.09 | 0.068 | 17.62 | 13.52 | 0.1 | 0.1 | 3.710 | A |
| B | 57.03 | 57.03 | 16.57 | 259.40 | 0.220 | 56.96 | 47.60 | 0.2 | 0.3 | 4.445 | A |
| C | 53.92 | 53.92 | 6.23 | 202.87 | 0.266 | 53.82 | 67.29 | 0.3 | 0.4 | 6.034 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 10.37 | 10.37 | 28.14 | 269.57 | 0.038 | 10.40 | 11.42 | 0.1 | 0.0 | 3.474 | A |
| B | 54.96 | 54.96 | 5.24 | 267.53 | 0.205 | 54.98 | 33.30 | 0.3 | 0.3 | 4.234 | A |
| C | 36.29 | 36.29 | 3.13 | 204.18 | 0.178 | 36.43 | 57.09 | 0.4 | 0.2 | 5.369 | A |

# Do Something 2030, AM

### 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 |
|---|---|---|---|---|---|---|
| 3 | Cleveland Way / GAW / GAW | Standard Roundabout | | A, B, C | 6.03 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.03 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 18.62 | 28.96 |
| | B | 1.03 | 0.00 | 52.59 |
| | C | 7.24 | 83.01 | 1.03 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.34 | 9.31 |
| | B | 6.21 | 0.00 | 49.48 |
| | C | 11.38 | 47.84 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 12.41 | 20.69 |
| | B | 4.14 | 0.00 | 43.28 |
| | C | 7.24 | 62.32 | 2.07 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.24 | 16.55 |
| | B | 6.21 | 0.00 | 45.35 |
| | C | 8.28 | 45.77 | 0.00 |

# Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 1 |

**08:15 - 08:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.20 | 4.64 | 0.2 | A | 31.03 | 124.13 |
| B | 0.21 | 4.52 | 0.3 | A | 52.07 | 208.28 |
| C | 0.45 | 7.80 | 0.8 | A | 69.05 | 276.19 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 47.58 | 47.58 | 83.32 | 241.13 | 0.197 | 47.34 | 8.21 | 0.0 | 0.2 | 4.638 | A |
| B | 53.62 | 53.62 | 29.84 | 252.37 | 0.212 | 53.35 | 100.82 | 0.0 | 0.3 | 4.517 | A |
| C | 91.29 | 91.29 | 1.03 | 205.04 | 0.445 | 90.50 | 82.17 | 0.0 | 0.8 | 7.805 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 19.65 | 19.65 | 48.23 | 259.22 | 0.076 | 19.82 | 17.54 | 0.2 | 0.1 | 3.760 | A |
| B | 55.69 | 55.69 | 9.43 | 265.37 | 0.210 | 55.69 | 58.62 | 0.3 | 0.3 | 4.292 | A |
| C | 59.22 | 59.22 | 6.18 | 202.89 | 0.292 | 59.60 | 58.94 | 0.8 | 0.4 | 6.296 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 33.10 | 33.10 | 64.25 | 249.41 | 0.133 | 33.03 | 11.41 | 0.1 | 0.2 | 4.158 | A |
| B | 47.42 | 47.42 | 22.69 | 258.21 | 0.184 | 47.46 | 74.59 | 0.3 | 0.2 | 4.270 | A |
| C | 71.63 | 71.63 | 4.15 | 203.73 | 0.352 | 71.51 | 65.99 | 0.4 | 0.5 | 6.801 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 23.79 | 23.79 | 45.95 | 259.60 | 0.092 | 23.84 | 14.47 | 0.2 | 0.1 | 3.817 | A |
| B | 51.55 | 51.55 | 16.59 | 259.41 | 0.199 | 51.53 | 53.20 | 0.2 | 0.2 | 4.329 | A |
| C | 54.05 | 54.05 | 6.20 | 202.89 | 0.266 | 54.22 | 61.93 | 0.5 | 0.4 | 6.062 | A |

# Do Something 2030, 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 |
|---|---|---|---|---|---|---|
| 3 | Cleveland Way / GAW / GAW | Standard Roundabout | | A, B, C | 5.62 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.62 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.26 | 7.26 |
| | B | 7.26 | 0.00 | 57.59 |
| | C | 7.26 | 69.97 | 1.04 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.18 | 12.44 |
| | B | 9.33 | 0.00 | 46.18 |
| | C | 11.41 | 34.72 | 0.00 |

**Demand (Veh/TS)**

17:30 - 17:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.11 | 14.52 |
| | B | 6.22 | 0.00 | 60.70 |
| | C | 7.26 | 49.24 | 2.07 |

**Demand (Veh/TS)**

17:45 - 18:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.18 | 5.18 |
| | B | 3.11 | 0.00 | 61.73 |
| | C | 8.30 | 32.65 | 0.00 |

# Vehicle Mix

**HV %s**

17:00 - 17:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 1 |

**HV %s**

17:15 - 17:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**HV %s**

17:30 - 17:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**HV %s**

17:45 - 18:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.07 | 3.86 | 0.1 | A | 15.04 | 60.14 |
| B | 0.26 | 4.67 | 0.3 | A | 63.03 | 252.12 |
| C | 0.39 | 7.18 | 0.6 | A | 55.98 | 223.90 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 14.52 | 14.52 | 70.45 | 247.77 | 0.059 | 14.45 | 14.42 | 0.0 | 0.1 | 3.856 | A |
| B | 64.85 | 64.85 | 8.26 | 263.64 | 0.246 | 64.52 | 76.65 | 0.0 | 0.3 | 4.512 | A |
| C | 78.27 | 78.27 | 7.22 | 202.43 | 0.387 | 77.65 | 65.55 | 0.0 | 0.6 | 7.177 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 17.63 | 17.63 | 35.06 | 266.01 | 0.066 | 17.62 | 20.71 | 0.1 | 0.1 | 3.622 | A |
| B | 55.51 | 55.51 | 12.43 | 263.82 | 0.210 | 55.57 | 40.25 | 0.3 | 0.3 | 4.322 | A |
| C | 46.13 | 46.13 | 9.32 | 201.57 | 0.229 | 46.45 | 58.68 | 0.6 | 0.3 | 5.813 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 17.63 | 17.63 | 51.18 | 257.70 | 0.068 | 17.62 | 13.52 | 0.1 | 0.1 | 3.747 | A |
| B | 66.92 | 66.92 | 16.57 | 259.36 | 0.258 | 66.84 | 52.24 | 0.3 | 0.3 | 4.672 | A |
| C | 58.57 | 58.57 | 6.23 | 202.87 | 0.289 | 58.47 | 77.17 | 0.3 | 0.4 | 6.228 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 10.37 | 10.37 | 32.80 | 267.17 | 0.039 | 10.40 | 11.42 | 0.1 | 0.0 | 3.507 | A |
| B | 64.85 | 64.85 | 5.24 | 267.53 | 0.242 | 64.87 | 37.96 | 0.3 | 0.3 | 4.442 | A |
| C | 40.94 | 40.94 | 3.13 | 204.18 | 0.201 | 41.09 | 66.98 | 0.4 | 0.3 | 5.525 | A |

# Do Nothing 2035, AM

### 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 |
|---|---|---|---|---|---|---|
| 3 | Cleveland Way / GAW / GAW | Standard Roundabout | | A, B, C | 5.85 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.85 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 18.95 | 29.48 |
| | B | 1.05 | 0.00 | 43.16 |
| | C | 7.37 | 66.33 | 1.05 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.53 | 9.48 |
| | B | 6.32 | 0.00 | 40.01 |
| | C | 11.58 | 30.53 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 12.63 | 21.06 |
| | B | 4.21 | 0.00 | 33.69 |
| | C | 7.37 | 45.27 | 33.69 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.37 | 16.84 |
| | B | 6.32 | 0.00 | 35.80 |
| | C | 8.42 | 28.43 | 0.00 |

# Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 1 |

**08:15 - 08:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.19 | 4.46 | 0.2 | A | 31.58 | 126.34 |
| B | 0.18 | 4.41 | 0.2 | A | 42.64 | 170.55 |
| C | 0.42 | 7.61 | 0.7 | A | 60.01 | 240.04 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 48.43 | 48.43 | 66.87 | 249.61 | 0.194 | 48.19 | 8.36 | 0.0 | 0.2 | 4.461 | A |
| B | 44.22 | 44.22 | 30.38 | 252.11 | 0.175 | 44.01 | 84.68 | 0.0 | 0.2 | 4.320 | A |
| C | 74.75 | 74.75 | 1.05 | 205.03 | 0.365 | 74.18 | 73.34 | 0.0 | 0.6 | 6.850 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 20.00 | 20.00 | 30.85 | 268.18 | 0.075 | 20.16 | 17.86 | 0.2 | 0.1 | 3.630 | A |
| B | 46.32 | 46.32 | 9.59 | 265.29 | 0.175 | 46.32 | 41.42 | 0.2 | 0.2 | 4.109 | A |
| C | 42.11 | 42.11 | 6.29 | 202.85 | 0.208 | 42.41 | 49.62 | 0.6 | 0.3 | 5.621 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 33.69 | 33.69 | 78.49 | 242.12 | 0.139 | 33.61 | 11.60 | 0.1 | 0.2 | 4.316 | A |
| B | 37.90 | 37.90 | 54.40 | 241.81 | 0.157 | 37.93 | 57.70 | 0.2 | 0.2 | 4.414 | A |
| C | 86.33 | 86.33 | 4.22 | 203.70 | 0.424 | 85.87 | 88.11 | 0.3 | 0.7 | 7.610 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 24.21 | 24.21 | 28.92 | 268.35 | 0.090 | 24.28 | 14.74 | 0.2 | 0.1 | 3.687 | A |
| B | 42.11 | 42.11 | 17.16 | 259.20 | 0.162 | 42.11 | 36.03 | 0.2 | 0.2 | 4.145 | A |
| C | 36.85 | 36.85 | 6.31 | 202.84 | 0.182 | 37.35 | 52.96 | 0.7 | 0.2 | 5.453 | A |

# Do Nothing 2035, 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 |
|---|---|---|---|---|---|---|
| 3 | Cleveland Way / GAW / GAW | Standard Roundabout | | A, B, C | 5.48 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.48 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.39 | 7.39 |
| | B | 7.39 | 0.00 | 48.59 |
| | C | 7.39 | 66.55 | 1.06 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.28 | 12.68 |
| | B | 9.51 | 0.00 | 36.97 |
| | C | 11.62 | 30.63 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.17 | 14.79 |
| | B | 6.34 | 0.00 | 51.76 |
| | C | 7.39 | 45.42 | 2.11 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.28 | 5.28 |
| | B | 3.17 | 0.00 | 52.82 |
| | C | 8.45 | 28.52 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 1 |

**17:15 - 17:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.07 | 3.83 | 0.1 | A | 15.32 | 61.27 |
| B | 0.22 | 4.47 | 0.3 | A | 54.14 | 216.54 |
| C | 0.37 | 7.00 | 0.6 | A | 52.29 | 209.15 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 14.79 | 14.79 | 67.08 | 249.50 | 0.059 | 14.73 | 14.70 | 0.0 | 0.1 | 3.833 | A |
| B | 55.98 | 55.98 | 8.41 | 263.61 | 0.212 | 55.72 | 73.39 | 0.0 | 0.3 | 4.324 | A |
| C | 75.00 | 75.00 | 7.36 | 202.37 | 0.371 | 74.42 | 56.77 | 0.0 | 0.6 | 7.004 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 17.96 | 17.96 | 30.96 | 268.12 | 0.067 | 17.95 | 21.10 | 0.1 | 0.1 | 3.596 | A |
| B | 46.48 | 46.48 | 12.66 | 263.70 | 0.176 | 46.53 | 36.25 | 0.3 | 0.2 | 4.144 | A |
| C | 42.25 | 42.25 | 9.50 | 201.50 | 0.210 | 42.57 | 49.70 | 0.6 | 0.3 | 5.673 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 17.96 | 17.96 | 47.41 | 259.64 | 0.069 | 17.95 | 13.77 | 0.1 | 0.1 | 3.722 | A |
| B | 58.10 | 58.10 | 16.88 | 259.24 | 0.224 | 58.02 | 48.49 | 0.2 | 0.3 | 4.472 | A |
| C | 54.93 | 54.93 | 6.35 | 202.82 | 0.271 | 54.83 | 68.55 | 0.3 | 0.4 | 6.077 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 10.56 | 10.56 | 28.67 | 269.30 | 0.039 | 10.60 | 11.63 | 0.1 | 0.0 | 3.478 | A |
| B | 55.98 | 55.98 | 5.34 | 267.48 | 0.209 | 56.00 | 33.93 | 0.3 | 0.3 | 4.255 | A |
| C | 36.97 | 36.97 | 3.19 | 204.15 | 0.181 | 37.12 | 58.16 | 0.4 | 0.2 | 5.394 | A |

# Do Something 2035, AM

### 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 |
|---|---|---|---|---|---|---|
| 3 | Cleveland Way / GAW / GAW | Standard Roundabout | | A, B, C | 6.71 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.71 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 18.95 | 29.48 |
| | B | 1.05 | 0.00 | 53.34 |
| | C | 7.37 | 84.17 | 1.05 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.53 | 9.48 |
| | B | 6.32 | 0.00 | 50.18 |
| | C | 11.58 | 48.38 | 0.00 |

08:30 - 08:45

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 12.63 | 21.06 |
| | B | 4.21 | 0.00 | 43.87 |
| | C | 7.37 | 63.12 | 33.69 |

08:45 - 09:00

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.37 | 16.84 |
| | B | 6.32 | 0.00 | 45.97 |
| | C | 8.42 | 46.27 | 0.00 |

# Vehicle Mix

08:00 - 08:15

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 1 |

08:15 - 08:30

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

08:30 - 08:45

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

08:45 - 09:00

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.20 | 4.67 | 0.2 | A | 31.58 | 126.34 |
| B | 0.22 | 4.65 | 0.3 | A | 52.82 | 211.26 |
| C | 0.51 | 8.94 | 1.0 | A | 77.86 | 311.42 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 48.43 | 48.43 | 84.48 | 240.54 | 0.201 | 48.18 | 8.35 | 0.0 | 0.3 | 4.673 | A |
| B | 54.39 | 54.39 | 30.37 | 252.10 | 0.216 | 54.12 | 102.29 | 0.0 | 0.3 | 4.539 | A |
| C | 92.59 | 92.59 | 1.05 | 205.03 | 0.452 | 91.78 | 83.44 | 0.0 | 0.8 | 7.893 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 20.00 | 20.00 | 48.78 | 258.94 | 0.077 | 20.17 | 17.86 | 0.3 | 0.1 | 3.770 | A |
| B | 56.50 | 56.50 | 9.60 | 265.28 | 0.213 | 56.50 | 59.35 | 0.3 | 0.3 | 4.312 | A |
| C | 59.96 | 59.96 | 6.29 | 202.85 | 0.296 | 60.34 | 59.81 | 0.8 | 0.4 | 6.334 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 33.69 | 33.69 | 96.19 | 233.05 | 0.145 | 33.61 | 11.60 | 0.1 | 0.2 | 4.510 | A |
| B | 48.08 | 48.08 | 54.35 | 241.89 | 0.199 | 48.10 | 75.45 | 0.3 | 0.2 | 4.646 | A |
| C | 104.18 | 104.18 | 4.22 | 203.70 | 0.511 | 103.57 | 98.23 | 0.4 | 1.0 | 8.936 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 24.21 | 24.21 | 46.91 | 259.10 | 0.093 | 24.28 | 14.75 | 0.2 | 0.1 | 3.835 | A |
| B | 52.29 | 52.29 | 17.21 | 259.10 | 0.202 | 52.29 | 53.98 | 0.2 | 0.3 | 4.351 | A |
| C | 54.69 | 54.69 | 6.31 | 202.84 | 0.270 | 55.35 | 63.19 | 1.0 | 0.4 | 6.130 | A |

# Do Something 2035, 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 |
|---|---|---|---|---|---|---|
| 3 | Cleveland Way / GAW / GAW | Standard Roundabout | | A, B, C | 5.67 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.67 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.39 | 7.39 |
| | B | 7.39 | 0.00 | 58.48 |
| | C | 7.39 | 71.20 | 1.06 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.28 | 12.68 |
| | B | 9.51 | 0.00 | 46.86 |
| | C | 11.62 | 35.28 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.17 | 14.79 |
| | B | 6.34 | 0.00 | 61.65 |
| | C | 7.39 | 50.07 | 2.11 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.28 | 5.28 |
| | B | 3.17 | 0.00 | 62.70 |
| | C | 8.45 | 33.17 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 1 |

**17:15 - 17:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.07 | 3.87 | 0.1 | A | 15.32 | 61.27 |
| B | 0.26 | 4.70 | 0.4 | A | 64.02 | 256.10 |
| C | 0.39 | 7.26 | 0.6 | A | 56.94 | 227.74 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 14.79 | 14.79 | 71.67 | 247.14 | 0.060 | 14.72 | 14.69 | 0.0 | 0.1 | 3.871 | A |
| B | 65.87 | 65.87 | 8.41 | 263.56 | 0.250 | 65.54 | 77.99 | 0.0 | 0.3 | 4.538 | A |
| C | 79.65 | 79.65 | 7.36 | 202.37 | 0.394 | 79.01 | 66.60 | 0.0 | 0.6 | 7.258 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 17.96 | 17.96 | 35.63 | 265.71 | 0.068 | 17.95 | 21.10 | 0.1 | 0.1 | 3.631 | A |
| B | 56.37 | 56.37 | 12.66 | 263.70 | 0.214 | 56.42 | 40.92 | 0.3 | 0.3 | 4.344 | A |
| C | 46.90 | 46.90 | 9.50 | 201.50 | 0.233 | 47.24 | 59.59 | 0.6 | 0.3 | 5.848 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 17.96 | 17.96 | 52.05 | 257.25 | 0.070 | 17.95 | 13.77 | 0.1 | 0.1 | 3.760 | A |
| B | 67.99 | 67.99 | 16.88 | 259.20 | 0.262 | 67.91 | 53.13 | 0.3 | 0.4 | 4.702 | A |
| C | 59.58 | 59.58 | 6.35 | 202.82 | 0.294 | 59.47 | 78.43 | 0.3 | 0.4 | 6.274 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 10.56 | 10.56 | 33.32 | 266.90 | 0.040 | 10.60 | 11.64 | 0.1 | 0.0 | 3.511 | A |
| B | 65.87 | 65.87 | 5.34 | 267.48 | 0.246 | 65.90 | 38.58 | 0.4 | 0.3 | 4.466 | A |
| C | 41.62 | 41.62 | 3.19 | 204.15 | 0.204 | 41.77 | 68.05 | 0.4 | 0.3 | 5.549 | A |

# Junctions 10

## ARCADY 10 - Roundabout Module

Version: 10.0.3.1598
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**Filename:** J4.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 26/07/2023 13:30:20

---

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

## Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Q (Veh) | Delay (s) | RFC | LOS | Q (Veh) | Delay (s) | RFC | LOS |
| **Do Nothing 2023** | | | | | | | | |
| Arm A | 0.4 | 4.30 | 0.28 | A | 0.2 | 3.77 | 0.16 | A |
| Arm B | 0.1 | 5.37 | 0.13 | A | 0.1 | 4.48 | 0.05 | A |
| Arm C | 0.2 | 3.41 | 0.17 | A | 0.3 | 3.62 | 0.23 | A |
| Arm D | 0.1 | 4.05 | 0.10 | A | 0.1 | 4.18 | 0.08 | A |
| **Do Nothing 2030** | | | | | | | | |
| Arm A | 0.4 | 4.37 | 0.29 | A | 0.2 | 3.80 | 0.16 | A |
| Arm B | 0.2 | 5.45 | 0.14 | A | 0.1 | 4.51 | 0.05 | A |
| Arm C | 0.2 | 3.44 | 0.18 | A | 0.3 | 3.66 | 0.24 | A |
| Arm D | 0.1 | 4.08 | 0.10 | A | 0.1 | 4.21 | 0.08 | A |
| **Do Something 2030** | | | | | | | | |
| Arm A | 0.5 | 4.77 | 0.35 | A | 0.2 | 3.88 | 0.18 | A |
| Arm B | 0.2 | 5.75 | 0.14 | A | 0.1 | 4.56 | 0.05 | A |
| Arm C | 0.3 | 3.57 | 0.21 | A | 0.4 | 3.81 | 0.27 | A |
| Arm D | 0.1 | 4.18 | 0.11 | A | 0.1 | 4.31 | 0.09 | A |
| **Do Nothing 2035** | | | | | | | | |
| Arm A | 0.4 | 4.40 | 0.30 | A | 0.2 | 3.82 | 0.16 | A |
| Arm B | 0.2 | 5.49 | 0.14 | A | 0.1 | 4.53 | 0.06 | A |
| Arm C | 0.2 | 3.45 | 0.18 | A | 0.3 | 3.68 | 0.24 | A |
| Arm D | 0.1 | 4.09 | 0.11 | A | 0.1 | 4.23 | 0.09 | A |
| **Do Something 2035** | | | | | | | | |
| Arm A | 0.5 | 4.81 | 0.36 | A | 0.2 | 3.90 | 0.18 | A |
| Arm B | 0.2 | 5.80 | 0.15 | A | 0.1 | 4.58 | 0.06 | A |
| Arm C | 0.3 | 3.59 | 0.21 | A | 0.4 | 3.84 | 0.27 | A |
| Arm D | 0.1 | 4.19 | 0.11 | A | 0.1 | 4.34 | 0.09 | A |

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

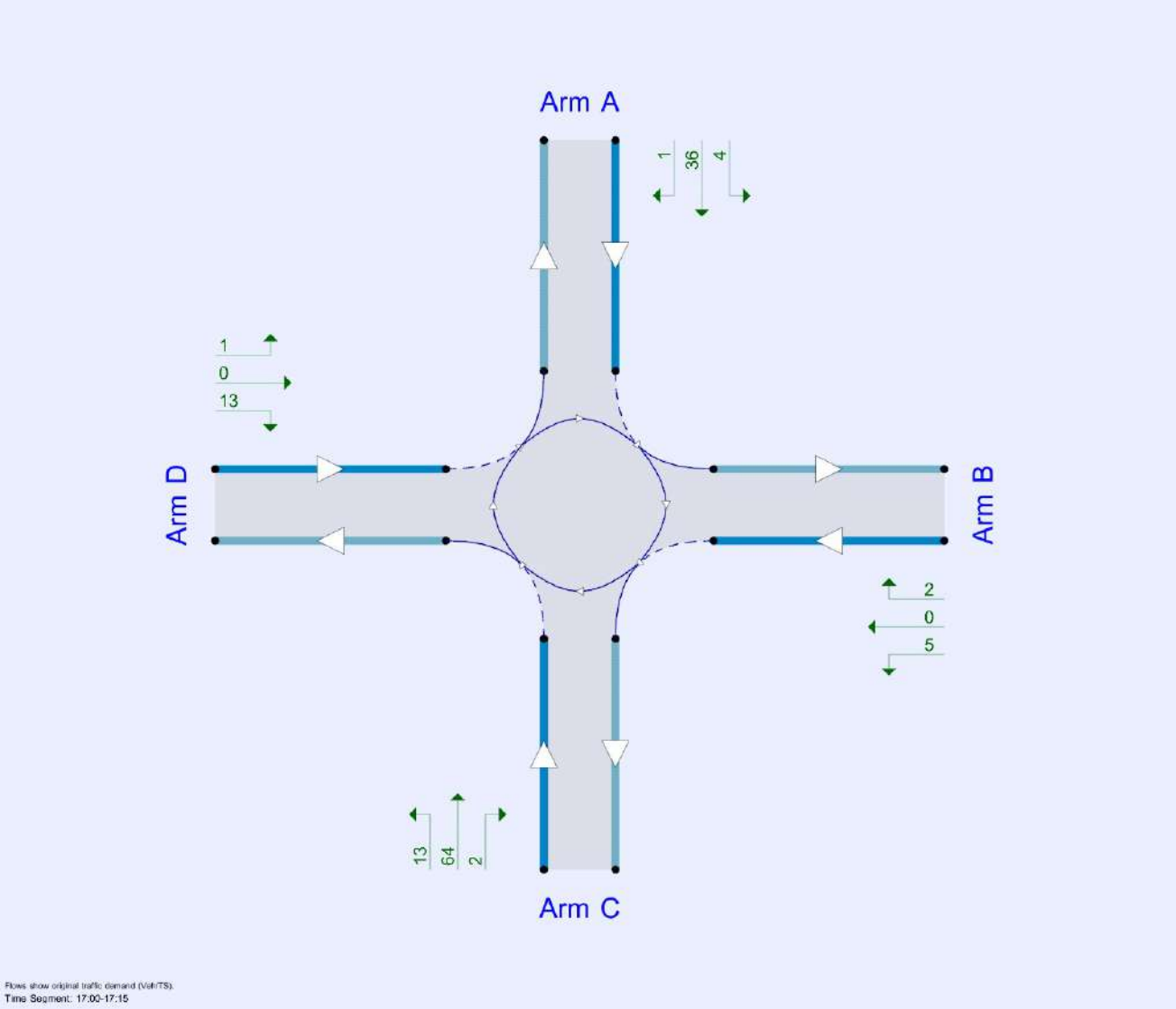
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### 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 | GAW / Fairfield Way / GAW / Whitehorse Lane | Standard Roundabout | | A, B, C, D | 4.08 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.08 | A |

## Arms

### Arms

| Arm | Name | Description | No give-way line |
|---|---|---|---|
| A | GAW | | |
| B | Fairfield Way | | |
| C | GAW | | |
| D | Whitehrose Lane | | |

### Roundabout Geometry

| Arm | V (m) | E (m) | l' (m) | R (m) | D (m) | PHI (deg) | Entry only | Exit only |
|---|---|---|---|---|---|---|---|---|
| A | 3.13 | 4.58 | 9.5 | 9.4 | 31.5 | 26.5 | | |
| B | 2.24 | 3.28 | 26.6 | 10.5 | 31.5 | 19.4 | | |
| C | 3.12 | 4.55 | 14.9 | 15.0 | 31.5 | 22.1 | | |
| D | 2.78 | 4.07 | 14.7 | 7.7 | 31.5 | 27.9 | | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|---|---|---|
| A | 0.539 | 297.476 |
| B | 0.501 | 237.969 |
| C | 0.576 | 322.684 |
| D | 0.505 | 266.500 |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.00 | 79.00 | 0.00 |
| | B | 8.00 | 0.00 | 15.00 | 2.00 |
| | C | 30.00 | 3.00 | 0.00 | 12.00 |
| | D | 3.00 | 0.00 | 12.00 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 1.00 | 39.00 | 0.00 |
| | B | 5.00 | 0.00 | 11.00 | 1.00 |
| | C | 38.00 | 6.00 | 0.00 | 11.00 |
| | D | 0.00 | 0.00 | 14.00 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.00 | 51.00 | 1.00 |
| | B | 5.00 | 0.00 | 4.00 | 1.00 |
| | C | 33.00 | 3.00 | 0.00 | 15.00 |
| | D | 1.00 | 1.00 | 8.00 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.00 | 32.00 | 0.00 |
| | B | 4.00 | 0.00 | 6.00 | 5.00 |
| | C | 31.00 | 3.00 | 0.00 | 11.00 |
| | D | 2.00 | 2.00 | 21.00 | 0.00 |

## Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**HV %s**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 1 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**HV %s**

**08:30 - 08:45**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 1 | 0 | 0 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**HV %s**

**08:45 - 09:00**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.28 | 4.30 | 0.4 | A | 52.50 | 210.00 |
| B | 0.13 | 5.37 | 0.1 | A | 16.75 | 67.00 |
| C | 0.17 | 3.41 | 0.2 | A | 49.00 | 196.00 |
| D | 0.10 | 4.05 | 0.1 | A | 16.00 | 64.00 |

## Main Results for each time segment

**08:00 - 08:15**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 81.00 | 81.00 | 14.94 | 289.43 | 0.280 | 80.61 | 40.83 | 0.0 | 0.4 | 4.302 | A |
| B | 25.00 | 25.00 | 90.57 | 192.41 | 0.130 | 24.85 | 4.98 | 0.0 | 0.1 | 5.367 | A |
| C | 45.00 | 45.00 | 9.94 | 314.84 | 0.143 | 44.83 | 105.48 | 0.0 | 0.2 | 3.331 | A |
| D | 15.00 | 15.00 | 40.83 | 245.73 | 0.061 | 14.94 | 13.94 | 0.0 | 0.1 | 3.898 | A |

**08:15 - 08:30**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 40.00 | 40.00 | 19.98 | 286.68 | 0.140 | 40.22 | 43.00 | 0.4 | 0.2 | 3.654 | A |
| B | 17.00 | 17.00 | 53.21 | 209.95 | 0.081 | 17.06 | 6.99 | 0.1 | 0.1 | 4.668 | A |
| C | 55.00 | 55.00 | 6.03 | 318.86 | 0.172 | 54.96 | 64.24 | 0.2 | 0.2 | 3.410 | A |
| D | 14.00 | 14.00 | 48.98 | 241.74 | 0.058 | 14.00 | 12.01 | 0.1 | 0.1 | 3.951 | A |

**08:30 - 08:45**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 55.00 | 55.00 | 12.03 | 290.97 | 0.189 | 54.93 | 39.02 | 0.2 | 0.2 | 3.812 | A |
| B | 10.00 | 10.00 | 59.97 | 206.88 | 0.048 | 10.04 | 7.00 | 0.1 | 0.1 | 4.572 | A |
| C | 51.00 | 51.00 | 7.00 | 318.44 | 0.160 | 51.02 | 63.01 | 0.2 | 0.2 | 3.364 | A |
| D | 10.00 | 10.00 | 41.03 | 245.74 | 0.041 | 10.02 | 16.98 | 0.1 | 0.0 | 3.820 | A |

**08:45 - 09:00**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 34.00 | 34.00 | 25.94 | 280.87 | 0.121 | 34.09 | 37.01 | 0.2 | 0.1 | 3.647 | A |
| B | 15.00 | 15.00 | 53.03 | 211.22 | 0.071 | 14.98 | 7.00 | 0.1 | 0.1 | 4.586 | A |
| C | 45.00 | 45.00 | 8.99 | 315.34 | 0.143 | 45.02 | 59.01 | 0.2 | 0.2 | 3.331 | A |
| D | 25.00 | 25.00 | 38.01 | 247.15 | 0.101 | 24.93 | 16.00 | 0.0 | 0.1 | 4.049 | A |

# Do Nothing 2023, 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 | GAW / Fairfield Way / GAW / Whitehorse Lane | Standard Roundabout | | A, B, C, D | 3.80 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.80 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 4.00 | 30.00 | 1.00 |
| | B | 2.00 | 1.00 | 5.00 | 0.00 |
| | C | 51.00 | 2.00 | 1.00 | 12.00 |
| | D | 1.00 | 0.00 | 12.00 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.00 | 34.00 | 0.00 |
| | B | 4.00 | 0.00 | 6.00 | 1.00 |
| | C | 39.00 | 7.00 | 0.00 | 11.00 |
| | D | 0.00 | 1.00 | 16.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.00 | 7.00 | 34.00 | 2.00 |
| | B | 4.00 | 0.00 | 6.00 | 1.00 |
| | C | 50.00 | 8.00 | 0.00 | 9.00 |
| | D | 0.00 | 4.00 | 15.00 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.00 | 37.00 | 1.00 |
| | B | 1.00 | 0.00 | 9.00 | 0.00 |
| | C | 52.00 | 7.00 | 0.00 | 14.00 |
| | D | 1.00 | 0.00 | 15.00 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.16 | 3.77 | 0.2 | A | 40.25 | 161.00 |
| B | 0.05 | 4.48 | 0.1 | A | 10.00 | 40.00 |
| C | 0.23 | 3.62 | 0.3 | A | 65.75 | 263.00 |
| D | 0.08 | 4.18 | 0.1 | A | 16.25 | 65.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 35.00 | 35.00 | 15.93 | 288.89 | 0.121 | 34.86 | 53.78 | 0.0 | 0.1 | 3.541 | A |
| B | 8.00 | 8.00 | 43.82 | 216.00 | 0.037 | 7.96 | 6.97 | 0.0 | 0.0 | 4.326 | A |
| C | 66.00 | 66.00 | 3.98 | 317.93 | 0.208 | 65.74 | 47.80 | 0.0 | 0.3 | 3.565 | A |
| D | 13.00 | 13.00 | 56.77 | 237.58 | 0.055 | 12.94 | 12.95 | 0.0 | 0.1 | 4.005 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 39.00 | 39.00 | 23.97 | 282.11 | 0.138 | 38.98 | 43.05 | 0.1 | 0.2 | 3.701 | A |
| B | 11.00 | 11.00 | 49.97 | 212.75 | 0.052 | 10.98 | 12.98 | 0.0 | 0.1 | 4.460 | A |
| C | 57.00 | 57.00 | 4.99 | 319.80 | 0.178 | 57.04 | 55.96 | 0.3 | 0.2 | 3.427 | A |
| D | 17.00 | 17.00 | 50.03 | 241.24 | 0.070 | 16.98 | 12.00 | 0.1 | 0.1 | 4.013 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 44.00 | 44.00 | 26.98 | 282.93 | 0.156 | 43.98 | 54.94 | 0.2 | 0.2 | 3.765 | A |
| B | 11.00 | 11.00 | 51.99 | 211.91 | 0.052 | 11.00 | 18.97 | 0.1 | 0.1 | 4.479 | A |
| C | 67.00 | 67.00 | 7.99 | 315.73 | 0.212 | 66.95 | 55.00 | 0.2 | 0.3 | 3.617 | A |
| D | 19.00 | 19.00 | 62.94 | 234.47 | 0.081 | 18.99 | 12.00 | 0.1 | 0.1 | 4.176 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 43.00 | 43.00 | 22.02 | 285.61 | 0.151 | 43.01 | 54.01 | 0.2 | 0.2 | 3.708 | A |
| B | 10.00 | 10.00 | 53.00 | 211.40 | 0.047 | 10.00 | 12.03 | 0.1 | 0.0 | 4.468 | A |
| C | 73.00 | 73.00 | 2.03 | 321.51 | 0.227 | 72.98 | 60.97 | 0.3 | 0.3 | 3.620 | A |
| D | 16.00 | 16.00 | 60.01 | 236.19 | 0.068 | 16.01 | 14.99 | 0.1 | 0.1 | 4.089 | A |

# Do Nothing 2030, AM

### 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 | GAW / Fairfield Way / GAW / Whitehorse Lane | Standard Roundabout | | A, B, C, D | 4.13 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.13 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.07 | 81.72 | 0.00 |
| | B | 8.28 | 0.00 | 15.52 | 2.07 |
| | C | 31.03 | 3.10 | 0.00 | 12.41 |
| | D | 3.10 | 0.00 | 12.41 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 1.03 | 40.34 | 0.00 |
| | B | 5.17 | 0.00 | 11.38 | 1.03 |
| | C | 39.31 | 6.21 | 0.00 | 11.38 |
| | D | 0.00 | 0.00 | 14.48 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.10 | 52.75 | 1.03 |
| | B | 5.17 | 0.00 | 4.14 | 1.03 |
| | C | 34.14 | 3.10 | 0.00 | 15.52 |
| | D | 1.03 | 1.03 | 8.28 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.07 | 33.10 | 0.00 |
| | B | 4.14 | 0.00 | 6.21 | 5.17 |
| | C | 32.07 | 3.10 | 0.00 | 11.38 |
| | D | 2.07 | 2.07 | 21.72 | 0.00 |

# Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:15 - 08:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 1 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 1 | 0 | 0 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.29 | 4.37 | 0.4 | A | 54.31 | 217.22 |
| B | 0.14 | 5.45 | 0.2 | A | 17.33 | 69.31 |
| C | 0.18 | 3.44 | 0.2 | A | 50.69 | 202.74 |
| D | 0.10 | 4.08 | 0.1 | A | 16.55 | 66.20 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 83.79 | 83.79 | 15.45 | 289.15 | 0.290 | 83.38 | 42.23 | 0.0 | 0.4 | 4.367 | A |
| B | 25.86 | 25.86 | 93.68 | 190.85 | 0.136 | 25.70 | 5.15 | 0.0 | 0.2 | 5.445 | A |
| C | 46.55 | 46.55 | 10.28 | 314.65 | 0.148 | 46.37 | 109.10 | 0.0 | 0.2 | 3.353 | A |
| D | 15.52 | 15.52 | 42.23 | 245.02 | 0.063 | 15.45 | 14.42 | 0.0 | 0.1 | 3.919 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 41.38 | 41.38 | 20.67 | 286.31 | 0.145 | 41.61 | 44.48 | 0.4 | 0.2 | 3.680 | A |
| B | 17.58 | 17.58 | 55.04 | 209.04 | 0.084 | 17.65 | 7.23 | 0.2 | 0.1 | 4.705 | A |
| C | 56.89 | 56.89 | 6.24 | 318.74 | 0.178 | 56.85 | 66.45 | 0.2 | 0.2 | 3.436 | A |
| D | 14.48 | 14.48 | 50.66 | 240.89 | 0.060 | 14.48 | 12.42 | 0.1 | 0.1 | 3.976 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 56.89 | 56.89 | 12.45 | 290.75 | 0.196 | 56.82 | 40.36 | 0.2 | 0.2 | 3.846 | A |
| B | 10.34 | 10.34 | 62.03 | 205.85 | 0.050 | 10.38 | 7.24 | 0.1 | 0.1 | 4.604 | A |
| C | 52.75 | 52.75 | 7.24 | 318.30 | 0.166 | 52.77 | 65.18 | 0.2 | 0.2 | 3.391 | A |
| D | 10.34 | 10.34 | 42.44 | 245.03 | 0.042 | 10.36 | 17.57 | 0.1 | 0.0 | 3.837 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 35.17 | 35.17 | 26.83 | 280.40 | 0.125 | 35.27 | 38.28 | 0.2 | 0.1 | 3.672 | A |
| B | 15.52 | 15.52 | 54.85 | 210.30 | 0.074 | 15.49 | 7.24 | 0.1 | 0.1 | 4.620 | A |
| C | 46.55 | 46.55 | 9.30 | 315.16 | 0.148 | 46.57 | 61.05 | 0.2 | 0.2 | 3.350 | A |
| D | 25.86 | 25.86 | 39.32 | 246.48 | 0.105 | 25.79 | 16.55 | 0.0 | 0.1 | 4.077 | A |

# Do Nothing 2030, 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 | GAW / Fairfield Way / GAW / Whitehorse Lane | Standard Roundabout | | A, B, C, D | 3.83 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.83 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 4.15 | 31.11 | 1.04 |
| | B | 2.07 | 1.04 | 5.18 | 0.00 |
| | C | 52.88 | 2.07 | 1.04 | 12.44 |
| | D | 1.04 | 0.00 | 12.44 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.18 | 35.25 | 0.00 |
| | B | 4.15 | 0.00 | 6.22 | 1.04 |
| | C | 40.44 | 7.26 | 0.00 | 11.41 |
| | D | 0.00 | 1.04 | 16.59 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.04 | 7.26 | 35.25 | 2.07 |
| | B | 4.15 | 0.00 | 6.22 | 1.04 |
| | C | 51.85 | 8.30 | 0.00 | 9.33 |
| | D | 0.00 | 4.15 | 15.55 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.18 | 38.37 | 1.04 |
| | B | 1.04 | 0.00 | 9.33 | 0.00 |
| | C | 53.92 | 7.26 | 0.00 | 14.52 |
| | D | 1.04 | 0.00 | 15.55 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.16 | 3.80 | 0.2 | A | 41.74 | 166.94 |
| B | 0.05 | 4.51 | 0.1 | A | 10.37 | 41.48 |
| C | 0.24 | 3.66 | 0.3 | A | 68.18 | 272.70 |
| D | 0.08 | 4.21 | 0.1 | A | 16.85 | 67.40 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 36.29 | 36.29 | 16.52 | 288.58 | 0.126 | 36.15 | 55.77 | 0.0 | 0.1 | 3.563 | A |
| B | 8.30 | 8.30 | 45.44 | 215.19 | 0.039 | 8.26 | 7.23 | 0.0 | 0.0 | 4.349 | A |
| C | 68.44 | 68.44 | 4.13 | 317.85 | 0.215 | 68.16 | 49.56 | 0.0 | 0.3 | 3.601 | A |
| D | 13.48 | 13.48 | 58.86 | 236.51 | 0.057 | 13.42 | 13.43 | 0.0 | 0.1 | 4.033 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 40.44 | 40.44 | 24.85 | 281.64 | 0.144 | 40.42 | 44.64 | 0.1 | 0.2 | 3.730 | A |
| B | 11.41 | 11.41 | 51.81 | 211.82 | 0.054 | 11.39 | 13.46 | 0.0 | 0.1 | 4.490 | A |
| C | 59.10 | 59.10 | 5.18 | 319.69 | 0.185 | 59.15 | 58.02 | 0.3 | 0.2 | 3.456 | A |
| D | 17.63 | 17.63 | 51.88 | 240.30 | 0.073 | 17.61 | 12.45 | 0.1 | 0.1 | 4.041 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 45.62 | 45.62 | 27.98 | 282.39 | 0.162 | 45.60 | 56.97 | 0.2 | 0.2 | 3.800 | A |
| B | 11.41 | 11.41 | 53.91 | 210.94 | 0.054 | 11.41 | 19.67 | 0.1 | 0.1 | 4.510 | A |
| C | 69.47 | 69.47 | 8.28 | 315.56 | 0.220 | 69.42 | 57.03 | 0.2 | 0.3 | 3.656 | A |
| D | 19.70 | 19.70 | 65.26 | 233.29 | 0.084 | 19.69 | 12.44 | 0.1 | 0.1 | 4.213 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 44.59 | 44.59 | 22.84 | 285.17 | 0.156 | 44.59 | 56.00 | 0.2 | 0.2 | 3.743 | A |
| B | 10.37 | 10.37 | 54.95 | 210.42 | 0.049 | 10.37 | 12.48 | 0.1 | 0.1 | 4.500 | A |
| C | 75.69 | 75.69 | 2.10 | 321.46 | 0.235 | 75.67 | 63.22 | 0.3 | 0.3 | 3.661 | A |
| D | 16.59 | 16.59 | 62.23 | 235.08 | 0.071 | 16.61 | 15.54 | 0.1 | 0.1 | 4.121 | A |

# Do Something 2030, AM

### 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 | GAW / Fairfield Way / GAW / Whitehorse Lane | Standard Roundabout | | A, B, C, D | 4.38 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.38 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.07 | 99.56 | 0.00 |
| | B | 8.28 | 0.00 | 15.52 | 2.07 |
| | C | 41.21 | 3.10 | 0.00 | 12.41 |
| | D | 3.10 | 0.00 | 12.41 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 1.03 | 58.19 | 0.00 |
| | B | 5.17 | 0.00 | 11.38 | 1.03 |
| | C | 49.48 | 6.21 | 0.00 | 11.38 |
| | D | 0.00 | 0.00 | 14.48 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.10 | 70.60 | 1.03 |
| | B | 5.17 | 0.00 | 4.14 | 1.03 |
| | C | 44.31 | 3.10 | 0.00 | 15.52 |
| | D | 1.03 | 1.03 | 8.28 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.07 | 50.95 | 0.00 |
| | B | 4.14 | 0.00 | 6.21 | 5.17 |
| | C | 42.24 | 3.10 | 0.00 | 11.38 |
| | D | 2.07 | 2.07 | 21.72 | 0.00 |

# Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:15 - 08:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 1 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 1 | 0 | 0 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.35 | 4.77 | 0.5 | A | 72.15 | 288.61 |
| B | 0.14 | 5.75 | 0.2 | A | 17.33 | 69.31 |
| C | 0.21 | 3.57 | 0.3 | A | 60.86 | 243.45 |
| D | 0.11 | 4.18 | 0.1 | A | 16.55 | 66.20 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 101.63 | 101.63 | 15.45 | 289.15 | 0.351 | 101.09 | 52.36 | 0.0 | 0.5 | 4.772 | A |
| B | 25.86 | 25.86 | 111.39 | 181.98 | 0.142 | 25.70 | 5.15 | 0.0 | 0.2 | 5.752 | A |
| C | 56.73 | 56.73 | 10.28 | 314.47 | 0.180 | 56.51 | 126.81 | 0.0 | 0.2 | 3.485 | A |
| D | 15.52 | 15.52 | 52.36 | 239.85 | 0.065 | 15.45 | 14.42 | 0.0 | 0.1 | 4.009 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 59.22 | 59.22 | 20.66 | 286.31 | 0.207 | 59.50 | 54.66 | 0.5 | 0.3 | 3.972 | A |
| B | 17.58 | 17.58 | 72.93 | 200.13 | 0.088 | 17.65 | 7.23 | 0.2 | 0.1 | 4.933 | A |
| C | 67.07 | 67.07 | 6.24 | 318.79 | 0.210 | 67.02 | 84.34 | 0.2 | 0.3 | 3.574 | A |
| D | 14.48 | 14.48 | 60.84 | 235.75 | 0.061 | 14.48 | 12.42 | 0.1 | 0.1 | 4.067 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 74.74 | 74.74 | 12.45 | 290.75 | 0.257 | 74.66 | 50.54 | 0.3 | 0.3 | 4.165 | A |
| B | 10.34 | 10.34 | 79.87 | 196.95 | 0.053 | 10.39 | 7.24 | 0.1 | 0.1 | 4.826 | A |
| C | 62.93 | 62.93 | 7.24 | 318.33 | 0.198 | 62.95 | 83.02 | 0.3 | 0.2 | 3.523 | A |
| D | 10.34 | 10.34 | 52.62 | 239.89 | 0.043 | 10.36 | 17.56 | 0.1 | 0.0 | 3.921 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 53.02 | 53.02 | 26.83 | 280.34 | 0.189 | 53.12 | 48.46 | 0.3 | 0.2 | 3.962 | A |
| B | 15.52 | 15.52 | 72.71 | 201.26 | 0.077 | 15.49 | 7.24 | 0.1 | 0.1 | 4.844 | A |
| C | 56.73 | 56.73 | 9.30 | 314.99 | 0.180 | 56.75 | 78.90 | 0.2 | 0.2 | 3.487 | A |
| D | 25.86 | 25.86 | 49.50 | 241.29 | 0.107 | 25.79 | 16.55 | 0.0 | 0.1 | 4.175 | A |

# Do Something 2030, 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 | GAW / Fairfield Way / GAW / Whitehorse Lane | Standard Roundabout | | A, B, C, D | 3.94 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.94 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 4.15 | 35.76 | 1.04 |
| | B | 2.07 | 1.04 | 5.18 | 0.00 |
| | C | 62.77 | 2.07 | 1.04 | 12.44 |
| | D | 1.04 | 0.00 | 12.44 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.18 | 39.90 | 0.00 |
| | B | 4.15 | 0.00 | 6.22 | 1.04 |
| | C | 50.33 | 7.26 | 0.00 | 11.41 |
| | D | 0.00 | 1.04 | 16.59 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.04 | 7.26 | 39.90 | 2.07 |
| | B | 4.15 | 0.00 | 6.22 | 1.04 |
| | C | 61.73 | 8.30 | 0.00 | 9.33 |
| | D | 0.00 | 4.15 | 15.55 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.18 | 43.01 | 1.04 |
| | B | 1.04 | 0.00 | 9.33 | 0.00 |
| | C | 63.81 | 7.26 | 0.00 | 14.52 |
| | D | 1.04 | 0.00 | 15.55 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.18 | 3.88 | 0.2 | A | 46.38 | 185.54 |
| B | 0.05 | 4.56 | 0.1 | A | 10.37 | 41.48 |
| C | 0.27 | 3.81 | 0.4 | A | 78.07 | 312.26 |
| D | 0.09 | 4.31 | 0.1 | A | 16.85 | 67.40 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 40.94 | 40.94 | 16.52 | 288.58 | 0.142 | 40.78 | 65.61 | 0.0 | 0.2 | 3.630 | A |
| B | 8.30 | 8.30 | 50.06 | 212.87 | 0.039 | 8.25 | 7.23 | 0.0 | 0.0 | 4.397 | A |
| C | 78.33 | 78.33 | 4.13 | 317.76 | 0.246 | 78.00 | 54.19 | 0.0 | 0.3 | 3.749 | A |
| D | 13.48 | 13.48 | 68.70 | 231.49 | 0.058 | 13.42 | 13.42 | 0.0 | 0.1 | 4.126 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 45.09 | 45.09 | 24.85 | 281.60 | 0.160 | 45.06 | 54.53 | 0.2 | 0.2 | 3.804 | A |
| B | 11.41 | 11.41 | 56.46 | 209.47 | 0.054 | 11.39 | 13.45 | 0.0 | 0.1 | 4.543 | A |
| C | 68.99 | 68.99 | 5.18 | 319.69 | 0.216 | 69.04 | 62.67 | 0.3 | 0.3 | 3.593 | A |
| D | 17.63 | 17.63 | 61.77 | 235.31 | 0.075 | 17.61 | 12.45 | 0.1 | 0.1 | 4.134 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 50.27 | 50.27 | 27.98 | 282.39 | 0.178 | 50.25 | 66.86 | 0.2 | 0.2 | 3.877 | A |
| B | 11.41 | 11.41 | 58.55 | 208.61 | 0.055 | 11.41 | 19.67 | 0.1 | 0.1 | 4.563 | A |
| C | 79.36 | 79.36 | 8.28 | 315.47 | 0.252 | 79.30 | 61.68 | 0.3 | 0.3 | 3.810 | A |
| D | 19.70 | 19.70 | 75.15 | 228.25 | 0.086 | 19.69 | 12.44 | 0.1 | 0.1 | 4.315 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 49.24 | 49.24 | 22.84 | 285.17 | 0.173 | 49.24 | 65.89 | 0.2 | 0.2 | 3.813 | A |
| B | 10.37 | 10.37 | 59.60 | 208.09 | 0.050 | 10.37 | 12.48 | 0.1 | 0.1 | 4.551 | A |
| C | 85.58 | 85.58 | 2.10 | 321.46 | 0.266 | 85.56 | 67.87 | 0.3 | 0.4 | 3.814 | A |
| D | 16.59 | 16.59 | 72.12 | 230.08 | 0.072 | 16.61 | 15.54 | 0.1 | 0.1 | 4.217 | A |

# Do Nothing 2035, AM

### 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 | GAW / Fairfield Way / GAW / Whitehorse Lane | Standard Roundabout | | A, B, C, D | 4.15 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.15 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.11 | 83.17 | 0.00 |
| | B | 8.42 | 0.00 | 15.79 | 2.11 |
| | C | 31.58 | 3.16 | 0.00 | 12.63 |
| | D | 3.16 | 0.00 | 12.63 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 1.05 | 41.06 | 0.00 |
| | B | 5.26 | 0.00 | 11.58 | 1.05 |
| | C | 40.01 | 6.32 | 0.00 | 11.58 |
| | D | 0.00 | 0.00 | 14.74 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.16 | 53.69 | 1.05 |
| | B | 5.26 | 0.00 | 4.21 | 1.05 |
| | C | 34.74 | 3.16 | 0.00 | 15.79 |
| | D | 1.05 | 1.05 | 8.42 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.11 | 33.69 | 0.00 |
| | B | 4.21 | 0.00 | 6.32 | 5.26 |
| | C | 32.64 | 3.16 | 0.00 | 11.58 |
| | D | 2.11 | 2.11 | 22.11 | 0.00 |

# Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:15 - 08:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 1 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 1 | 0 | 0 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.30 | 4.40 | 0.4 | A | 55.27 | 221.09 |
| B | 0.14 | 5.49 | 0.2 | A | 17.63 | 70.54 |
| C | 0.18 | 3.45 | 0.2 | A | 51.59 | 206.35 |
| D | 0.11 | 4.09 | 0.1 | A | 16.84 | 67.38 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 85.28 | 85.28 | 15.73 | 289.00 | 0.295 | 84.86 | 42.98 | 0.0 | 0.4 | 4.400 | A |
| B | 26.32 | 26.32 | 95.34 | 190.02 | 0.139 | 26.16 | 5.24 | 0.0 | 0.2 | 5.488 | A |
| C | 47.38 | 47.38 | 10.46 | 314.54 | 0.151 | 47.20 | 111.04 | 0.0 | 0.2 | 3.365 | A |
| D | 15.79 | 15.79 | 42.98 | 244.64 | 0.065 | 15.72 | 14.68 | 0.0 | 0.1 | 3.931 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 42.11 | 42.11 | 21.03 | 286.11 | 0.147 | 42.35 | 45.27 | 0.4 | 0.2 | 3.697 | A |
| B | 17.90 | 17.90 | 56.02 | 208.55 | 0.086 | 17.96 | 7.36 | 0.2 | 0.1 | 4.725 | A |
| C | 57.90 | 57.90 | 6.35 | 318.67 | 0.182 | 57.86 | 67.64 | 0.2 | 0.2 | 3.450 | A |
| D | 14.74 | 14.74 | 51.56 | 240.43 | 0.061 | 14.74 | 12.64 | 0.1 | 0.1 | 3.987 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 57.90 | 57.90 | 12.67 | 290.63 | 0.199 | 57.83 | 41.08 | 0.2 | 0.2 | 3.865 | A |
| B | 10.53 | 10.53 | 63.13 | 205.30 | 0.051 | 10.57 | 7.37 | 0.1 | 0.1 | 4.622 | A |
| C | 53.69 | 53.69 | 7.37 | 318.22 | 0.169 | 53.71 | 66.33 | 0.2 | 0.2 | 3.404 | A |
| D | 10.53 | 10.53 | 43.20 | 244.64 | 0.043 | 10.55 | 17.88 | 0.1 | 0.0 | 3.844 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 35.80 | 35.80 | 27.30 | 280.14 | 0.128 | 35.90 | 38.96 | 0.2 | 0.1 | 3.688 | A |
| B | 15.79 | 15.79 | 55.83 | 209.81 | 0.075 | 15.77 | 7.37 | 0.1 | 0.1 | 4.638 | A |
| C | 47.38 | 47.38 | 9.46 | 315.07 | 0.150 | 47.40 | 62.13 | 0.2 | 0.2 | 3.364 | A |
| D | 26.32 | 26.32 | 40.02 | 246.13 | 0.107 | 26.25 | 16.84 | 0.0 | 0.1 | 4.092 | A |

# Do Nothing 2035, 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 | GAW / Fairfield Way / GAW / Whitehorse Lane | Standard Roundabout | | A, B, C, D | 3.85 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.85 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 4.23 | 31.69 | 1.06 |
| | B | 2.11 | 1.06 | 5.28 | 0.00 |
| | C | 53.87 | 2.11 | 1.06 | 12.68 |
| | D | 1.06 | 0.00 | 12.68 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.28 | 35.91 | 0.00 |
| | B | 4.23 | 0.00 | 6.34 | 1.06 |
| | C | 41.20 | 7.39 | 0.00 | 11.62 |
| | D | 0.00 | 1.06 | 16.90 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.06 | 7.39 | 35.91 | 2.11 |
| | B | 4.23 | 0.00 | 6.34 | 1.06 |
| | C | 52.82 | 8.45 | 0.00 | 9.51 |
| | D | 0.00 | 4.23 | 15.84 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.28 | 39.08 | 1.06 |
| | B | 1.06 | 0.00 | 9.51 | 0.00 |
| | C | 54.93 | 7.39 | 0.00 | 14.79 |
| | D | 1.06 | 0.00 | 15.84 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.16 | 3.82 | 0.2 | A | 42.52 | 170.06 |
| B | 0.06 | 4.53 | 0.1 | A | 10.56 | 42.25 |
| C | 0.24 | 3.68 | 0.3 | A | 69.45 | 277.81 |
| D | 0.09 | 4.23 | 0.1 | A | 17.16 | 68.66 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 36.97 | 36.97 | 16.83 | 288.41 | 0.128 | 36.82 | 56.81 | 0.0 | 0.1 | 3.575 | A |
| B | 8.45 | 8.45 | 46.29 | 214.76 | 0.039 | 8.41 | 7.36 | 0.0 | 0.0 | 4.360 | A |
| C | 69.72 | 69.72 | 4.21 | 317.80 | 0.219 | 69.44 | 50.49 | 0.0 | 0.3 | 3.621 | A |
| D | 13.73 | 13.73 | 59.96 | 235.95 | 0.058 | 13.67 | 13.68 | 0.0 | 0.1 | 4.048 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 41.20 | 41.20 | 25.32 | 281.39 | 0.146 | 41.17 | 45.47 | 0.1 | 0.2 | 3.746 | A |
| B | 11.62 | 11.62 | 52.78 | 211.33 | 0.055 | 11.60 | 13.71 | 0.0 | 0.1 | 4.506 | A |
| C | 60.21 | 60.21 | 5.27 | 319.64 | 0.188 | 60.26 | 59.11 | 0.3 | 0.2 | 3.469 | A |
| D | 17.96 | 17.96 | 52.85 | 239.81 | 0.075 | 17.94 | 12.68 | 0.1 | 0.1 | 4.056 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 46.48 | 46.48 | 28.50 | 282.11 | 0.165 | 46.45 | 58.04 | 0.2 | 0.2 | 3.818 | A |
| B | 11.62 | 11.62 | 54.91 | 210.44 | 0.055 | 11.62 | 20.04 | 0.1 | 0.1 | 4.526 | A |
| C | 70.77 | 70.77 | 8.44 | 315.48 | 0.224 | 70.72 | 58.10 | 0.2 | 0.3 | 3.676 | A |
| D | 20.07 | 20.07 | 66.48 | 232.67 | 0.086 | 20.06 | 12.67 | 0.1 | 0.1 | 4.233 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 45.42 | 45.42 | 23.26 | 284.94 | 0.159 | 45.43 | 57.05 | 0.2 | 0.2 | 3.759 | A |
| B | 10.56 | 10.56 | 55.98 | 209.90 | 0.050 | 10.57 | 12.71 | 0.1 | 0.1 | 4.514 | A |
| C | 77.11 | 77.11 | 2.14 | 321.44 | 0.240 | 77.08 | 64.41 | 0.3 | 0.3 | 3.682 | A |
| D | 16.90 | 16.90 | 63.39 | 234.49 | 0.072 | 16.92 | 15.83 | 0.1 | 0.1 | 4.138 | A |

# Do Something 2035, AM

### 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 | GAW / Fairfield Way / GAW / Whitehorse Lane | Standard Roundabout | | A, B, C, D | 4.41 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.41 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.11 | 101.02 | 0.00 |
| | B | 8.42 | 0.00 | 15.79 | 2.11 |
| | C | 41.76 | 3.16 | 0.00 | 12.63 |
| | D | 3.16 | 0.00 | 12.63 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 1.05 | 58.90 | 0.00 |
| | B | 5.26 | 0.00 | 11.58 | 1.05 |
| | C | 50.18 | 6.32 | 0.00 | 11.58 |
| | D | 0.00 | 0.00 | 14.74 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.16 | 71.54 | 1.05 |
| | B | 5.26 | 0.00 | 4.21 | 1.05 |
| | C | 44.92 | 3.16 | 0.00 | 15.79 |
| | D | 1.05 | 1.05 | 8.42 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.11 | 51.54 | 0.00 |
| | B | 4.21 | 0.00 | 6.32 | 5.26 |
| | C | 42.81 | 3.16 | 0.00 | 11.58 |
| | D | 2.11 | 2.11 | 22.11 | 0.00 |

## Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:15 - 08:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 1 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 1 | 0 | 0 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.36 | 4.81 | 0.5 | A | 73.12 | 292.47 |
| B | 0.15 | 5.80 | 0.2 | A | 17.63 | 70.54 |
| C | 0.21 | 3.59 | 0.3 | A | 61.76 | 247.06 |
| D | 0.11 | 4.19 | 0.1 | A | 16.84 | 67.38 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 103.12 | 103.12 | 15.72 | 289.00 | 0.357 | 102.57 | 53.11 | 0.0 | 0.6 | 4.814 | A |
| B | 26.32 | 26.32 | 113.06 | 181.15 | 0.145 | 26.15 | 5.24 | 0.0 | 0.2 | 5.800 | A |
| C | 57.55 | 57.55 | 10.46 | 314.36 | 0.183 | 57.33 | 128.75 | 0.0 | 0.2 | 3.498 | A |
| D | 15.79 | 15.79 | 53.11 | 239.47 | 0.066 | 15.72 | 14.68 | 0.0 | 0.1 | 4.021 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 59.96 | 59.96 | 21.03 | 286.11 | 0.210 | 60.24 | 55.45 | 0.6 | 0.3 | 3.990 | A |
| B | 17.90 | 17.90 | 73.91 | 199.64 | 0.090 | 17.97 | 7.36 | 0.2 | 0.1 | 4.955 | A |
| C | 68.08 | 68.08 | 6.35 | 318.72 | 0.214 | 68.03 | 85.53 | 0.2 | 0.3 | 3.589 | A |
| D | 14.74 | 14.74 | 61.74 | 235.29 | 0.063 | 14.74 | 12.64 | 0.1 | 0.1 | 4.082 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.75 | 75.75 | 12.67 | 290.63 | 0.261 | 75.67 | 51.25 | 0.3 | 0.4 | 4.183 | A |
| B | 10.53 | 10.53 | 80.97 | 196.40 | 0.054 | 10.57 | 7.37 | 0.1 | 0.1 | 4.843 | A |
| C | 63.87 | 63.87 | 7.37 | 318.25 | 0.201 | 63.89 | 84.18 | 0.3 | 0.3 | 3.537 | A |
| D | 10.53 | 10.53 | 53.38 | 239.51 | 0.044 | 10.55 | 17.88 | 0.1 | 0.0 | 3.930 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 53.64 | 53.64 | 27.30 | 280.09 | 0.192 | 53.75 | 49.14 | 0.4 | 0.2 | 3.978 | A |
| B | 15.79 | 15.79 | 73.69 | 200.77 | 0.079 | 15.76 | 7.37 | 0.1 | 0.1 | 4.864 | A |
| C | 57.55 | 57.55 | 9.46 | 314.90 | 0.183 | 57.58 | 79.99 | 0.3 | 0.2 | 3.499 | A |
| D | 26.32 | 26.32 | 50.20 | 240.94 | 0.109 | 26.24 | 16.84 | 0.0 | 0.1 | 4.191 | A |

# Do Something 2035, 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 | GAW / Fairfield Way / GAW / Whitehorse Lane | Standard Roundabout | | A, B, C, D | 3.96 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.96 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 4.23 | 36.34 | 1.06 |
| | B | 2.11 | 1.06 | 5.28 | 0.00 |
| | C | 63.76 | 2.11 | 1.06 | 12.68 |
| | D | 1.06 | 0.00 | 12.68 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.28 | 40.56 | 0.00 |
| | B | 4.23 | 0.00 | 6.34 | 1.06 |
| | C | 51.09 | 7.39 | 0.00 | 11.62 |
| | D | 0.00 | 1.06 | 16.90 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.06 | 7.39 | 40.56 | 2.11 |
| | B | 4.23 | 0.00 | 6.34 | 1.06 |
| | C | 62.70 | 8.45 | 0.00 | 9.51 |
| | D | 0.00 | 4.23 | 15.84 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.28 | 43.73 | 1.06 |
| | B | 1.06 | 0.00 | 9.51 | 0.00 |
| | C | 64.82 | 7.39 | 0.00 | 14.79 |
| | D | 1.06 | 0.00 | 15.84 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.18 | 3.90 | 0.2 | A | 47.17 | 188.66 |
| B | 0.06 | 4.58 | 0.1 | A | 10.56 | 42.25 |
| C | 0.27 | 3.84 | 0.4 | A | 79.34 | 317.36 |
| D | 0.09 | 4.34 | 0.1 | A | 17.16 | 68.66 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 41.62 | 41.62 | 16.82 | 288.41 | 0.144 | 41.45 | 66.65 | 0.0 | 0.2 | 3.643 | A |
| B | 8.45 | 8.45 | 50.91 | 212.45 | 0.040 | 8.41 | 7.36 | 0.0 | 0.0 | 4.409 | A |
| C | 79.61 | 79.61 | 4.21 | 317.72 | 0.251 | 79.27 | 55.12 | 0.0 | 0.3 | 3.769 | A |
| D | 13.73 | 13.73 | 69.80 | 230.93 | 0.059 | 13.67 | 13.67 | 0.0 | 0.1 | 4.141 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 45.85 | 45.85 | 25.32 | 281.35 | 0.163 | 45.82 | 55.37 | 0.2 | 0.2 | 3.820 | A |
| B | 11.62 | 11.62 | 57.43 | 208.98 | 0.056 | 11.60 | 13.71 | 0.0 | 0.1 | 4.559 | A |
| C | 70.10 | 70.10 | 5.27 | 319.64 | 0.219 | 70.15 | 63.76 | 0.3 | 0.3 | 3.607 | A |
| D | 17.96 | 17.96 | 62.74 | 234.82 | 0.076 | 17.94 | 12.68 | 0.1 | 0.1 | 4.149 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 51.13 | 51.13 | 28.50 | 282.11 | 0.181 | 51.10 | 67.92 | 0.2 | 0.2 | 3.896 | A |
| B | 11.62 | 11.62 | 59.56 | 208.11 | 0.056 | 11.62 | 20.04 | 0.1 | 0.1 | 4.580 | A |
| C | 80.66 | 80.66 | 8.44 | 315.38 | 0.256 | 80.60 | 62.74 | 0.3 | 0.3 | 3.833 | A |
| D | 20.07 | 20.07 | 76.37 | 227.62 | 0.088 | 20.06 | 12.67 | 0.1 | 0.1 | 4.335 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 50.07 | 50.07 | 23.26 | 284.94 | 0.176 | 50.08 | 66.94 | 0.2 | 0.2 | 3.834 | A |
| B | 10.56 | 10.56 | 60.63 | 207.57 | 0.051 | 10.57 | 12.71 | 0.1 | 0.1 | 4.569 | A |
| C | 87.00 | 87.00 | 2.14 | 321.44 | 0.271 | 86.97 | 69.06 | 0.3 | 0.4 | 3.837 | A |
| D | 16.90 | 16.90 | 73.28 | 229.49 | 0.074 | 16.92 | 15.83 | 0.1 | 0.1 | 4.235 | A |

# Junctions 10

## ARCADY 10 - Roundabout Module

Version: 10.0.3.1598
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** J5.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 26/07/2023 13:34:01

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Q (Veh) | Delay (s) | RFC | LOS | Q (Veh) | Delay (s) | RFC | LOS |
| | **Do Nothing 2023** | | | | | | | |
| Arm A | 0.1 | 7.67 | 0.07 | A | 0.0 | 5.86 | 0.04 | A |
| Arm B | 0.4 | 5.90 | 0.28 | A | 0.6 | 6.58 | 0.37 | A |
| Arm C | 0.5 | 4.03 | 0.32 | A | 0.2 | 3.46 | 0.20 | A |
| | **Do Nothing 2030** | | | | | | | |
| Arm A | 0.1 | 7.84 | 0.07 | A | 0.0 | 5.92 | 0.04 | A |
| Arm B | 0.4 | 5.98 | 0.29 | A | 0.6 | 6.72 | 0.38 | A |
| Arm C | 0.5 | 4.10 | 0.33 | A | 0.3 | 3.50 | 0.20 | A |
| | **Do Something 2030** | | | | | | | |
| Arm A | 0.1 | 8.72 | 0.08 | A | 0.0 | 6.04 | 0.04 | A |
| Arm B | 0.5 | 6.41 | 0.34 | A | 0.7 | 7.26 | 0.43 | A |
| Arm C | 0.6 | 4.45 | 0.39 | A | 0.3 | 3.56 | 0.22 | A |
| | **Do Nothing 2035** | | | | | | | |
| Arm A | 0.1 | 7.94 | 0.08 | A | 0.0 | 5.95 | 0.04 | A |
| Arm B | 0.4 | 6.02 | 0.30 | A | 0.6 | 6.80 | 0.39 | A |
| Arm C | 0.5 | 4.13 | 0.34 | A | 0.3 | 3.51 | 0.21 | A |
| | **Do Something 2035** | | | | | | | |
| Arm A | 0.1 | 8.84 | 0.08 | A | 0.0 | 6.07 | 0.04 | A |
| Arm B | 0.5 | 6.46 | 0.35 | A | 0.7 | 7.35 | 0.43 | A |
| Arm C | 0.6 | 4.49 | 0.39 | A | 0.3 | 3.58 | 0.22 | 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 Av. delay per arriving vehicle.*

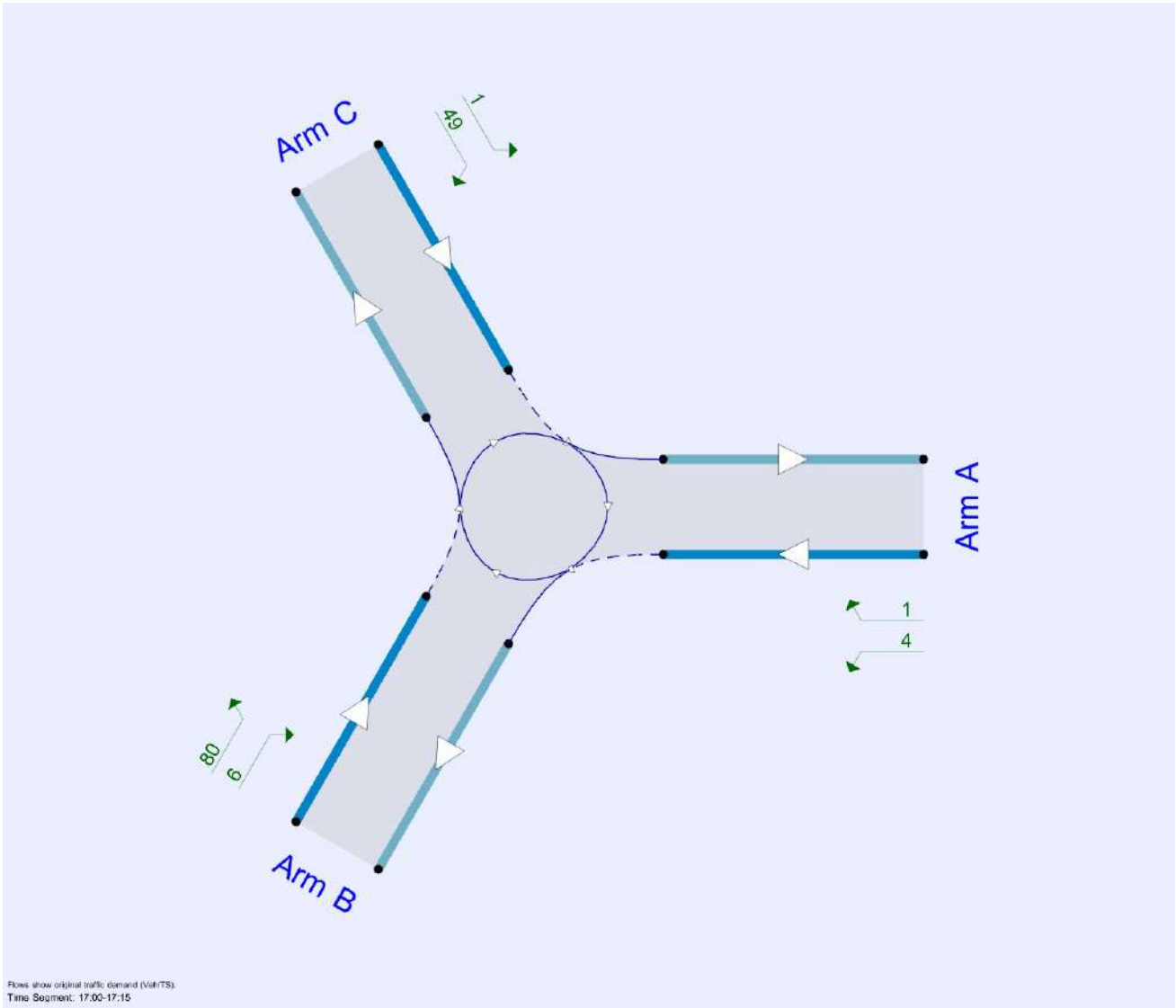
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

| Mini-roundabout model | Vehicle length (m) | Calculate Q Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | RFC Threshold | Av. Delay threshold (s) | Q threshold (PCU) | Use iterations with HCM roundabouts | Max number of iterations for roundabouts |
|---|---|---|---|---|---|---|---|---|---|---|---|
| JUNCTIONS 9 | 5.75 | | | | | | 0.85 | 36.00 | 20.00 | | 500 |

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, 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 B and C have 94% 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 | Grasmere / GAW / GAW | Mini-roundabout | | A, B, C | 4.92 | A |

### Junction Network

| Driving side | Lighting | Road surface | In London | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | | 4.92 | A |

## Arms

### Arms

| Arm | Name | Description |
|---|---|---|
| A | Grasmere | |
| B | GAW | |
| C | GAW | |

### 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 |
|---|---|---|---|---|---|---|---|---|
| A | 2.63 | 2.63 | 3.11 | 8.0 | 19.71 | 16.76 | 0.0 | |
| B | 3.15 | 3.15 | 5.48 | 3.1 | 20.00 | 15.88 | 0.0 | |
| C | 2.68 | 2.68 | 4.27 | 7.8 | 20.00 | 20.00 | 0.0 | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|---|---|---|
| A | 0.651 | 194.016 |
| B | 0.661 | 215.703 |
| C | 0.918 | 328.399 |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.00 | 1.00 |
| | B | 0.00 | 0.00 | 39.00 |
| | C | 0.00 | 106.00 | 0.00 |

08:15 - 08:30

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.00 | 1.00 |
| | B | 2.00 | 0.00 | 58.00 |
| | C | 1.00 | 63.00 | 1.00 |

08:30 - 08:45

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.00 | 2.00 |
| | B | 3.00 | 0.00 | 44.00 |
| | C | 1.00 | 67.00 | 0.00 |

08:45 - 09:00

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.00 | 9.00 | 1.00 |
| | B | 1.00 | 0.00 | 41.00 |
| | C | 2.00 | 58.00 | 0.00 |

## Vehicle Mix

08:00 - 08:15

HV %s

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

08:15 - 08:30

HV %s

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 1 | 0 |

**HV %s**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**HV %s**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.07 | 7.67 | 0.1 | A | 7.50 | 30.00 |
| B | 0.28 | 5.90 | 0.4 | A | 47.00 | 188.00 |
| C | 0.32 | 4.03 | 0.5 | A | 74.75 | 299.00 |

## Main Results for each time segment

**08:00 - 08:15**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 8.00 | 8.00 | 105.53 | 125.27 | 0.064 | 7.93 | 0.00 | 0.0 | 0.1 | 7.667 | A |
| B | 39.00 | 39.00 | 0.99 | 212.92 | 0.183 | 38.78 | 112.47 | 0.0 | 0.2 | 5.162 | A |
| C | 106.00 | 106.00 | 0.00 | 328.40 | 0.323 | 105.53 | 39.77 | 0.0 | 0.5 | 4.030 | A |

**08:15 - 08:30**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 5.00 | 5.00 | 64.22 | 151.77 | 0.033 | 5.03 | 2.98 | 0.1 | 0.0 | 6.136 | A |
| B | 60.00 | 60.00 | 2.00 | 212.33 | 0.283 | 59.83 | 67.26 | 0.2 | 0.4 | 5.896 | A |
| C | 65.00 | 65.00 | 1.99 | 323.46 | 0.201 | 65.22 | 59.84 | 0.5 | 0.3 | 3.489 | A |

**08:30 - 08:45**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 6.00 | 6.00 | 66.99 | 150.38 | 0.040 | 5.99 | 3.99 | 0.0 | 0.0 | 6.233 | A |
| B | 47.00 | 47.00 | 2.00 | 212.40 | 0.221 | 47.10 | 70.99 | 0.4 | 0.3 | 5.449 | A |
| C | 68.00 | 68.00 | 2.99 | 325.64 | 0.209 | 67.99 | 46.11 | 0.3 | 0.3 | 3.492 | A |

**08:45 - 09:00**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 11.00 | 11.00 | 58.04 | 155.83 | 0.071 | 10.97 | 4.00 | 0.0 | 0.1 | 6.210 | A |
| B | 42.00 | 42.00 | 2.00 | 212.31 | 0.198 | 42.04 | 67.00 | 0.3 | 0.2 | 5.288 | A |
| C | 60.00 | 60.00 | 2.01 | 323.44 | 0.186 | 60.03 | 42.03 | 0.3 | 0.2 | 3.419 | A |

# Do Nothing 2023, 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 B and C have 95% 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 | Grasmere / GAW / GAW | Mini-roundabout | | A, B, C | 5.27 | A |

### Junction Network

| Driving side | Lighting | Road surface | In London | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | | 5.27 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.00 | 1.00 |
| | B | 6.00 | 0.00 | 66.00 |
| | C | 1.00 | 42.00 | 0.00 |

**17:15 - 17:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.00 | 2.00 |
| | B | 4.00 | 0.00 | 60.00 |
| | C | 4.00 | 51.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 0.00 |
| | B | 7.00 | 0.00 | 67.00 |
| | C | 2.00 | 53.00 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.00 | 0.00 |
| | B | 6.00 | 0.00 | 73.00 |
| | C | 4.00 | 59.00 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 1 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.04 | 5.86 | 0.0 | A | 4.25 | 17.00 |
| B | 0.37 | 6.58 | 0.6 | A | 72.25 | 289.00 |
| C | 0.20 | 3.46 | 0.2 | A | 54.00 | 216.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 5.00 | 5.00 | 41.85 | 166.75 | 0.030 | 4.97 | 6.95 | 0.0 | 0.0 | 5.563 | A |
| B | 72.00 | 72.00 | 0.99 | 213.09 | 0.338 | 71.49 | 45.83 | 0.0 | 0.5 | 6.331 | A |
| C | 43.00 | 43.00 | 5.96 | 322.93 | 0.133 | 42.85 | 66.53 | 0.0 | 0.2 | 3.211 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 4.00 | 4.00 | 50.96 | 160.49 | 0.025 | 4.00 | 8.00 | 0.0 | 0.0 | 5.750 | A |
| B | 64.00 | 64.00 | 1.99 | 214.37 | 0.299 | 64.08 | 52.97 | 0.5 | 0.4 | 5.990 | A |
| C | 55.00 | 55.00 | 4.02 | 321.74 | 0.171 | 54.95 | 62.05 | 0.2 | 0.2 | 3.373 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 6.00 | 6.00 | 52.99 | 159.49 | 0.038 | 5.99 | 8.98 | 0.0 | 0.0 | 5.862 | A |
| B | 74.00 | 74.00 | 0.01 | 213.77 | 0.346 | 73.91 | 58.97 | 0.4 | 0.5 | 6.430 | A |
| C | 55.00 | 55.00 | 6.98 | 321.98 | 0.171 | 55.00 | 66.94 | 0.2 | 0.2 | 3.370 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 2.00 | 2.00 | 58.97 | 155.60 | 0.013 | 2.03 | 10.00 | 0.0 | 0.0 | 5.860 | A |
| B | 79.00 | 79.00 | 0.00 | 215.69 | 0.366 | 78.95 | 61.00 | 0.5 | 0.6 | 6.582 | A |
| C | 63.00 | 63.00 | 6.01 | 322.88 | 0.195 | 62.96 | 72.95 | 0.2 | 0.2 | 3.462 | A |

# Do Nothing 2030, 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 B and C have 94% 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 | Grasmere / GAW / GAW | Mini-roundabout | | A, B, C | 5.00 | A |

### Junction Network

| Driving side | Lighting | Road surface | In London | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | | 5.00 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.24 | 1.03 |
| | B | 0.00 | 0.00 | 40.34 |
| | C | 0.00 | 109.65 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.14 | 1.03 |
| | B | 2.07 | 0.00 | 60.00 |
| | C | 1.03 | 65.17 | 1.03 |

08:30 - 08:45

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.14 | 2.07 |
| | B | 3.10 | 0.00 | 45.51 |
| | C | 1.03 | 69.30 | 0.00 |

08:45 - 09:00

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.03 | 9.31 | 1.03 |
| | B | 1.03 | 0.00 | 42.41 |
| | C | 2.07 | 60.00 | 0.00 |

# Vehicle Mix

08:00 - 08:15

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

08:15 - 08:30

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 1 | 0 |

08:30 - 08:45

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

08:45 - 09:00

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.07 | 7.84 | 0.1 | A | 7.76 | 31.03 |
| B | 0.29 | 5.98 | 0.4 | A | 48.62 | 194.47 |
| C | 0.33 | 4.10 | 0.5 | A | 77.32 | 309.29 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 8.28 | 8.28 | 109.15 | 122.92 | 0.067 | 8.20 | 0.00 | 0.0 | 0.1 | 7.841 | A |
| B | 40.34 | 40.34 | 1.03 | 212.90 | 0.189 | 40.11 | 116.33 | 0.0 | 0.2 | 5.203 | A |
| C | 109.65 | 109.65 | 0.00 | 328.40 | 0.334 | 109.15 | 41.13 | 0.0 | 0.5 | 4.096 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 5.17 | 5.17 | 66.44 | 150.31 | 0.034 | 5.21 | 3.09 | 0.1 | 0.0 | 6.203 | A |
| B | 62.06 | 62.06 | 2.07 | 212.28 | 0.292 | 61.89 | 69.58 | 0.2 | 0.4 | 5.976 | A |
| C | 67.24 | 67.24 | 2.06 | 323.40 | 0.208 | 67.47 | 61.90 | 0.5 | 0.3 | 3.521 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 6.21 | 6.21 | 69.29 | 148.88 | 0.042 | 6.20 | 4.13 | 0.0 | 0.0 | 6.307 | A |
| B | 48.62 | 48.62 | 2.07 | 212.35 | 0.229 | 48.73 | 73.43 | 0.4 | 0.3 | 5.505 | A |
| C | 70.34 | 70.34 | 3.10 | 325.54 | 0.216 | 70.33 | 47.69 | 0.3 | 0.3 | 3.525 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 11.38 | 11.38 | 60.03 | 154.52 | 0.074 | 11.34 | 4.14 | 0.0 | 0.1 | 6.284 | A |
| B | 43.44 | 43.44 | 2.07 | 212.26 | 0.205 | 43.48 | 69.31 | 0.3 | 0.3 | 5.333 | A |
| C | 62.06 | 62.06 | 2.07 | 323.38 | 0.192 | 62.10 | 43.48 | 0.3 | 0.2 | 3.444 | A |

# Do Nothing 2030, 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 B and C have 95% 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 | Grasmere / GAW / GAW | Mini-roundabout | | A, B, C | 5.36 | A |

### Junction Network

| Driving side | Lighting | Road surface | In London | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | | 5.36 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.15 | 1.04 |
| | B | 6.22 | 0.00 | 68.44 |
| | C | 1.04 | 43.55 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.07 | 2.07 |
| | B | 4.15 | 0.00 | 62.21 |
| | C | 4.15 | 52.88 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.22 | 0.00 |
| | B | 7.26 | 0.00 | 69.47 |
| | C | 2.07 | 54.96 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.07 | 0.00 |
| | B | 6.22 | 0.00 | 75.69 |
| | C | 4.15 | 61.18 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 1 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.04 | 5.92 | 0.0 | A | 4.41 | 17.63 |
| B | 0.38 | 6.72 | 0.6 | A | 74.92 | 299.66 |
| C | 0.20 | 3.50 | 0.3 | A | 55.99 | 223.97 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 5.18 | 5.18 | 43.39 | 165.75 | 0.031 | 5.15 | 7.21 | 0.0 | 0.0 | 5.602 | A |
| B | 74.66 | 74.66 | 1.03 | 213.07 | 0.350 | 74.12 | 47.52 | 0.0 | 0.5 | 6.453 | A |
| C | 44.59 | 44.59 | 6.18 | 322.73 | 0.138 | 44.43 | 68.98 | 0.0 | 0.2 | 3.232 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 4.15 | 4.15 | 52.84 | 159.25 | 0.026 | 4.15 | 8.30 | 0.0 | 0.0 | 5.804 | A |
| B | 66.36 | 66.36 | 2.07 | 214.32 | 0.310 | 66.44 | 54.92 | 0.5 | 0.5 | 6.091 | A |
| C | 57.03 | 57.03 | 4.16 | 321.60 | 0.177 | 56.97 | 64.35 | 0.2 | 0.2 | 3.400 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 6.22 | 6.22 | 54.95 | 158.22 | 0.039 | 6.21 | 9.32 | 0.0 | 0.0 | 5.920 | A |
| B | 76.73 | 76.73 | 0.01 | 213.77 | 0.359 | 76.63 | 61.14 | 0.5 | 0.6 | 6.559 | A |
| C | 57.03 | 57.03 | 7.23 | 321.74 | 0.177 | 57.03 | 69.41 | 0.2 | 0.2 | 3.399 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 2.07 | 2.07 | 61.15 | 154.18 | 0.013 | 2.10 | 10.37 | 0.0 | 0.0 | 5.920 | A |
| B | 81.92 | 81.92 | 0.00 | 215.69 | 0.380 | 81.86 | 63.25 | 0.6 | 0.6 | 6.721 | A |
| C | 65.32 | 65.32 | 6.23 | 322.68 | 0.202 | 65.29 | 75.64 | 0.2 | 0.3 | 3.496 | A |

# Do Something 2030, 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 B and C have 95% 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 | Grasmere / GAW / GAW | Mini-roundabout | | A, B, C | 5.37 | A |

### Junction Network

| Driving side | Lighting | Road surface | In London | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | | 5.37 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.24 | 1.03 |
| | B | 0.00 | 0.00 | 50.52 |
| | C | 0.00 | 127.49 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.14 | 1.03 |
| | B | 2.07 | 0.00 | 70.17 |
| | C | 1.03 | 83.01 | 1.03 |

**Demand (Veh/TS)**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.14 | 2.07 |
| | B | 3.10 | 0.00 | 55.69 |
| | C | 1.03 | 87.15 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.03 | 9.31 | 1.03 |
| | B | 1.03 | 0.00 | 52.59 |
| | C | 2.07 | 77.84 | 0.00 |

# Vehicle Mix

**HV %s**

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**HV %s**

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 1 | 0 |

**HV %s**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**HV %s**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.08 | 8.72 | 0.1 | A | 7.76 | 31.03 |
| B | 0.34 | 6.41 | 0.5 | A | 58.79 | 235.18 |
| C | 0.39 | 4.45 | 0.6 | A | 95.17 | 380.67 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 8.28 | 8.28 | 126.86 | 111.38 | 0.074 | 8.20 | 0.00 | 0.0 | 0.1 | 8.717 | A |
| B | 50.52 | 50.52 | 1.02 | 212.90 | 0.237 | 50.21 | 134.03 | 0.0 | 0.3 | 5.522 | A |
| C | 127.49 | 127.49 | 0.00 | 328.40 | 0.388 | 126.86 | 51.23 | 0.0 | 0.6 | 4.453 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 5.17 | 5.17 | 84.32 | 138.55 | 0.037 | 5.21 | 3.08 | 0.1 | 0.0 | 6.751 | A |
| B | 72.24 | 72.24 | 2.07 | 212.28 | 0.340 | 72.04 | 87.47 | 0.3 | 0.5 | 6.408 | A |
| C | 85.08 | 85.08 | 2.05 | 323.38 | 0.263 | 85.35 | 72.05 | 0.6 | 0.4 | 3.787 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 6.21 | 6.21 | 87.14 | 137.25 | 0.045 | 6.20 | 4.13 | 0.0 | 0.0 | 6.867 | A |
| B | 58.79 | 58.79 | 2.07 | 212.33 | 0.277 | 58.92 | 91.27 | 0.5 | 0.4 | 5.870 | A |
| C | 88.18 | 88.18 | 3.10 | 325.54 | 0.271 | 88.17 | 57.89 | 0.4 | 0.4 | 3.790 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 11.38 | 11.38 | 77.88 | 142.78 | 0.080 | 11.34 | 4.14 | 0.0 | 0.1 | 6.845 | A |
| B | 53.62 | 53.62 | 2.07 | 212.26 | 0.253 | 53.67 | 87.15 | 0.4 | 0.3 | 5.678 | A |
| C | 79.91 | 79.91 | 2.07 | 323.36 | 0.247 | 79.95 | 53.66 | 0.4 | 0.3 | 3.697 | A |

# Do Something 2030, 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 B and C have 96% 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 | Grasmere / GAW / GAW | Mini-roundabout | | A, B, C | 5.73 | A |

### Junction Network

| Driving side | Lighting | Road surface | In London | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | | 5.73 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.15 | 1.04 |
| | B | 6.22 | 0.00 | 78.32 |
| | C | 1.04 | 48.20 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.07 | 2.07 |
| | B | 4.15 | 0.00 | 72.10 |
| | C | 4.15 | 57.53 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.22 | 0.00 |
| | B | 7.26 | 0.00 | 79.36 |
| | C | 2.07 | 59.61 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.07 | 0.00 |
| | B | 6.22 | 0.00 | 85.58 |
| | C | 4.15 | 65.83 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 1 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.04 | 6.04 | 0.0 | A | 4.41 | 17.63 |
| B | 0.43 | 7.26 | 0.7 | A | 84.80 | 339.22 |
| C | 0.22 | 3.56 | 0.3 | A | 60.64 | 242.57 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 5.18 | 5.18 | 48.02 | 162.73 | 0.032 | 5.15 | 7.21 | 0.0 | 0.0 | 5.709 | A |
| B | 84.55 | 84.55 | 1.03 | 213.05 | 0.397 | 83.90 | 52.15 | 0.0 | 0.6 | 6.934 | A |
| C | 49.24 | 49.24 | 6.17 | 322.73 | 0.153 | 49.06 | 78.75 | 0.0 | 0.2 | 3.287 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 4.15 | 4.15 | 57.49 | 156.19 | 0.027 | 4.15 | 8.30 | 0.0 | 0.0 | 5.921 | A |
| B | 76.25 | 76.25 | 2.07 | 214.32 | 0.356 | 76.34 | 59.57 | 0.6 | 0.6 | 6.529 | A |
| C | 61.68 | 61.68 | 4.17 | 321.58 | 0.192 | 61.62 | 74.24 | 0.2 | 0.2 | 3.461 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 6.22 | 6.22 | 59.60 | 155.19 | 0.040 | 6.21 | 9.31 | 0.0 | 0.0 | 6.040 | A |
| B | 86.62 | 86.62 | 0.01 | 213.75 | 0.405 | 86.50 | 65.79 | 0.6 | 0.7 | 7.067 | A |
| C | 61.68 | 61.68 | 7.23 | 321.74 | 0.192 | 61.68 | 79.29 | 0.2 | 0.2 | 3.459 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 2.07 | 2.07 | 65.80 | 151.16 | 0.014 | 2.10 | 10.37 | 0.0 | 0.0 | 6.038 | A |
| B | 91.80 | 91.80 | 0.00 | 215.69 | 0.426 | 91.75 | 67.90 | 0.7 | 0.7 | 7.258 | A |
| C | 69.97 | 69.97 | 6.23 | 322.68 | 0.217 | 69.94 | 85.52 | 0.2 | 0.3 | 3.560 | A |

# Do Nothing 2035, 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 B and C have 94% 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 | Grasmere / GAW / GAW | Mini-roundabout | | A, B, C | 5.04 | A |

### Junction Network

| Driving side | Lighting | Road surface | In London | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | | 5.04 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.37 | 1.05 |
| | B | 0.00 | 0.00 | 41.06 |
| | C | 0.00 | 111.60 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.21 | 1.05 |
| | B | 2.11 | 0.00 | 61.06 |
| | C | 1.05 | 66.33 | 1.05 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.21 | 2.11 |
| | B | 3.16 | 0.00 | 46.32 |
| | C | 1.05 | 70.54 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.05 | 9.48 | 1.05 |
| | B | 1.05 | 0.00 | 43.16 |
| | C | 2.11 | 61.06 | 0.00 |

# Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**08:15 - 08:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 1 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.08 | 7.94 | 0.1 | A | 7.90 | 31.58 |
| B | 0.30 | 6.02 | 0.4 | A | 49.48 | 197.93 |
| C | 0.34 | 4.13 | 0.5 | A | 78.70 | 314.79 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 8.42 | 8.42 | 111.09 | 121.65 | 0.069 | 8.35 | 0.00 | 0.0 | 0.1 | 7.938 | A |
| B | 41.06 | 41.06 | 1.04 | 212.88 | 0.193 | 40.82 | 118.39 | 0.0 | 0.2 | 5.223 | A |
| C | 111.60 | 111.60 | 0.00 | 328.40 | 0.340 | 111.09 | 41.87 | 0.0 | 0.5 | 4.133 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 5.26 | 5.26 | 67.62 | 149.53 | 0.035 | 5.30 | 3.14 | 0.1 | 0.0 | 6.243 | A |
| B | 63.17 | 63.17 | 2.10 | 212.26 | 0.298 | 62.99 | 70.82 | 0.2 | 0.4 | 6.021 | A |
| C | 68.43 | 68.43 | 2.09 | 323.37 | 0.212 | 68.67 | 63.00 | 0.5 | 0.3 | 3.538 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 6.32 | 6.32 | 70.53 | 148.07 | 0.043 | 6.31 | 4.21 | 0.0 | 0.0 | 6.348 | A |
| B | 49.48 | 49.48 | 2.10 | 212.33 | 0.233 | 49.60 | 74.73 | 0.4 | 0.3 | 5.536 | A |
| C | 71.59 | 71.59 | 3.15 | 325.49 | 0.220 | 71.58 | 48.54 | 0.3 | 0.3 | 3.543 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 11.58 | 11.58 | 61.10 | 153.82 | 0.075 | 11.54 | 4.21 | 0.0 | 0.1 | 6.324 | A |
| B | 44.22 | 44.22 | 2.11 | 212.24 | 0.208 | 44.26 | 70.54 | 0.3 | 0.3 | 5.360 | A |
| C | 63.17 | 63.17 | 2.11 | 323.35 | 0.195 | 63.21 | 44.25 | 0.3 | 0.2 | 3.462 | A |

# Do Nothing 2035, 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 B and C have 95% 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 | Grasmere / GAW / GAW | Mini-roundabout | | A, B, C | 5.41 | A |

### Junction Network

| Driving side | Lighting | Road surface | In London | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | | 5.41 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.23 | 1.06 |
| | B | 6.34 | 0.00 | 69.72 |
| | C | 1.06 | 44.36 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.11 | 2.11 |
| | B | 4.23 | 0.00 | 63.38 |
| | C | 4.23 | 53.87 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.34 | 0.00 |
| | B | 7.39 | 0.00 | 70.77 |
| | C | 2.11 | 55.98 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.11 | 0.00 |
| | B | 6.34 | 0.00 | 77.11 |
| | C | 4.23 | 62.32 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 1 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.04 | 5.95 | 0.0 | A | 4.49 | 17.96 |
| B | 0.39 | 6.80 | 0.6 | A | 76.32 | 305.27 |
| C | 0.21 | 3.51 | 0.3 | A | 57.04 | 228.16 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 5.28 | 5.28 | 44.21 | 165.22 | 0.032 | 5.25 | 7.34 | 0.0 | 0.0 | 5.624 | A |
| B | 76.05 | 76.05 | 1.05 | 213.06 | 0.357 | 75.50 | 48.40 | 0.0 | 0.5 | 6.517 | A |
| C | 45.42 | 45.42 | 6.29 | 322.62 | 0.141 | 45.26 | 70.26 | 0.0 | 0.2 | 3.243 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 4.23 | 4.23 | 53.83 | 158.60 | 0.027 | 4.23 | 8.45 | 0.0 | 0.0 | 5.829 | A |
| B | 67.60 | 67.60 | 2.11 | 214.29 | 0.315 | 67.69 | 55.95 | 0.5 | 0.5 | 6.144 | A |
| C | 58.10 | 58.10 | 4.24 | 321.53 | 0.181 | 58.04 | 65.55 | 0.2 | 0.2 | 3.415 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 6.34 | 6.34 | 55.98 | 157.55 | 0.040 | 6.32 | 9.49 | 0.0 | 0.0 | 5.951 | A |
| B | 78.17 | 78.17 | 0.01 | 213.77 | 0.366 | 78.06 | 62.29 | 0.5 | 0.6 | 6.625 | A |
| C | 58.10 | 58.10 | 7.37 | 321.62 | 0.181 | 58.10 | 70.71 | 0.2 | 0.2 | 3.414 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 2.11 | 2.11 | 62.29 | 153.44 | 0.014 | 2.14 | 10.56 | 0.0 | 0.0 | 5.948 | A |
| B | 83.45 | 83.45 | 0.00 | 215.69 | 0.387 | 83.39 | 64.43 | 0.6 | 0.6 | 6.799 | A |
| C | 66.55 | 66.55 | 6.34 | 322.57 | 0.206 | 66.51 | 77.05 | 0.2 | 0.3 | 3.514 | A |

# Do Something 2035, 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 B and C have 95% 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 | Grasmere / GAW / GAW | Mini-roundabout | | A, B, C | 5.42 | A |

### Junction Network

| Driving side | Lighting | Road surface | In London | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | | 5.42 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.37 | 1.05 |
| | B | 0.00 | 0.00 | 51.24 |
| | C | 0.00 | 129.44 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.21 | 1.05 |
| | B | 2.11 | 0.00 | 71.24 |
| | C | 1.05 | 84.17 | 1.05 |

08:30 - 08:45

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.21 | 2.11 |
| | B | 3.16 | 0.00 | 56.50 |
| | C | 1.05 | 88.38 | 0.00 |

08:45 - 09:00

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.05 | 9.48 | 1.05 |
| | B | 1.05 | 0.00 | 53.34 |
| | C | 2.11 | 78.91 | 0.00 |

# Vehicle Mix

08:00 - 08:15

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

08:15 - 08:30

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 1 | 0 |

08:30 - 08:45

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

08:45 - 09:00

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.08 | 8.84 | 0.1 | A | 7.90 | 31.58 |
| B | 0.35 | 6.46 | 0.5 | A | 59.66 | 238.63 |
| C | 0.39 | 4.49 | 0.6 | A | 96.54 | 386.17 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 8.42 | 8.42 | 128.80 | 110.12 | 0.076 | 8.34 | 0.00 | 0.0 | 0.1 | 8.835 | A |
| B | 51.24 | 51.24 | 1.04 | 212.89 | 0.241 | 50.92 | 136.09 | 0.0 | 0.3 | 5.547 | A |
| C | 129.44 | 129.44 | 0.00 | 328.40 | 0.394 | 128.80 | 51.96 | 0.0 | 0.6 | 4.494 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 5.26 | 5.26 | 85.51 | 137.77 | 0.038 | 5.31 | 3.14 | 0.1 | 0.0 | 6.795 | A |
| B | 73.35 | 73.35 | 2.10 | 212.25 | 0.346 | 73.14 | 88.71 | 0.3 | 0.5 | 6.460 | A |
| C | 86.28 | 86.28 | 2.09 | 323.35 | 0.267 | 86.56 | 73.15 | 0.6 | 0.4 | 3.804 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 6.32 | 6.32 | 88.37 | 136.45 | 0.046 | 6.31 | 4.21 | 0.0 | 0.0 | 6.915 | A |
| B | 59.66 | 59.66 | 2.10 | 212.30 | 0.281 | 59.79 | 92.58 | 0.5 | 0.4 | 5.907 | A |
| C | 89.44 | 89.44 | 3.15 | 325.49 | 0.275 | 89.42 | 58.74 | 0.4 | 0.4 | 3.811 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 11.58 | 11.58 | 78.95 | 142.07 | 0.082 | 11.54 | 4.21 | 0.0 | 0.1 | 6.893 | A |
| B | 54.39 | 54.39 | 2.11 | 212.23 | 0.256 | 54.44 | 88.39 | 0.4 | 0.3 | 5.707 | A |
| C | 81.01 | 81.01 | 2.11 | 323.32 | 0.251 | 81.05 | 54.44 | 0.4 | 0.3 | 3.717 | A |

# Do Something 2035, 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 B and C have 96% 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 | Grasmere / GAW / GAW | Mini-roundabout | | A, B, C | 5.79 | A |

### Junction Network

| Driving side | Lighting | Road surface | In London | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | | 5.79 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.23 | 1.06 |
| | B | 6.34 | 0.00 | 79.61 |
| | C | 1.06 | 49.01 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.11 | 2.11 |
| | B | 4.23 | 0.00 | 73.27 |
| | C | 4.23 | 58.52 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.34 | 0.00 |
| | B | 7.39 | 0.00 | 80.66 |
| | C | 2.11 | 60.63 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.11 | 0.00 |
| | B | 6.34 | 0.00 | 87.00 |
| | C | 4.23 | 66.97 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 1 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.04 | 6.07 | 0.0 | A | 4.49 | 17.96 |
| B | 0.43 | 7.35 | 0.7 | A | 86.21 | 344.82 |
| C | 0.22 | 3.58 | 0.3 | A | 61.69 | 246.76 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 5.28 | 5.28 | 48.84 | 162.20 | 0.033 | 5.25 | 7.34 | 0.0 | 0.0 | 5.732 | A |
| B | 85.94 | 85.94 | 1.05 | 213.04 | 0.403 | 85.28 | 53.03 | 0.0 | 0.7 | 7.008 | A |
| C | 50.07 | 50.07 | 6.29 | 322.62 | 0.155 | 49.89 | 80.04 | 0.0 | 0.2 | 3.298 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 4.23 | 4.23 | 58.47 | 155.54 | 0.027 | 4.23 | 8.46 | 0.0 | 0.0 | 5.949 | A |
| B | 77.49 | 77.49 | 2.11 | 214.29 | 0.362 | 77.59 | 60.60 | 0.7 | 0.6 | 6.587 | A |
| C | 62.75 | 62.75 | 4.24 | 321.51 | 0.195 | 62.69 | 75.45 | 0.2 | 0.2 | 3.477 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 6.34 | 6.34 | 60.62 | 154.52 | 0.041 | 6.32 | 9.49 | 0.0 | 0.0 | 6.072 | A |
| B | 88.06 | 88.06 | 0.01 | 213.75 | 0.412 | 87.94 | 66.93 | 0.6 | 0.7 | 7.145 | A |
| C | 62.75 | 62.75 | 7.37 | 321.62 | 0.195 | 62.75 | 80.58 | 0.2 | 0.2 | 3.475 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 2.11 | 2.11 | 66.94 | 150.41 | 0.014 | 2.14 | 10.56 | 0.0 | 0.0 | 6.072 | A |
| B | 93.34 | 93.34 | 0.00 | 215.69 | 0.433 | 93.28 | 69.08 | 0.7 | 0.8 | 7.349 | A |
| C | 71.20 | 71.20 | 6.34 | 322.57 | 0.221 | 71.16 | 86.93 | 0.2 | 0.3 | 3.579 | A |

# Junctions 10

## ARCADY 10 - Roundabout Module

Version: 10.0.3.1598
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**Filename:** J6.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 26/07/2023 13:37:38

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Q (Veh) | Delay (s) | RFC | LOS | Q (Veh) | Delay (s) | RFC | LOS |
| | **Do Nothing 2023** | | | | | | | |
| Arm A | 0.6 | 4.41 | 0.37 | A | 0.2 | 3.60 | 0.20 | A |
| Arm B | 0.1 | 3.97 | 0.11 | A | 0.1 | 3.24 | 0.05 | A |
| Arm C | 0.2 | 3.04 | 0.18 | A | 0.3 | 3.33 | 0.26 | A |
| | **Do Nothing 2030** | | | | | | | |
| Arm A | 0.6 | 4.50 | 0.38 | A | 0.3 | 3.64 | 0.20 | A |
| Arm B | 0.1 | 4.03 | 0.11 | A | 0.1 | 3.26 | 0.06 | A |
| Arm C | 0.2 | 3.06 | 0.19 | A | 0.4 | 3.37 | 0.27 | A |
| | **Do Something 2030** | | | | | | | |
| Arm A | 0.8 | 4.93 | 0.43 | A | 0.3 | 3.71 | 0.22 | A |
| Arm B | 0.1 | 4.21 | 0.12 | A | 0.1 | 3.29 | 0.06 | A |
| Arm C | 0.3 | 3.17 | 0.22 | A | 0.4 | 3.50 | 0.29 | A |
| | **Do Nothing 2035** | | | | | | | |
| Arm A | 0.6 | 4.57 | 0.39 | A | 0.3 | 3.66 | 0.21 | A |
| Arm B | 0.1 | 4.06 | 0.11 | A | 0.1 | 3.27 | 0.06 | A |
| Arm C | 0.2 | 3.07 | 0.19 | A | 0.4 | 3.40 | 0.27 | A |
| | **Do Something 2035** | | | | | | | |
| Arm A | 0.8 | 5.00 | 0.44 | A | 0.3 | 3.73 | 0.22 | A |
| Arm B | 0.1 | 4.25 | 0.12 | A | 0.1 | 3.30 | 0.06 | A |
| Arm C | 0.3 | 3.18 | 0.22 | A | 0.4 | 3.53 | 0.30 | A |

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

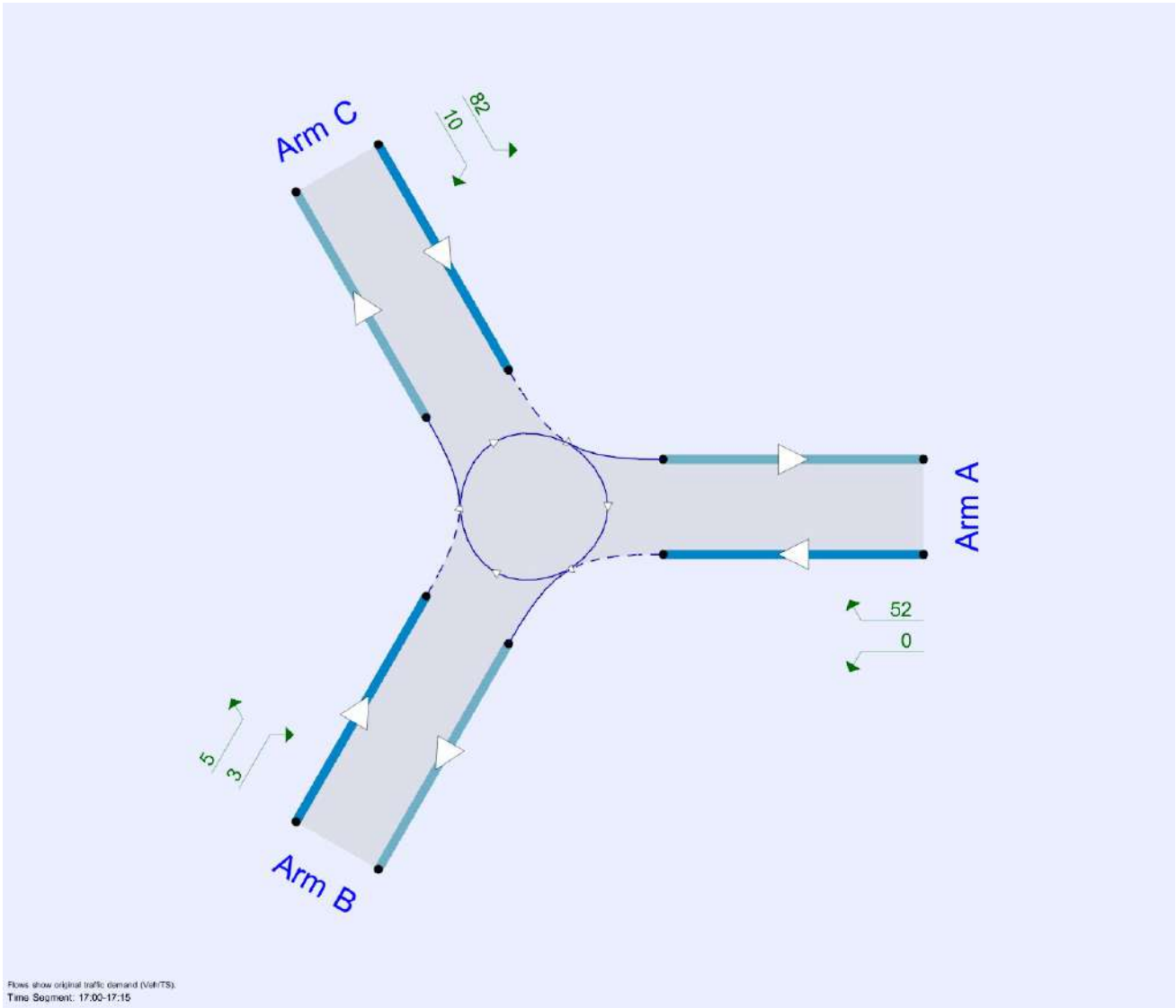
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### 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 | GAW / Lomond Way / GAW | Standard Roundabout | | A, B, C | 3.89 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.89 | A |

## Arms

### Arms

| Arm | Name | Description | No give-way line |
|---|---|---|---|
| A | GAW | | |
| B | Lomond Way | | |
| C | GAW | | |

### Roundabout Geometry

| Arm | V (m) | E (m) | l' (m) | R (m) | D (m) | PHI (deg) | Entry only | Exit only |
|---|---|---|---|---|---|---|---|---|
| A | 3.77 | 5.88 | 3.5 | 10.7 | 29.7 | 32.2 | | |
| B | 3.17 | 5.30 | 7.4 | 10.5 | 29.7 | 19.1 | | |
| C | 3.35 | 5.90 | 12.4 | 10.9 | 29.7 | 20.7 | | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|---|---|---|
| A | 0.559 | 322.664 |
| B | 0.571 | 321.712 |
| C | 0.608 | 366.979 |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 116.00 |
| | B | 3.00 | 0.00 | 24.00 |
| | C | 35.00 | 5.00 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 67.00 |
| | B | 0.00 | 0.00 | 10.00 |
| | C | 61.00 | 6.00 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 72.00 |
| | B | 2.00 | 0.00 | 15.00 |
| | C | 43.00 | 6.00 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 64.00 |
| | B | 1.00 | 0.00 | 12.00 |
| | C | 46.00 | 2.00 | 0.00 |

## Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 1 | 2 | 0 |

**08:15 - 08:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 1 | 1 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**HV %s**

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 1 |
| B | 1 | 0 | 0 |
| C | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.37 | 4.41 | 0.6 | A | 80.25 | 321.00 |
| B | 0.11 | 3.97 | 0.1 | A | 16.75 | 67.00 |
| C | 0.18 | 3.04 | 0.2 | A | 51.00 | 204.00 |

## Main Results for each time segment

**08:00 - 08:15**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 117.00 | 117.00 | 4.98 | 319.82 | 0.366 | 116.43 | 37.88 | 0.0 | 0.6 | 4.412 | A |
| B | 27.00 | 27.00 | 115.43 | 253.49 | 0.107 | 26.88 | 5.98 | 0.0 | 0.1 | 3.970 | A |
| C | 40.00 | 40.00 | 2.99 | 361.10 | 0.111 | 39.88 | 139.33 | 0.0 | 0.1 | 2.802 | A |

**08:15 - 08:30**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 67.00 | 67.00 | 6.00 | 319.28 | 0.210 | 67.31 | 60.92 | 0.6 | 0.3 | 3.575 | A |
| B | 10.00 | 10.00 | 67.30 | 280.45 | 0.036 | 10.08 | 6.00 | 0.1 | 0.0 | 3.328 | A |
| C | 67.00 | 67.00 | 0.01 | 363.34 | 0.184 | 66.90 | 77.37 | 0.1 | 0.2 | 3.036 | A |

**08:30 - 08:45**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 73.00 | 73.00 | 6.00 | 316.20 | 0.231 | 72.97 | 45.06 | 0.3 | 0.3 | 3.699 | A |
| B | 17.00 | 17.00 | 71.97 | 280.17 | 0.061 | 16.97 | 7.00 | 0.0 | 0.1 | 3.419 | A |
| C | 49.00 | 49.00 | 1.99 | 362.58 | 0.135 | 49.07 | 86.95 | 0.2 | 0.2 | 2.870 | A |

**08:45 - 09:00**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 64.00 | 64.00 | 2.01 | 318.35 | 0.201 | 64.05 | 46.99 | 0.3 | 0.3 | 3.538 | A |
| B | 13.00 | 13.00 | 64.04 | 284.53 | 0.046 | 13.02 | 2.02 | 0.1 | 0.0 | 3.316 | A |
| C | 48.00 | 48.00 | 1.00 | 362.89 | 0.132 | 48.00 | 76.05 | 0.2 | 0.2 | 2.859 | A |

# Do Nothing 2023, 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 | GAW / Lomond Way / GAW | Standard Roundabout | | A, B, C | 3.42 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.42 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 45.00 |
| | B | 3.00 | 0.00 | 5.00 |
| | C | 68.00 | 9.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.00 | 47.00 |
| | B | 1.00 | 1.00 | 14.00 |
| | C | 61.00 | 8.00 | 0.00 |

17:30 - 17:45

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.00 | 59.00 |
| | B | 2.00 | 0.00 | 8.00 |
| | C | 72.00 | 21.00 | 0.00 |

17:45 - 18:00

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.00 | 59.00 |
| | B | 0.00 | 0.00 | 6.00 |
| | C | 80.00 | 10.00 | 0.00 |

# Vehicle Mix

17:00 - 17:15

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

17:15 - 17:30

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

17:30 - 17:45

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

17:45 - 18:00

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.20 | 3.60 | 0.2 | A | 54.75 | 219.00 |
| B | 0.05 | 3.24 | 0.1 | A | 10.00 | 40.00 |
| C | 0.26 | 3.33 | 0.3 | A | 82.25 | 329.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 45.00 | 45.00 | 8.97 | 317.65 | 0.142 | 44.84 | 70.75 | 0.0 | 0.2 | 3.297 | A |
| B | 8.00 | 8.00 | 44.84 | 296.09 | 0.027 | 7.97 | 8.97 | 0.0 | 0.0 | 3.123 | A |
| C | 77.00 | 77.00 | 2.99 | 361.96 | 0.213 | 76.73 | 49.82 | 0.0 | 0.3 | 3.152 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 51.00 | 51.00 | 9.00 | 314.74 | 0.162 | 50.97 | 62.04 | 0.2 | 0.2 | 3.411 | A |
| B | 16.00 | 16.00 | 46.99 | 294.59 | 0.054 | 15.97 | 12.99 | 0.0 | 0.1 | 3.229 | A |
| C | 69.00 | 69.00 | 2.00 | 365.75 | 0.189 | 69.04 | 60.95 | 0.3 | 0.2 | 3.035 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 61.00 | 61.00 | 20.95 | 310.94 | 0.196 | 60.95 | 73.94 | 0.2 | 0.2 | 3.599 | A |
| B | 10.00 | 10.00 | 58.94 | 288.03 | 0.035 | 10.02 | 22.96 | 0.1 | 0.0 | 3.236 | A |
| C | 93.00 | 93.00 | 2.00 | 362.96 | 0.256 | 92.89 | 66.96 | 0.2 | 0.3 | 3.330 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 62.00 | 62.00 | 10.04 | 317.05 | 0.196 | 62.00 | 79.98 | 0.2 | 0.2 | 3.527 | A |
| B | 6.00 | 6.00 | 59.00 | 287.99 | 0.021 | 6.01 | 13.04 | 0.0 | 0.0 | 3.193 | A |
| C | 90.00 | 90.00 | 0.01 | 366.96 | 0.245 | 90.02 | 65.01 | 0.3 | 0.3 | 3.249 | A |

# Do Nothing 2030, AM

### 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 | GAW / Lomond Way / GAW | Standard Roundabout | | A, B, C | 3.95 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.95 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.03 | 119.99 |
| | B | 3.10 | 0.00 | 24.83 |
| | C | 36.20 | 5.17 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 69.30 |
| | B | 0.00 | 0.00 | 10.34 |
| | C | 63.10 | 6.21 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.03 | 74.48 |
| | B | 2.07 | 0.00 | 15.52 |
| | C | 44.48 | 6.21 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 66.20 |
| | B | 1.03 | 0.00 | 12.41 |
| | C | 47.58 | 2.07 | 0.00 |

# Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 1 | 2 | 0 |

**08:15 - 08:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 1 | 1 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 1 | 0 | 0 |
| | C | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.38 | 4.50 | 0.6 | A | 83.01 | 332.04 |
| B | 0.11 | 4.03 | 0.1 | A | 17.33 | 69.30 |
| C | 0.19 | 3.06 | 0.2 | A | 52.75 | 211.02 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 121.02 | 121.02 | 5.16 | 319.72 | 0.379 | 120.42 | 39.18 | 0.0 | 0.6 | 4.502 | A |
| B | 27.93 | 27.93 | 119.39 | 251.25 | 0.111 | 27.80 | 6.19 | 0.0 | 0.1 | 4.026 | A |
| C | 41.38 | 41.38 | 3.09 | 361.04 | 0.115 | 41.25 | 144.11 | 0.0 | 0.1 | 2.812 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 69.30 | 69.30 | 6.20 | 319.16 | 0.217 | 69.63 | 63.01 | 0.6 | 0.3 | 3.613 | A |
| B | 10.34 | 10.34 | 69.63 | 279.13 | 0.037 | 10.43 | 6.21 | 0.1 | 0.0 | 3.349 | A |
| C | 69.30 | 69.30 | 0.01 | 363.34 | 0.191 | 69.20 | 80.04 | 0.1 | 0.2 | 3.060 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.51 | 75.51 | 6.21 | 316.09 | 0.239 | 75.48 | 46.61 | 0.3 | 0.3 | 3.740 | A |
| B | 17.58 | 17.58 | 74.45 | 278.74 | 0.063 | 17.56 | 7.24 | 0.0 | 0.1 | 3.445 | A |
| C | 50.69 | 50.69 | 2.06 | 362.54 | 0.140 | 50.76 | 89.94 | 0.2 | 0.2 | 2.888 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 66.20 | 66.20 | 2.08 | 318.32 | 0.208 | 66.25 | 48.61 | 0.3 | 0.3 | 3.573 | A |
| B | 13.45 | 13.45 | 66.25 | 283.26 | 0.047 | 13.46 | 2.09 | 0.1 | 0.1 | 3.337 | A |
| C | 49.65 | 49.65 | 1.04 | 362.86 | 0.137 | 49.66 | 78.67 | 0.2 | 0.2 | 2.875 | A |

# Do Nothing 2030, 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 | GAW / Lomond Way / GAW | Standard Roundabout | | A, B, C | 3.46 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.46 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 46.66 |
| | B | 3.11 | 0.00 | 5.18 |
| | C | 70.51 | 9.33 | 0.00 |

**17:15 - 17:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.15 | 48.73 |
| | B | 1.04 | 1.04 | 14.52 |
| | C | 63.25 | 8.30 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.07 | 61.18 |
| | B | 2.07 | 0.00 | 8.30 |
| | C | 74.66 | 21.77 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.11 | 61.18 |
| | B | 0.00 | 0.00 | 6.22 |
| | C | 82.95 | 10.37 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.20 | 3.64 | 0.3 | A | 56.77 | 227.08 |
| B | 0.06 | 3.26 | 0.1 | A | 10.37 | 41.48 |
| C | 0.27 | 3.37 | 0.4 | A | 85.28 | 341.14 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 46.66 | 46.66 | 9.30 | 317.47 | 0.147 | 46.49 | 73.36 | 0.0 | 0.2 | 3.320 | A |
| B | 8.30 | 8.30 | 46.49 | 295.14 | 0.028 | 8.27 | 9.30 | 0.0 | 0.0 | 3.136 | A |
| C | 79.84 | 79.84 | 3.10 | 361.90 | 0.221 | 79.56 | 51.66 | 0.0 | 0.3 | 3.185 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 52.88 | 52.88 | 9.33 | 314.56 | 0.168 | 52.85 | 64.33 | 0.2 | 0.2 | 3.438 | A |
| B | 16.59 | 16.59 | 48.72 | 293.59 | 0.057 | 16.56 | 13.46 | 0.0 | 0.1 | 3.248 | A |
| C | 71.55 | 71.55 | 2.08 | 365.70 | 0.196 | 71.58 | 63.20 | 0.3 | 0.2 | 3.059 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 63.25 | 63.25 | 21.73 | 310.51 | 0.204 | 63.20 | 76.66 | 0.2 | 0.3 | 3.638 | A |
| B | 10.37 | 10.37 | 61.12 | 286.78 | 0.036 | 10.39 | 23.81 | 0.1 | 0.0 | 3.255 | A |
| C | 96.43 | 96.43 | 2.07 | 362.91 | 0.266 | 96.32 | 69.43 | 0.2 | 0.4 | 3.373 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 64.29 | 64.29 | 10.41 | 316.84 | 0.203 | 64.29 | 82.93 | 0.3 | 0.3 | 3.562 | A |
| B | 6.22 | 6.22 | 61.18 | 286.75 | 0.022 | 6.24 | 13.52 | 0.0 | 0.0 | 3.207 | A |
| C | 93.32 | 93.32 | 0.01 | 366.96 | 0.254 | 93.34 | 67.41 | 0.4 | 0.3 | 3.291 | A |

# Do Something 2030, AM

### 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 | GAW / Lomond Way / GAW | Standard Roundabout | | A, B, C | 4.25 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.25 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.03 | 137.84 |
| | B | 3.10 | 0.00 | 24.83 |
| | C | 46.38 | 5.17 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 87.15 |
| | B | 0.00 | 0.00 | 10.34 |
| | C | 73.28 | 6.21 | 0.00 |

**Demand (Veh/TS)**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.03 | 92.32 |
| | B | 2.07 | 0.00 | 15.52 |
| | C | 54.66 | 6.21 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 84.05 |
| | B | 1.03 | 0.00 | 12.41 |
| | C | 57.76 | 2.07 | 0.00 |

# Vehicle Mix

**HV %s**

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 1 | 2 | 0 |

**HV %s**

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 1 | 1 | 0 |

**HV %s**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**HV %s**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 1 | 0 | 0 |
| | C | 1 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.43 | 4.93 | 0.8 | A | 100.86 | 403.42 |
| B | 0.12 | 4.21 | 0.1 | A | 17.33 | 69.30 |
| C | 0.22 | 3.17 | 0.3 | A | 62.93 | 251.73 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 138.87 | 138.87 | 5.16 | 319.72 | 0.434 | 138.11 | 49.32 | 0.0 | 0.8 | 4.935 | A |
| B | 27.93 | 27.93 | 137.08 | 241.23 | 0.116 | 27.80 | 6.18 | 0.0 | 0.1 | 4.214 | A |
| C | 51.55 | 51.55 | 3.09 | 361.13 | 0.143 | 51.39 | 161.79 | 0.0 | 0.2 | 2.904 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 87.15 | 87.15 | 6.20 | 319.16 | 0.273 | 87.53 | 73.18 | 0.8 | 0.4 | 3.891 | A |
| B | 10.34 | 10.34 | 87.53 | 269.01 | 0.038 | 10.43 | 6.21 | 0.1 | 0.0 | 3.480 | A |
| C | 79.48 | 79.48 | 0.01 | 363.34 | 0.219 | 79.37 | 97.95 | 0.2 | 0.3 | 3.167 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 93.36 | 93.36 | 6.21 | 316.08 | 0.295 | 93.32 | 56.79 | 0.4 | 0.4 | 4.040 | A |
| B | 17.58 | 17.58 | 92.29 | 268.44 | 0.066 | 17.56 | 7.24 | 0.0 | 0.1 | 3.586 | A |
| C | 60.86 | 60.86 | 2.06 | 362.47 | 0.168 | 60.94 | 107.78 | 0.3 | 0.2 | 2.987 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 84.05 | 84.05 | 2.08 | 318.32 | 0.264 | 84.10 | 58.79 | 0.4 | 0.4 | 3.844 | A |
| B | 13.45 | 13.45 | 84.10 | 272.96 | 0.049 | 13.46 | 2.09 | 0.1 | 0.1 | 3.467 | A |
| C | 59.83 | 59.83 | 1.04 | 362.84 | 0.165 | 59.83 | 96.52 | 0.2 | 0.2 | 2.969 | A |

# Do Something 2030, 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 | GAW / Lomond Way / GAW | Standard Roundabout | | A, B, C | 3.57 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.57 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 51.31 |
| | B | 3.11 | 0.00 | 5.18 |
| | C | 80.40 | 9.33 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.15 | 53.38 |
| | B | 1.04 | 1.04 | 14.52 |
| | C | 73.14 | 8.30 | 0.00 |

**Demand (Veh/TS)**

17:30 - 17:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.07 | 65.83 |
| | B | 2.07 | 0.00 | 8.30 |
| | C | 84.55 | 21.77 | 0.00 |

**Demand (Veh/TS)**

17:45 - 18:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.11 | 65.83 |
| | B | 0.00 | 0.00 | 6.22 |
| | C | 92.84 | 10.37 | 0.00 |

# Vehicle Mix

**HV %s**

17:00 - 17:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**HV %s**

17:15 - 17:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**HV %s**

17:30 - 17:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**HV %s**

17:45 - 18:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.22 | 3.71 | 0.3 | A | 61.42 | 245.68 |
| B | 0.06 | 3.29 | 0.1 | A | 10.37 | 41.48 |
| C | 0.29 | 3.50 | 0.4 | A | 95.17 | 380.70 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 51.31 | 51.31 | 9.30 | 317.47 | 0.162 | 51.12 | 83.20 | 0.0 | 0.2 | 3.378 | A |
| B | 8.30 | 8.30 | 51.12 | 292.50 | 0.028 | 8.27 | 9.30 | 0.0 | 0.0 | 3.166 | A |
| C | 89.73 | 89.73 | 3.10 | 361.85 | 0.248 | 89.40 | 56.28 | 0.0 | 0.3 | 3.298 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 57.53 | 57.53 | 9.33 | 314.54 | 0.183 | 57.50 | 74.22 | 0.2 | 0.2 | 3.501 | A |
| B | 16.59 | 16.59 | 53.37 | 290.91 | 0.057 | 16.56 | 13.46 | 0.0 | 0.1 | 3.280 | A |
| C | 81.44 | 81.44 | 2.08 | 365.70 | 0.223 | 81.48 | 67.85 | 0.3 | 0.3 | 3.168 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 67.90 | 67.90 | 21.72 | 310.51 | 0.219 | 67.84 | 86.55 | 0.2 | 0.3 | 3.708 | A |
| B | 10.37 | 10.37 | 65.76 | 284.13 | 0.036 | 10.39 | 23.80 | 0.1 | 0.0 | 3.287 | A |
| C | 106.32 | 106.32 | 2.07 | 362.84 | 0.293 | 106.20 | 74.08 | 0.3 | 0.4 | 3.504 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 68.94 | 68.94 | 10.41 | 316.84 | 0.218 | 68.94 | 92.82 | 0.3 | 0.3 | 3.629 | A |
| B | 6.22 | 6.22 | 65.83 | 284.09 | 0.022 | 6.24 | 13.52 | 0.0 | 0.0 | 3.238 | A |
| C | 103.21 | 103.21 | 0.01 | 366.96 | 0.281 | 103.23 | 72.06 | 0.4 | 0.4 | 3.412 | A |

# Do Nothing 2035, AM

### 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 | GAW / Lomond Way / GAW | Standard Roundabout | | A, B, C | 3.99 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.99 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.05 | 122.12 |
| | B | 3.16 | 0.00 | 25.27 |
| | C | 36.85 | 5.26 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 70.54 |
| | B | 0.00 | 0.00 | 10.53 |
| | C | 64.22 | 6.32 | 0.00 |

**Demand (Veh/TS)**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.05 | 75.80 |
| | B | 2.11 | 0.00 | 15.79 |
| | C | 45.27 | 6.32 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 67.38 |
| | B | 1.05 | 0.00 | 12.63 |
| | C | 48.43 | 2.11 | 0.00 |

# Vehicle Mix

**HV %s**

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 1 | 2 | 0 |

**HV %s**

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 1 | 1 | 0 |

**HV %s**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**HV %s**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 1 | 0 | 0 |
| | C | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.39 | 4.57 | 0.6 | A | 84.49 | 337.95 |
| B | 0.11 | 4.06 | 0.1 | A | 17.63 | 70.54 |
| C | 0.19 | 3.07 | 0.2 | A | 53.69 | 214.77 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 123.18 | 123.18 | 5.25 | 319.67 | 0.385 | 122.56 | 39.88 | 0.0 | 0.6 | 4.566 | A |
| B | 28.43 | 28.43 | 121.51 | 250.05 | 0.114 | 28.30 | 6.30 | 0.0 | 0.1 | 4.057 | A |
| C | 42.11 | 42.11 | 3.14 | 361.01 | 0.117 | 41.98 | 146.66 | 0.0 | 0.1 | 2.819 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 70.54 | 70.54 | 6.31 | 319.10 | 0.221 | 70.87 | 64.13 | 0.6 | 0.3 | 3.629 | A |
| B | 10.53 | 10.53 | 70.87 | 278.43 | 0.038 | 10.62 | 6.32 | 0.1 | 0.0 | 3.363 | A |
| C | 70.54 | 70.54 | 0.01 | 363.34 | 0.194 | 70.43 | 81.47 | 0.1 | 0.2 | 3.073 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 76.85 | 76.85 | 6.32 | 316.03 | 0.243 | 76.82 | 47.44 | 0.3 | 0.3 | 3.762 | A |
| B | 17.90 | 17.90 | 75.77 | 277.97 | 0.064 | 17.87 | 7.37 | 0.0 | 0.1 | 3.459 | A |
| C | 51.59 | 51.59 | 2.10 | 362.52 | 0.142 | 51.66 | 91.54 | 0.2 | 0.2 | 2.895 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 67.38 | 67.38 | 2.12 | 318.30 | 0.212 | 67.43 | 49.48 | 0.3 | 0.3 | 3.590 | A |
| B | 13.69 | 13.69 | 67.42 | 282.58 | 0.048 | 13.70 | 2.12 | 0.1 | 0.1 | 3.349 | A |
| C | 50.53 | 50.53 | 1.06 | 362.85 | 0.139 | 50.54 | 80.07 | 0.2 | 0.2 | 2.881 | A |

# Do Nothing 2035, 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 | GAW / Lomond Way / GAW | Standard Roundabout | | A, B, C | 3.49 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.49 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 47.53 |
| | B | 3.17 | 0.00 | 5.28 |
| | C | 71.83 | 9.51 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.23 | 49.65 |
| | B | 1.06 | 1.06 | 14.79 |
| | C | 64.43 | 8.45 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.11 | 62.32 |
| | B | 2.11 | 0.00 | 8.45 |
| | C | 76.05 | 22.18 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.17 | 62.32 |
| | B | 0.00 | 0.00 | 6.34 |
| | C | 84.50 | 10.56 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.21 | 3.66 | 0.3 | A | 57.83 | 231.33 |
| B | 0.06 | 3.27 | 0.1 | A | 10.56 | 42.25 |
| C | 0.27 | 3.40 | 0.4 | A | 86.88 | 347.52 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 47.53 | 47.53 | 9.47 | 317.37 | 0.150 | 47.36 | 74.73 | 0.0 | 0.2 | 3.331 | A |
| B | 8.45 | 8.45 | 47.36 | 294.65 | 0.029 | 8.42 | 9.47 | 0.0 | 0.0 | 3.143 | A |
| C | 81.34 | 81.34 | 3.16 | 361.86 | 0.225 | 81.05 | 52.62 | 0.0 | 0.3 | 3.202 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 53.87 | 53.87 | 9.51 | 314.46 | 0.171 | 53.84 | 65.53 | 0.2 | 0.2 | 3.452 | A |
| B | 16.90 | 16.90 | 49.63 | 293.07 | 0.058 | 16.87 | 13.72 | 0.0 | 0.1 | 3.258 | A |
| C | 72.88 | 72.88 | 2.12 | 365.68 | 0.199 | 72.92 | 64.39 | 0.3 | 0.2 | 3.073 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 64.43 | 64.43 | 22.13 | 310.28 | 0.208 | 64.38 | 78.10 | 0.2 | 0.3 | 3.659 | A |
| B | 10.56 | 10.56 | 62.26 | 286.13 | 0.037 | 10.59 | 24.25 | 0.1 | 0.0 | 3.265 | A |
| C | 98.24 | 98.24 | 2.11 | 362.89 | 0.271 | 98.12 | 70.73 | 0.2 | 0.4 | 3.397 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 65.49 | 65.49 | 10.61 | 316.73 | 0.207 | 65.49 | 84.48 | 0.3 | 0.3 | 3.581 | A |
| B | 6.34 | 6.34 | 62.33 | 286.09 | 0.022 | 6.35 | 13.77 | 0.0 | 0.0 | 3.219 | A |
| C | 95.07 | 95.07 | 0.01 | 366.96 | 0.259 | 95.09 | 68.67 | 0.4 | 0.4 | 3.312 | A |

# Do Something 2035, AM

### 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 | GAW / Lomond Way / GAW | Standard Roundabout | | A, B, C | 4.29 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.29 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.05 | 139.97 |
| | B | 3.16 | 0.00 | 25.27 |
| | C | 47.03 | 5.26 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 88.38 |
| | B | 0.00 | 0.00 | 10.53 |
| | C | 74.40 | 6.32 | 0.00 |

**Demand (Veh/TS)**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.05 | 93.65 |
| | B | 2.11 | 0.00 | 15.79 |
| | C | 55.45 | 6.32 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 85.22 |
| | B | 1.05 | 0.00 | 12.63 |
| | C | 58.61 | 2.11 | 0.00 |

# Vehicle Mix

**HV %s**

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 1 | 2 | 0 |

**HV %s**

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 1 | 1 | 0 |

**HV %s**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**HV %s**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 1 | 0 | 0 |
| | C | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.44 | 5.00 | 0.8 | A | 102.33 | 409.33 |
| B | 0.12 | 4.25 | 0.1 | A | 17.63 | 70.54 |
| C | 0.22 | 3.18 | 0.3 | A | 63.87 | 255.48 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 141.02 | 141.02 | 5.25 | 319.67 | 0.441 | 140.24 | 50.02 | 0.0 | 0.8 | 4.996 | A |
| B | 28.43 | 28.43 | 139.19 | 240.03 | 0.118 | 28.29 | 6.29 | 0.0 | 0.1 | 4.247 | A |
| C | 52.29 | 52.29 | 3.14 | 361.09 | 0.145 | 52.12 | 164.34 | 0.0 | 0.2 | 2.911 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 88.38 | 88.38 | 6.31 | 319.10 | 0.277 | 88.78 | 74.30 | 0.8 | 0.4 | 3.915 | A |
| B | 10.53 | 10.53 | 88.77 | 268.30 | 0.039 | 10.62 | 6.32 | 0.1 | 0.0 | 3.495 | A |
| C | 80.71 | 80.71 | 0.01 | 363.34 | 0.222 | 80.60 | 99.38 | 0.2 | 0.3 | 3.181 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 94.70 | 94.70 | 6.32 | 316.02 | 0.300 | 94.66 | 57.62 | 0.4 | 0.4 | 4.066 | A |
| B | 17.90 | 17.90 | 93.61 | 267.68 | 0.067 | 17.87 | 7.37 | 0.0 | 0.1 | 3.602 | A |
| C | 61.76 | 61.76 | 2.10 | 362.45 | 0.170 | 61.84 | 109.38 | 0.3 | 0.2 | 2.996 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 85.22 | 85.22 | 2.12 | 318.30 | 0.268 | 85.28 | 59.65 | 0.4 | 0.4 | 3.864 | A |
| B | 13.69 | 13.69 | 85.28 | 272.28 | 0.050 | 13.70 | 2.12 | 0.1 | 0.1 | 3.479 | A |
| C | 60.71 | 60.71 | 1.06 | 362.83 | 0.167 | 60.72 | 97.92 | 0.2 | 0.2 | 2.980 | A |

# Do Something 2035, 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 | GAW / Lomond Way / GAW | Standard Roundabout | | A, B, C | 3.59 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.59 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 52.18 |
| | B | 3.17 | 0.00 | 5.28 |
| | C | 81.72 | 9.51 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.23 | 54.30 |
| | B | 1.06 | 1.06 | 14.79 |
| | C | 74.32 | 8.45 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.11 | 66.97 |
| | B | 2.11 | 0.00 | 8.45 |
| | C | 85.94 | 22.18 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.17 | 66.97 |
| | B | 0.00 | 0.00 | 6.34 |
| | C | 94.39 | 10.56 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.22 | 3.73 | 0.3 | A | 62.48 | 249.93 |
| B | 0.06 | 3.30 | 0.1 | A | 10.56 | 42.25 |
| C | 0.30 | 3.53 | 0.4 | A | 96.77 | 387.08 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 52.18 | 52.18 | 9.47 | 317.37 | 0.164 | 51.99 | 84.57 | 0.0 | 0.2 | 3.390 | A |
| B | 8.45 | 8.45 | 51.99 | 292.00 | 0.029 | 8.42 | 9.47 | 0.0 | 0.0 | 3.173 | A |
| C | 91.22 | 91.22 | 3.16 | 361.82 | 0.252 | 90.89 | 57.25 | 0.0 | 0.3 | 3.317 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 58.52 | 58.52 | 9.51 | 314.44 | 0.186 | 58.49 | 75.42 | 0.2 | 0.2 | 3.515 | A |
| B | 16.90 | 16.90 | 54.28 | 290.38 | 0.058 | 16.87 | 13.72 | 0.0 | 0.1 | 3.290 | A |
| C | 82.77 | 82.77 | 2.12 | 365.68 | 0.226 | 82.82 | 69.03 | 0.3 | 0.3 | 3.181 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 69.08 | 69.08 | 22.13 | 310.29 | 0.223 | 69.03 | 87.98 | 0.2 | 0.3 | 3.730 | A |
| B | 10.56 | 10.56 | 66.91 | 283.48 | 0.037 | 10.59 | 24.25 | 0.1 | 0.0 | 3.297 | A |
| C | 108.13 | 108.13 | 2.11 | 362.82 | 0.298 | 108.00 | 75.38 | 0.3 | 0.4 | 3.530 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 70.14 | 70.14 | 10.61 | 316.73 | 0.221 | 70.14 | 94.37 | 0.3 | 0.3 | 3.651 | A |
| B | 6.34 | 6.34 | 66.98 | 283.44 | 0.022 | 6.35 | 13.77 | 0.0 | 0.0 | 3.250 | A |
| C | 104.96 | 104.96 | 0.01 | 366.96 | 0.286 | 104.98 | 73.32 | 0.4 | 0.4 | 3.437 | A |

# Junctions 10

## PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** J7 (left turn only).j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 13/02/2026 14:44:06

---

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | **Do Nothing 2023** | | | | | | | |
| Stream B-AC | 0.2 | 6.63 | 0.17 | A | 0.4 | 7.60 | 0.27 | A |
| Stream C-AB | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |
| | **Do Nothing 2030** | | | | | | | |
| Stream B-AC | 0.2 | 6.70 | 0.18 | A | 0.4 | 7.73 | 0.28 | A |
| Stream C-AB | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |
| | **Do Something 2030** | | | | | | | |
| Stream B-AC | 0.2 | 6.80 | 0.18 | A | 0.4 | 7.87 | 0.28 | A |
| Stream C-AB | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |
| | **Do Nothing 2035** | | | | | | | |
| Stream B-AC | 0.2 | 6.73 | 0.18 | A | 0.4 | 7.81 | 0.28 | A |
| Stream C-AB | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |
| | **Do Something 2035** | | | | | | | |
| Stream B-AC | 0.2 | 6.84 | 0.18 | A | 0.4 | 7.95 | 0.29 | A |
| Stream C-AB | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |

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

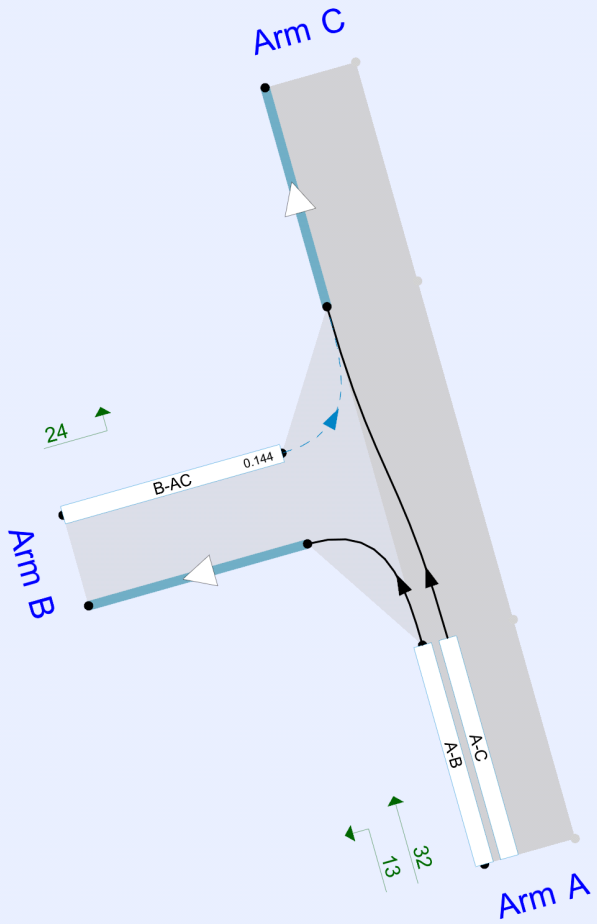
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




Flows show original traffic demand (Veh/TS).
Streams (downstream end) show RFC ()

Time Segment: 08:00-08:15

*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Entry Only | Two-way | Exit Only | | 2.04 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 2.04 | A |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | GAW | | Major |
| B | Cartwright Road | | Minor |
| C | GAW | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C | 6.05 | | | | ✓ | |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B | One lane | 3.98 | 30 | 30 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/TS) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 137.803 | 0.100 | 0.252 | 0.158 | 0.359 |
| B-C | 176.441 | 0.081 | 0.204 | - | - |
| C-B | 143.491 | 0.193 | 0.193 | - | - |

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

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

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

# Traffic Demand

## Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

## Demand overview (Traffic)

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

# Origin-Destination Data

### 08:00 - 08:15

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 13.00 | 32.00 |
| | B | 0.00 | 0.00 | 24.00 |
| | C | 0.00 | 0.00 | 0.00 |

### 08:15 - 08:30

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.00 | 57.00 |
| | B | 0.00 | 0.00 | 28.00 |
| | C | 0.00 | 0.00 | 0.00 |

### 08:30 - 08:45

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 9.00 | 31.00 |
| | B | 0.00 | 0.00 | 19.00 |
| | C | 0.00 | 0.00 | 0.00 |

### 08:45 - 09:00

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 43.00 |
| | B | 0.00 | 0.00 | 17.00 |
| | C | 0.00 | 0.00 | 0.00 |

# Vehicle Mix

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

### 08:00 - 08:15

Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.17 | 6.63 | 0.2 | A | 22.00 | 88.00 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 0.00 | 0.00 |
| A-B | | | | | 8.75 | 35.00 |
| A-C | | | | | 40.75 | 163.00 |

## Main Results for each time segment

08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 24.00 | 24.00 | 167.05 | 0.144 | 23.83 | 0.0 | 0.2 | 6.278 | A |
| C-AB | 0.00 | 0.00 | 134.67 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 13.00 | 13.00 | | | 13.00 | | | | |
| A-C | 32.00 | 32.00 | | | 32.00 | | | | |

08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 28.00 | 28.00 | 164.42 | 0.170 | 27.96 | 0.2 | 0.2 | 6.630 | A |
| C-AB | 0.00 | 0.00 | 131.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 3.00 | 3.00 | | | 3.00 | | | | |
| A-C | 57.00 | 57.00 | | | 57.00 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 19.00 | 19.00 | 169.31 | 0.112 | 19.08 | 0.2 | 0.1 | 5.995 | A |
| C-AB | 0.00 | 0.00 | 135.70 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 9.00 | 9.00 | | | 9.00 | | | | |
| A-C | 31.00 | 31.00 | | | 31.00 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 17.00 | 17.00 | 165.20 | 0.103 | 17.01 | 0.1 | 0.1 | 6.038 | A |
| C-AB | 0.00 | 0.00 | 133.24 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 10.00 | 10.00 | | | 10.00 | | | | |
| A-C | 43.00 | 43.00 | | | 43.00 | | | | |

# Do Nothing 2023, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Entry Only | Two-way | Exit Only | | 2.72 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 2.72 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.00 | 51.00 |
| | B | 0.00 | 0.00 | 43.00 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 55.00 |
| | B | 0.00 | 0.00 | 44.00 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 67.00 |
| | B | 0.00 | 0.00 | 43.00 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.00 | 86.00 |
| | B | 0.00 | 0.00 | 25.00 |
| | C | 0.00 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.27 | 7.60 | 0.4 | A | 38.75 | 155.00 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 0.00 | 0.00 |
| A-B | | | | | 5.25 | 21.00 |
| A-C | | | | | 64.75 | 259.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 43.00 | 43.00 | 164.05 | 0.262 | 42.65 | 0.0 | 0.4 | 7.393 | A |
| C-AB | 0.00 | 0.00 | 132.86 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 4.00 | 4.00 | | | 4.00 | | | | |
| A-C | 51.00 | 51.00 | | | 51.00 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 44.00 | 44.00 | 164.69 | 0.267 | 43.99 | 0.4 | 0.4 | 7.505 | A |
| C-AB | 0.00 | 0.00 | 131.68 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 6.00 | 6.00 | | | 6.00 | | | | |
| A-C | 55.00 | 55.00 | | | 55.00 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 43.00 | 43.00 | 160.66 | 0.268 | 43.00 | 0.4 | 0.4 | 7.596 | A |
| C-AB | 0.00 | 0.00 | 129.38 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 6.00 | 6.00 | | | 6.00 | | | | |
| A-C | 67.00 | 67.00 | | | 67.00 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 25.00 | 25.00 | 158.43 | 0.158 | 25.17 | 0.4 | 0.2 | 6.814 | A |
| C-AB | 0.00 | 0.00 | 125.90 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 5.00 | 5.00 | | | 5.00 | | | | |
| A-C | 86.00 | 86.00 | | | 86.00 | | | | |

# Do Nothing 2030, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Entry Only | Two-way | Exit Only | | 2.06 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 2.06 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 13.45 | 33.10 |
| | B | 0.00 | 0.00 | 24.83 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.10 | 58.96 |
| | B | 0.00 | 0.00 | 28.96 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 9.31 | 32.07 |
| | B | 0.00 | 0.00 | 19.65 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.34 | 44.48 |
| | B | 0.00 | 0.00 | 17.58 |
| | C | 0.00 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.18 | 6.70 | 0.2 | A | 22.76 | 91.03 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 0.00 | 0.00 |
| A-B | | | | | 9.05 | 36.20 |
| A-C | | | | | 42.15 | 168.61 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 24.83 | 24.83 | 166.78 | 0.149 | 24.65 | 0.0 | 0.2 | 6.324 | A |
| C-AB | 0.00 | 0.00 | 134.36 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 13.45 | 13.45 | | | 13.45 | | | | |
| A-C | 33.10 | 33.10 | | | 33.10 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 28.96 | 28.96 | 164.01 | 0.177 | 28.92 | 0.2 | 0.2 | 6.698 | A |
| C-AB | 0.00 | 0.00 | 131.38 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 3.10 | 3.10 | | | 3.10 | | | | |
| A-C | 58.96 | 58.96 | | | 58.96 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 19.65 | 19.65 | 169.07 | 0.116 | 19.73 | 0.2 | 0.1 | 6.031 | A |
| C-AB | 0.00 | 0.00 | 135.43 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 9.31 | 9.31 | | | 9.31 | | | | |
| A-C | 32.07 | 32.07 | | | 32.07 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 17.58 | 17.58 | 164.88 | 0.107 | 17.60 | 0.1 | 0.1 | 6.078 | A |
| C-AB | 0.00 | 0.00 | 132.89 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 10.34 | 10.34 | | | 10.34 | | | | |
| A-C | 44.48 | 44.48 | | | 44.48 | | | | |

# Do Nothing 2030, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Entry Only | Two-way | Exit Only | | 2.77 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 2.77 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.15 | 52.88 |
| | B | 0.00 | 0.00 | 44.59 |
| | C | 0.00 | 0.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.22 | 57.03 |
| | B | 0.00 | 0.00 | 45.62 |
| | C | 0.00 | 0.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.22 | 69.47 |
| | B | 0.00 | 0.00 | 44.59 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.18 | 89.17 |
| | B | 0.00 | 0.00 | 25.92 |
| | C | 0.00 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.28 | 7.73 | 0.4 | A | 40.18 | 160.72 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 0.00 | 0.00 |
| A-B | | | | | 5.44 | 21.77 |
| A-C | | | | | 67.14 | 268.56 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 44.59 | 44.59 | 163.66 | 0.272 | 44.22 | 0.0 | 0.4 | 7.513 | A |
| C-AB | 0.00 | 0.00 | 132.46 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 4.15 | 4.15 | | | 4.15 | | | | |
| A-C | 52.88 | 52.88 | | | 52.88 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 45.62 | 45.62 | 164.26 | 0.278 | 45.61 | 0.4 | 0.4 | 7.636 | A |
| C-AB | 0.00 | 0.00 | 131.25 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 6.22 | 6.22 | | | 6.22 | | | | |
| A-C | 57.03 | 57.03 | | | 57.03 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 44.59 | 44.59 | 160.15 | 0.278 | 44.59 | 0.4 | 0.4 | 7.734 | A |
| C-AB | 0.00 | 0.00 | 128.85 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 6.22 | 6.22 | | | 6.22 | | | | |
| A-C | 69.47 | 69.47 | | | 69.47 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 25.92 | 25.92 | 157.77 | 0.164 | 26.11 | 0.4 | 0.2 | 6.895 | A |
| C-AB | 0.00 | 0.00 | 125.25 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 5.18 | 5.18 | | | 5.18 | | | | |
| A-C | 89.17 | 89.17 | | | 89.17 | | | | |

# Do Something 2030, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Entry Only | Two-way | Exit Only | | 1.84 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 1.84 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 13.45 | 43.28 |
| | B | 0.00 | 0.00 | 24.83 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.10 | 69.14 |
| | B | 0.00 | 0.00 | 28.96 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 9.31 | 42.24 |
| | B | 0.00 | 0.00 | 19.65 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.34 | 54.66 |
| | B | 0.00 | 0.00 | 17.58 |
| | C | 0.00 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.18 | 6.80 | 0.2 | A | 22.76 | 91.03 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 0.00 | 0.00 |
| A-B | | | | | 9.05 | 36.20 |
| A-C | | | | | 52.33 | 209.32 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 24.83 | 24.83 | 164.68 | 0.151 | 24.65 | 0.0 | 0.2 | 6.419 | A |
| C-AB | 0.00 | 0.00 | 132.36 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 13.45 | 13.45 | | | 13.45 | | | | |
| A-C | 43.28 | 43.28 | | | 43.28 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 28.96 | 28.96 | 161.90 | 0.179 | 28.92 | 0.2 | 0.2 | 6.804 | A |
| C-AB | 0.00 | 0.00 | 129.39 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 3.10 | 3.10 | | | 3.10 | | | | |
| A-C | 69.14 | 69.14 | | | 69.14 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 19.65 | 19.65 | 166.97 | 0.118 | 19.74 | 0.2 | 0.1 | 6.115 | A |
| C-AB | 0.00 | 0.00 | 133.44 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 9.31 | 9.31 | | | 9.31 | | | | |
| A-C | 42.24 | 42.24 | | | 42.24 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 17.58 | 17.58 | 162.81 | 0.108 | 17.60 | 0.1 | 0.1 | 6.164 | A |
| C-AB | 0.00 | 0.00 | 130.92 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 10.34 | 10.34 | | | 10.34 | | | | |
| A-C | 54.66 | 54.66 | | | 54.66 | | | | |

# Do Something 2030, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Entry Only | Two-way | Exit Only | | 2.59 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 2.59 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.15 | 62.77 |
| | B | 0.00 | 0.00 | 44.59 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.22 | 66.92 |
| | B | 0.00 | 0.00 | 45.62 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.22 | 79.36 |
| | B | 0.00 | 0.00 | 44.59 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 5.18 | 99.06 |
| B | 0.00 | 0.00 | 25.92 |
| C | 0.00 | 0.00 | 0.00 |

## Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 1 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 1 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.28 | 7.87 | 0.4 | A | 40.18 | 160.72 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 0.00 | 0.00 |
| A-B | | | | | 5.44 | 21.77 |
| A-C | | | | | 77.03 | 308.12 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 44.59 | 44.59 | 161.66 | 0.276 | 44.21 | 0.0 | 0.4 | 7.639 | A |
| C-AB | 0.00 | 0.00 | 130.55 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 4.15 | 4.15 | | | 4.15 | | | | |
| A-C | 62.77 | 62.77 | | | 62.77 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 45.62 | 45.62 | 162.24 | 0.281 | 45.61 | 0.4 | 0.4 | 7.768 | A |
| C-AB | 0.00 | 0.00 | 129.34 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 6.22 | 6.22 | | | 6.22 | | | | |
| A-C | 66.92 | 66.92 | | | 66.92 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 44.59 | 44.59 | 158.15 | 0.282 | 44.59 | 0.4 | 0.4 | 7.872 | A |
| C-AB | 0.00 | 0.00 | 126.94 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 6.22 | 6.22 | | | 6.22 | | | | |
| A-C | 79.36 | 79.36 | | | 79.36 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 25.92 | 25.92 | 155.75 | 0.166 | 26.11 | 0.4 | 0.2 | 7.003 | A |
| C-AB | 0.00 | 0.00 | 123.33 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 5.18 | 5.18 | | | 5.18 | | | | |
| A-C | 99.06 | 99.06 | | | 99.06 | | | | |

# Do Nothing 2035, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Entry Only | Two-way | Exit Only | | 2.07 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 2.07 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 13.69 | 33.69 |
| | B | 0.00 | 0.00 | 25.27 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.16 | 60.01 |
| | B | 0.00 | 0.00 | 29.48 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 9.48 | 32.64 |
| | B | 0.00 | 0.00 | 20.00 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.53 | 45.27 |
| | B | 0.00 | 0.00 | 17.90 |
| | C | 0.00 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.18 | 6.73 | 0.2 | A | 23.16 | 92.65 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 0.00 | 0.00 |
| A-B | | | | | 9.21 | 36.85 |
| A-C | | | | | 42.90 | 171.61 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 25.27 | 25.27 | 166.64 | 0.152 | 25.09 | 0.0 | 0.2 | 6.350 | A |
| C-AB | 0.00 | 0.00 | 134.20 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 13.69 | 13.69 | | | 13.69 | | | | |
| A-C | 33.69 | 33.69 | | | 33.69 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 29.48 | 29.48 | 163.78 | 0.180 | 29.44 | 0.2 | 0.2 | 6.734 | A |
| C-AB | 0.00 | 0.00 | 131.16 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 3.16 | 3.16 | | | 3.16 | | | | |
| A-C | 60.01 | 60.01 | | | 60.01 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 20.00 | 20.00 | 168.94 | 0.118 | 20.09 | 0.2 | 0.1 | 6.051 | A |
| C-AB | 0.00 | 0.00 | 135.28 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 9.48 | 9.48 | | | 9.48 | | | | |
| A-C | 32.64 | 32.64 | | | 32.64 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 17.90 | 17.90 | 164.70 | 0.109 | 17.91 | 0.1 | 0.1 | 6.095 | A |
| C-AB | 0.00 | 0.00 | 132.70 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 10.53 | 10.53 | | | 10.53 | | | | |
| A-C | 45.27 | 45.27 | | | 45.27 | | | | |

# Do Nothing 2035, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Entry Only | Two-way | Exit Only | | 2.79 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 2.79 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.23 | 53.87 |
| | B | 0.00 | 0.00 | 45.42 |
| | C | 0.00 | 0.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.34 | 58.10 |
| | B | 0.00 | 0.00 | 46.48 |
| | C | 0.00 | 0.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.34 | 70.77 |
| | B | 0.00 | 0.00 | 45.42 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.28 | 90.84 |
| | B | 0.00 | 0.00 | 26.41 |
| | C | 0.00 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.28 | 7.81 | 0.4 | A | 40.93 | 163.72 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 0.00 | 0.00 |
| A-B | | | | | 5.55 | 22.18 |
| A-C | | | | | 68.40 | 273.58 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 45.42 | 45.42 | 163.45 | 0.278 | 45.04 | 0.0 | 0.4 | 7.576 | A |
| C-AB | 0.00 | 0.00 | 132.26 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 4.23 | 4.23 | | | 4.23 | | | | |
| A-C | 53.87 | 53.87 | | | 53.87 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 46.48 | 46.48 | 164.03 | 0.283 | 46.46 | 0.4 | 0.4 | 7.706 | A |
| C-AB | 0.00 | 0.00 | 131.02 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 6.34 | 6.34 | | | 6.34 | | | | |
| A-C | 58.10 | 58.10 | | | 58.10 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 45.42 | 45.42 | 159.87 | 0.284 | 45.42 | 0.4 | 0.4 | 7.810 | A |
| C-AB | 0.00 | 0.00 | 128.58 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 6.34 | 6.34 | | | 6.34 | | | | |
| A-C | 70.77 | 70.77 | | | 70.77 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 26.41 | 26.41 | 157.42 | 0.168 | 26.60 | 0.4 | 0.2 | 6.939 | A |
| C-AB | 0.00 | 0.00 | 124.90 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 5.28 | 5.28 | | | 5.28 | | | | |
| A-C | 90.84 | 90.84 | | | 90.84 | | | | |

# Do Something 2035, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Entry Only | Two-way | Exit Only | | 1.85 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 1.85 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 13.69 | 43.87 |
| | B | 0.00 | 0.00 | 25.27 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.16 | 70.19 |
| | B | 0.00 | 0.00 | 29.48 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 9.48 | 42.81 |
| | B | 0.00 | 0.00 | 20.00 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.53 | 55.45 |
| | B | 0.00 | 0.00 | 17.90 |
| | C | 0.00 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.18 | 6.84 | 0.2 | A | 23.16 | 92.65 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 0.00 | 0.00 |
| A-B | | | | | 9.21 | 36.85 |
| A-C | | | | | 53.08 | 212.32 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 25.27 | 25.27 | 164.54 | 0.154 | 25.09 | 0.0 | 0.2 | 6.446 | A |
| C-AB | 0.00 | 0.00 | 132.19 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 13.69 | 13.69 | | | 13.69 | | | | |
| A-C | 43.87 | 43.87 | | | 43.87 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 29.48 | 29.48 | 161.68 | 0.182 | 29.44 | 0.2 | 0.2 | 6.842 | A |
| C-AB | 0.00 | 0.00 | 129.17 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 3.16 | 3.16 | | | 3.16 | | | | |
| A-C | 70.19 | 70.19 | | | 70.19 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 20.00 | 20.00 | 166.83 | 0.120 | 20.09 | 0.2 | 0.1 | 6.135 | A |
| C-AB | 0.00 | 0.00 | 133.30 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 9.48 | 9.48 | | | 9.48 | | | | |
| A-C | 42.81 | 42.81 | | | 42.81 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 17.90 | 17.90 | 162.64 | 0.110 | 17.91 | 0.1 | 0.1 | 6.184 | A |
| C-AB | 0.00 | 0.00 | 130.73 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 10.53 | 10.53 | | | 10.53 | | | | |
| A-C | 55.45 | 55.45 | | | 55.45 | | | | |

# Do Something 2035, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Entry Only | Two-way | Exit Only | | 2.62 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 2.62 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.23 | 63.76 |
| | B | 0.00 | 0.00 | 45.42 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.34 | 67.99 |
| | B | 0.00 | 0.00 | 46.48 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.34 | 80.66 |
| | B | 0.00 | 0.00 | 45.42 |
| | C | 0.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.28 | 100.73 |
| | B | 0.00 | 0.00 | 26.41 |
| | C | 0.00 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.29 | 7.95 | 0.4 | A | 40.93 | 163.72 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 0.00 | 0.00 |
| A-B | | | | | 5.55 | 22.18 |
| A-C | | | | | 78.28 | 313.14 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 45.42 | 45.42 | 161.45 | 0.281 | 45.03 | 0.0 | 0.4 | 7.706 | A |
| C-AB | 0.00 | 0.00 | 130.35 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 4.23 | 4.23 | | | 4.23 | | | | |
| A-C | 63.76 | 63.76 | | | 63.76 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 46.48 | 46.48 | 162.01 | 0.287 | 46.46 | 0.4 | 0.4 | 7.841 | A |
| C-AB | 0.00 | 0.00 | 129.11 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 6.34 | 6.34 | | | 6.34 | | | | |
| A-C | 67.99 | 67.99 | | | 67.99 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 45.42 | 45.42 | 157.87 | 0.288 | 45.42 | 0.4 | 0.4 | 7.947 | A |
| C-AB | 0.00 | 0.00 | 126.67 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 6.34 | 6.34 | | | 6.34 | | | | |
| A-C | 80.66 | 80.66 | | | 80.66 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 26.41 | 26.41 | 155.40 | 0.170 | 26.60 | 0.4 | 0.2 | 7.052 | A |
| C-AB | 0.00 | 0.00 | 122.99 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 5.28 | 5.28 | | | 5.28 | | | | |
| A-C | 100.73 | 100.73 | | | 100.73 | | | | |

# Junctions 10

## PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** J7 (right turn only).j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 13/02/2026 14:45:32

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | **Do Nothing 2023** | | | | | | | |
| Stream B-AC | 0.0 | 7.75 | 0.02 | A | 0.3 | 8.80 | 0.22 | A |
| Stream C-AB | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |
| | **Do Nothing 2030** | | | | | | | |
| Stream B-AC | 0.0 | 7.81 | 0.02 | A | 0.3 | 8.91 | 0.22 | A |
| Stream C-AB | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |
| | **Do Something 2030** | | | | | | | |
| Stream B-AC | 0.0 | 7.95 | 0.02 | A | 0.3 | 8.96 | 0.23 | A |
| Stream C-AB | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |
| | **Do Nothing 2035** | | | | | | | |
| Stream B-AC | 0.0 | 7.83 | 0.02 | A | 0.3 | 8.97 | 0.23 | A |
| Stream C-AB | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |
| | **Do Something 2035** | | | | | | | |
| Stream B-AC | 0.0 | 7.98 | 0.02 | A | 0.3 | 9.02 | 0.23 | A |
| Stream C-AB | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |

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

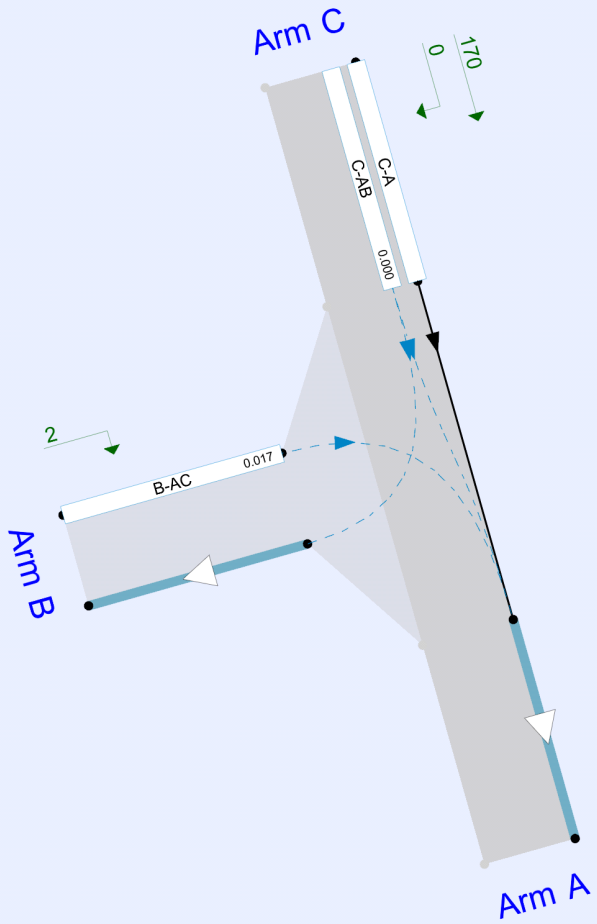
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




Flows show original traffic demand (Veh/TS).
Streams (downstream end) show RFC ()

Time Segment: 08:00-08:15

*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Exit Only | Two-way | Entry Only | | 0.11 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 0.11 | A |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | GAW | | Major |
| B | Cartwright Road | | Minor |
| C | GAW | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C | 6.05 | | | 0.0 | ✓ | 0.00 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B | One lane | 3.98 | 30 | 30 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/TS) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 137.803 | 0.072 | 0.183 | 0.115 | 0.262 |
| B-C | 176.441 | 0.109 | 0.275 | - | - |
| C-B | 143.491 | 0.192 | 0.192 | - | - |

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

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

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

# Traffic Demand

## Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

## Demand overview (Traffic)

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

# Origin-Destination Data

### 08:00 - 08:15

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.00 | 0.00 | 0.00 |
| | C | 170.00 | 0.00 | 0.00 |

### 08:15 - 08:30

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.00 | 0.00 | 0.00 |
| | C | 113.00 | 0.00 | 0.00 |

### 08:30 - 08:45

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.00 | 0.00 | 0.00 |
| | C | 116.00 | 0.00 | 0.00 |

### 08:45 - 09:00

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 1.00 | 0.00 | 0.00 |
| | C | 97.00 | 0.00 | 0.00 |

# Vehicle Mix

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

### 08:00 - 08:15

Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.02 | 7.75 | 0.0 | A | 1.75 | 7.00 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 124.00 | 496.00 |
| A-B | | | | | 0.00 | 0.00 |
| A-C | | | | | 0.00 | 0.00 |

## Main Results for each time segment

**08:00 - 08:15**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.00 | 2.00 | 118.02 | 0.017 | 1.98 | 0.0 | 0.0 | 7.755 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 170.00 | 170.00 | | | 170.00 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

**08:15 - 08:30**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.00 | 2.00 | 124.66 | 0.016 | 2.00 | 0.0 | 0.0 | 7.339 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 113.00 | 113.00 | | | 113.00 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.00 | 2.00 | 124.31 | 0.016 | 2.00 | 0.0 | 0.0 | 7.360 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 116.00 | 116.00 | | | 116.00 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 1.00 | 1.00 | 125.28 | 0.008 | 1.01 | 0.0 | 0.0 | 7.194 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 97.00 | 97.00 | | | 97.00 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

# Do Nothing 2023, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Exit Only | Two-way | Entry Only | | 1.35 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 1.35 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 28.00 | 0.00 | 0.00 |
| | C | 59.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 3.00 | 0.00 | 0.00 |
| | C | 67.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 5.00 | 0.00 | 0.00 |
| | C | 74.00 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 11.00 | 0.00 | 0.00 |
| | C | 61.00 | 0.00 | 0.00 |

## Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.22 | 8.80 | 0.3 | A | 11.75 | 47.00 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 65.25 | 261.00 |
| A-B | | | | | 0.00 | 0.00 |
| A-C | | | | | 0.00 | 0.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 28.00 | 28.00 | 129.71 | 0.216 | 27.73 | 0.0 | 0.3 | 8.803 | A |
| C-AB | 0.00 | 0.00 | 143.49 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 59.00 | 59.00 | | | 59.00 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 3.00 | 3.00 | 129.90 | 0.023 | 3.25 | 0.3 | 0.0 | 7.181 | A |
| C-AB | 0.00 | 0.00 | 143.13 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 67.00 | 67.00 | | | 67.00 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 5.00 | 5.00 | 129.28 | 0.039 | 4.98 | 0.0 | 0.0 | 7.240 | A |
| C-AB | 0.00 | 0.00 | 143.31 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 74.00 | 74.00 | | | 74.00 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 11.00 | 11.00 | 129.49 | 0.085 | 10.95 | 0.0 | 0.1 | 7.563 | A |
| C-AB | 0.00 | 0.00 | 143.40 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 61.00 | 61.00 | | | 61.00 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

# Do Nothing 2030, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Exit Only | Two-way | Entry Only | | 0.11 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 0.11 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.07 | 0.00 | 0.00 |
| | C | 175.85 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.07 | 0.00 | 0.00 |
| | C | 116.89 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.07 | 0.00 | 0.00 |
| | C | 119.99 | 0.00 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 1.03 | 0.00 | 0.00 |
| | C | 100.34 | 0.00 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.02 | 7.81 | 0.0 | A | 1.81 | 7.24 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 128.27 | 513.06 |
| A-B | | | | | 0.00 | 0.00 |
| A-C | | | | | 0.00 | 0.00 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.07 | 2.07 | 117.34 | 0.018 | 2.05 | 0.0 | 0.0 | 7.805 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 175.85 | 175.85 | | | 175.85 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.07 | 2.07 | 124.20 | 0.017 | 2.07 | 0.0 | 0.0 | 7.368 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 116.89 | 116.89 | | | 116.89 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.07 | 2.07 | 123.84 | 0.017 | 2.07 | 0.0 | 0.0 | 7.392 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 119.99 | 119.99 | | | 119.99 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 1.03 | 1.03 | 124.90 | 0.008 | 1.04 | 0.0 | 0.0 | 7.221 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 100.34 | 100.34 | | | 100.34 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

# Do Nothing 2030, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Exit Only | Two-way | Entry Only | | 1.37 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 1.37 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 29.03 | 0.00 | 0.00 |
| | C | 61.18 | 0.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 3.11 | 0.00 | 0.00 |
| | C | 69.47 | 0.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 5.18 | 0.00 | 0.00 |
| | C | 76.73 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 11.41 | 0.00 | 0.00 |
| | C | 63.25 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.22 | 8.91 | 0.3 | A | 12.18 | 48.73 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 67.66 | 270.63 |
| A-B | | | | | 0.00 | 0.00 |
| A-C | | | | | 0.00 | 0.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 29.03 | 29.03 | 129.46 | 0.224 | 28.75 | 0.0 | 0.3 | 8.912 | A |
| C-AB | 0.00 | 0.00 | 143.49 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 61.18 | 61.18 | | | 61.18 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 3.11 | 3.11 | 129.61 | 0.024 | 3.37 | 0.3 | 0.0 | 7.205 | A |
| C-AB | 0.00 | 0.00 | 143.13 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 69.47 | 69.47 | | | 69.47 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 5.18 | 5.18 | 128.96 | 0.040 | 5.17 | 0.0 | 0.0 | 7.270 | A |
| C-AB | 0.00 | 0.00 | 143.31 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 76.73 | 76.73 | | | 76.73 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 11.41 | 11.41 | 129.23 | 0.088 | 11.35 | 0.0 | 0.1 | 7.606 | A |
| C-AB | 0.00 | 0.00 | 143.40 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 63.25 | 63.25 | | | 63.25 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

# Do Something 2030, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Exit Only | Two-way | Entry Only | | 0.10 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 0.10 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.07 | 0.00 | 0.00 |
| | C | 193.69 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.07 | 0.00 | 0.00 |
| | C | 134.73 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.07 | 0.00 | 0.00 |
| | C | 137.84 | 0.00 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 1.03 | 0.00 | 0.00 |
| | C | 118.18 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.02 | 7.95 | 0.0 | A | 1.81 | 7.24 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 146.11 | 584.44 |
| A-B | | | | | 0.00 | 0.00 |
| A-C | | | | | 0.00 | 0.00 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.07 | 2.07 | 115.27 | 0.018 | 2.05 | 0.0 | 0.0 | 7.948 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 193.69 | 193.69 | | | 193.69 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.07 | 2.07 | 122.13 | 0.017 | 2.07 | 0.0 | 0.0 | 7.498 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 134.73 | 134.73 | | | 134.73 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.07 | 2.07 | 121.77 | 0.017 | 2.07 | 0.0 | 0.0 | 7.518 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 137.84 | 137.84 | | | 137.84 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 1.03 | 1.03 | 122.85 | 0.008 | 1.04 | 0.0 | 0.0 | 7.343 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 118.18 | 118.18 | | | 118.18 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

# Do Something 2030, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Exit Only | Two-way | Entry Only | | 1.30 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 1.30 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 29.03 | 0.00 | 0.00 |
| | C | 65.83 | 0.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 3.11 | 0.00 | 0.00 |
| | C | 74.12 | 0.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 5.18 | 0.00 | 0.00 |
| | C | 81.38 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 11.41 | 0.00 | 0.00 |
| | C | 67.90 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.23 | 8.96 | 0.3 | A | 12.18 | 48.73 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 72.31 | 289.23 |
| A-B | | | | | 0.00 | 0.00 |
| A-C | | | | | 0.00 | 0.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 29.03 | 29.03 | 128.93 | 0.225 | 28.75 | 0.0 | 0.3 | 8.959 | A |
| C-AB | 0.00 | 0.00 | 143.49 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 65.83 | 65.83 | | | 65.83 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 3.11 | 3.11 | 129.07 | 0.024 | 3.37 | 0.3 | 0.0 | 7.236 | A |
| C-AB | 0.00 | 0.00 | 143.13 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 74.12 | 74.12 | | | 74.12 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 5.18 | 5.18 | 128.43 | 0.040 | 5.17 | 0.0 | 0.0 | 7.301 | A |
| C-AB | 0.00 | 0.00 | 143.31 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 81.38 | 81.38 | | | 81.38 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 11.41 | 11.41 | 128.70 | 0.089 | 11.35 | 0.0 | 0.1 | 7.640 | A |
| C-AB | 0.00 | 0.00 | 143.40 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 67.90 | 67.90 | | | 67.90 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

# Do Nothing 2035, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Exit Only | Two-way | Entry Only | | 0.11 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 0.11 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.11 | 0.00 | 0.00 |
| | C | 178.98 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.11 | 0.00 | 0.00 |
| | C | 118.97 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.11 | 0.00 | 0.00 |
| | C | 122.12 | 0.00 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 1.05 | 0.00 | 0.00 |
| | C | 102.12 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.02 | 7.83 | 0.0 | A | 1.84 | 7.37 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 130.55 | 522.19 |
| A-B | | | | | 0.00 | 0.00 |
| A-C | | | | | 0.00 | 0.00 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.11 | 2.11 | 116.98 | 0.018 | 2.09 | 0.0 | 0.0 | 7.832 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 178.98 | 178.98 | | | 178.98 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.11 | 2.11 | 123.96 | 0.017 | 2.11 | 0.0 | 0.0 | 7.387 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 118.97 | 118.97 | | | 118.97 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.11 | 2.11 | 123.59 | 0.017 | 2.11 | 0.0 | 0.0 | 7.410 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 122.12 | 122.12 | | | 122.12 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 1.05 | 1.05 | 124.69 | 0.008 | 1.06 | 0.0 | 0.0 | 7.234 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 102.12 | 102.12 | | | 102.12 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

# Do Nothing 2035, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Exit Only | Two-way | Entry Only | | 1.38 | A |

### Junction Network

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 29.58 | 0.00 | 0.00 |
| | C | 62.32 | 0.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 3.17 | 0.00 | 0.00 |
| | C | 70.77 | 0.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 5.28 | 0.00 | 0.00 |
| | C | 78.17 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 11.62 | 0.00 | 0.00 |
| | C | 64.43 | 0.00 | 0.00 |

## Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.23 | 8.97 | 0.3 | A | 12.41 | 49.65 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 68.92 | 275.69 |
| A-B | | | | | 0.00 | 0.00 |
| A-C | | | | | 0.00 | 0.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 29.58 | 29.58 | 129.33 | 0.229 | 29.28 | 0.0 | 0.3 | 8.970 | A |
| C-AB | 0.00 | 0.00 | 143.49 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 62.32 | 62.32 | | | 62.32 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 3.17 | 3.17 | 129.46 | 0.024 | 3.44 | 0.3 | 0.0 | 7.215 | A |
| C-AB | 0.00 | 0.00 | 143.13 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 70.77 | 70.77 | | | 70.77 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 5.28 | 5.28 | 128.80 | 0.041 | 5.26 | 0.0 | 0.0 | 7.285 | A |
| C-AB | 0.00 | 0.00 | 143.31 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 78.17 | 78.17 | | | 78.17 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 11.62 | 11.62 | 129.09 | 0.090 | 11.56 | 0.0 | 0.1 | 7.628 | A |
| C-AB | 0.00 | 0.00 | 143.40 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 64.43 | 64.43 | | | 64.43 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

# Do Something 2035, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Exit Only | Two-way | Entry Only | | 0.10 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 0.10 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.11 | 0.00 | 0.00 |
| | C | 196.82 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.11 | 0.00 | 0.00 |
| | C | 136.81 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 2.11 | 0.00 | 0.00 |
| | C | 139.97 | 0.00 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 1.05 | 0.00 | 0.00 |
| | C | 119.97 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.02 | 7.98 | 0.0 | A | 1.84 | 7.37 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 148.39 | 593.57 |
| A-B | | | | | 0.00 | 0.00 |
| A-C | | | | | 0.00 | 0.00 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.11 | 2.11 | 114.90 | 0.018 | 2.09 | 0.0 | 0.0 | 7.977 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 196.82 | 196.82 | | | 196.82 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.11 | 2.11 | 121.89 | 0.017 | 2.11 | 0.0 | 0.0 | 7.515 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 136.81 | 136.81 | | | 136.81 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 2.11 | 2.11 | 121.52 | 0.017 | 2.11 | 0.0 | 0.0 | 7.535 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 139.97 | 139.97 | | | 139.97 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 1.05 | 1.05 | 122.64 | 0.009 | 1.06 | 0.0 | 0.0 | 7.357 | A |
| C-AB | 0.00 | 0.00 | 142.78 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 119.97 | 119.97 | | | 119.97 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

# Do Something 2035, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | GAW / Cartwright Road / GAW | T-Junction | Exit Only | Two-way | Entry Only | | 1.31 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 1.31 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 29.58 | 0.00 | 0.00 |
| | C | 66.97 | 0.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 3.17 | 0.00 | 0.00 |
| | C | 75.42 | 0.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 5.28 | 0.00 | 0.00 |
| | C | 82.82 | 0.00 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 0.00 |
| | B | 11.62 | 0.00 | 0.00 |
| | C | 69.08 | 0.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.23 | 9.02 | 0.3 | A | 12.41 | 49.65 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0.00 | 0.00 |
| C-A | | | | | 73.57 | 294.29 |
| A-B | | | | | 0.00 | 0.00 |
| A-C | | | | | 0.00 | 0.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 29.58 | 29.58 | 128.80 | 0.230 | 29.28 | 0.0 | 0.3 | 9.018 | A |
| C-AB | 0.00 | 0.00 | 143.49 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 66.97 | 66.97 | | | 66.97 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 3.17 | 3.17 | 128.92 | 0.025 | 3.44 | 0.3 | 0.0 | 7.249 | A |
| C-AB | 0.00 | 0.00 | 143.13 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 75.42 | 75.42 | | | 75.42 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 5.28 | 5.28 | 128.26 | 0.041 | 5.26 | 0.0 | 0.0 | 7.317 | A |
| C-AB | 0.00 | 0.00 | 143.31 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 82.82 | 82.82 | | | 82.82 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 11.62 | 11.62 | 128.56 | 0.090 | 11.56 | 0.0 | 0.1 | 7.663 | A |
| C-AB | 0.00 | 0.00 | 143.40 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 69.08 | 69.08 | | | 69.08 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 0.00 | 0.00 | | | 0.00 | | | | |

# Junctions 10

## ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** J8.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 13/02/2026 14:47:35

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | **Do Nothing 2023** | | | | | | | |
| Arm A | 1.1 | 5.58 | 0.52 | A | 0.4 | 3.63 | 0.26 | A |
| Arm B | 0.3 | 3.66 | 0.21 | A | 0.4 | 4.13 | 0.30 | A |
| Arm C | 0.1 | 3.01 | 0.07 | A | 0.0 | 3.03 | 0.04 | A |
| | **Do Nothing 2030** | | | | | | | |
| Arm A | 1.2 | 6.05 | 0.56 | A | 0.4 | 3.73 | 0.28 | A |
| Arm B | 0.3 | 3.73 | 0.22 | A | 0.5 | 4.27 | 0.33 | A |
| Arm C | 0.1 | 3.05 | 0.08 | A | 0.0 | 3.07 | 0.05 | A |
| | **Do Something 2030** | | | | | | | |
| Arm A | 1.5 | 6.84 | 0.61 | A | 0.4 | 3.80 | 0.30 | A |
| Arm B | 0.3 | 3.90 | 0.26 | A | 0.5 | 4.32 | 0.33 | A |
| Arm C | 0.1 | 3.11 | 0.08 | A | 0.1 | 3.18 | 0.08 | A |
| | **Do Nothing 2035** | | | | | | | |
| Arm A | 1.3 | 6.19 | 0.57 | A | 0.4 | 3.76 | 0.29 | A |
| Arm B | 0.3 | 3.75 | 0.23 | A | 0.5 | 4.31 | 0.33 | A |
| Arm C | 0.1 | 3.06 | 0.08 | A | 0.0 | 3.09 | 0.05 | A |
| | **Do Something 2035** | | | | | | | |
| Arm A | 1.6 | 7.02 | 0.62 | A | 0.4 | 3.83 | 0.30 | A |
| Arm B | 0.4 | 3.92 | 0.26 | A | 0.5 | 4.36 | 0.33 | A |
| Arm C | 0.1 | 3.12 | 0.08 | A | 0.1 | 3.20 | 0.08 | A |

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

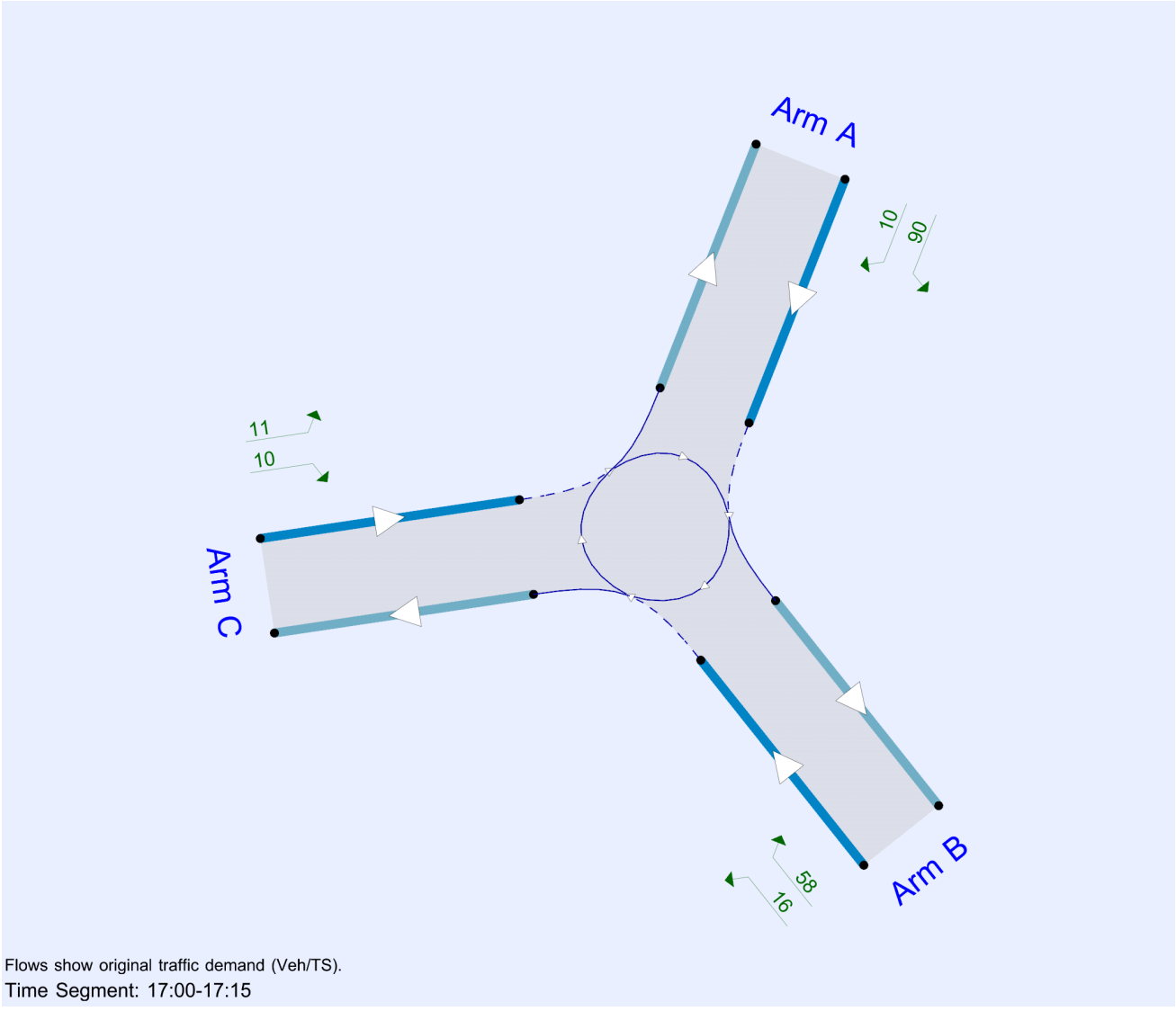
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




Flows show original traffic demand (Veh/TS).

Time Segment: 17:00-17:15

*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### 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 | GAW / GAW / Granville Cresent | Standard Roundabout | | A, B, C | 4.79 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.79 | A |

## Arms

### Arms

| Arm | Name | Description | No give-way line |
|---|---|---|---|
| A | GAW | | |
| B | GAW | | |
| C | Granville Cresent | | |

### Roundabout Geometry

| Arm | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Entry only | Exit only |
|---|---|---|---|---|---|---|---|---|
| A | 3.33 | 4.89 | 16.6 | 16.1 | 47.7 | 26.2 | | |
| B | 3.23 | 5.89 | 5.0 | 20.5 | 47.7 | 33.2 | | |
| C | 3.22 | 4.96 | 11.2 | 24.3 | 48.5 | 9.4 | | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|---|---|---|
| A | 0.556 | 343.611 |
| B | 0.531 | 315.559 |
| C | 0.587 | 358.384 |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

# Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 7.00 | 163.00 | 1.00 |
| | B | 38.00 | 0.00 | 6.00 |
| | C | 0.00 | 24.00 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.00 | 113.00 | 2.00 |
| | B | 54.00 | 1.00 | 10.00 |
| | C | 3.00 | 20.00 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.00 | 114.00 | 1.00 |
| | B | 34.00 | 0.00 | 4.00 |
| | C | 4.00 | 16.00 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.00 | 94.00 | 2.00 |
| | B | 50.00 | 1.00 | 11.00 |
| | C | 3.00 | 19.00 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1 | 0 | 0 |
| | B | 1 | 0 | 1 |
| | C | 0 | 0 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 1 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

### Heavy Vehicle %

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.52 | 5.58 | 1.1 | A | 125.75 | 503.00 |
| B | 0.21 | 3.66 | 0.3 | A | 52.25 | 209.00 |
| C | 0.07 | 3.01 | 0.1 | A | 22.25 | 89.00 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 171.00 | 171.00 | 23.92 | 330.17 | 0.518 | 169.94 | 44.81 | 0.0 | 1.1 | 5.580 | A |
| B | 44.00 | 44.00 | 7.95 | 308.22 | 0.143 | 43.83 | 185.91 | 0.0 | 0.2 | 3.402 | A |
| C | 24.00 | 24.00 | 44.81 | 331.82 | 0.072 | 23.92 | 6.97 | 0.0 | 0.1 | 2.923 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 117.00 | 117.00 | 21.01 | 328.67 | 0.356 | 117.50 | 58.95 | 1.1 | 0.6 | 4.273 | A |
| B | 65.00 | 65.00 | 4.03 | 310.83 | 0.209 | 64.90 | 134.48 | 0.2 | 0.3 | 3.657 | A |
| C | 23.00 | 23.00 | 56.95 | 321.84 | 0.071 | 23.00 | 11.98 | 0.1 | 0.1 | 3.013 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 117.00 | 117.00 | 16.02 | 331.47 | 0.353 | 117.01 | 40.09 | 0.6 | 0.5 | 4.198 | A |
| B | 38.00 | 38.00 | 3.00 | 311.18 | 0.122 | 38.12 | 130.02 | 0.3 | 0.1 | 3.299 | A |
| C | 20.00 | 20.00 | 36.10 | 336.98 | 0.059 | 20.01 | 5.03 | 0.1 | 0.1 | 2.841 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 98.00 | 98.00 | 19.98 | 329.34 | 0.298 | 98.12 | 54.93 | 0.5 | 0.4 | 3.895 | A |
| B | 62.00 | 62.00 | 4.00 | 313.43 | 0.198 | 61.89 | 114.11 | 0.1 | 0.2 | 3.575 | A |
| C | 22.00 | 22.00 | 52.92 | 327.32 | 0.067 | 21.99 | 12.97 | 0.1 | 0.1 | 2.947 | A |

# Do Nothing 2023, 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 | GAW / GAW / Granville Cresent | Standard Roundabout | | A, B, C | 3.83 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.83 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.00 | 82.00 | 5.00 |
| | B | 52.00 | 0.00 | 15.00 |
| | C | 1.00 | 9.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.00 | 67.00 | 1.00 |
| | B | 60.00 | 1.00 | 9.00 |
| | C | 0.00 | 9.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 3.00 | 74.00 | 3.00 |
| | B | 71.00 | 0.00 | 20.00 |
| | C | 1.00 | 13.00 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.00 | 64.00 | 3.00 |
| | B | 84.00 | 0.00 | 11.00 |
| | C | 3.00 | 8.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.26 | 3.63 | 0.4 | A | 76.50 | 306.00 |
| B | 0.30 | 4.13 | 0.4 | A | 80.75 | 323.00 |
| C | 0.04 | 3.03 | 0.0 | A | 11.00 | 44.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 88.00 | 88.00 | 8.97 | 335.50 | 0.262 | 87.65 | 53.78 | 0.0 | 0.4 | 3.626 | A |
| B | 67.00 | 67.00 | 5.98 | 312.38 | 0.214 | 66.73 | 90.64 | 0.0 | 0.3 | 3.661 | A |
| C | 10.00 | 10.00 | 52.79 | 327.40 | 0.031 | 9.97 | 19.92 | 0.0 | 0.0 | 2.834 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 69.00 | 69.00 | 10.00 | 334.80 | 0.206 | 69.09 | 60.97 | 0.4 | 0.3 | 3.387 | A |
| B | 70.00 | 70.00 | 2.02 | 311.82 | 0.224 | 69.98 | 77.07 | 0.3 | 0.3 | 3.720 | A |
| C | 9.00 | 9.00 | 61.96 | 321.66 | 0.028 | 9.00 | 10.04 | 0.0 | 0.0 | 2.880 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 80.00 | 80.00 | 12.99 | 336.38 | 0.238 | 79.95 | 74.92 | 0.3 | 0.3 | 3.509 | A |
| B | 91.00 | 91.00 | 5.98 | 312.37 | 0.291 | 90.88 | 86.96 | 0.3 | 0.4 | 4.062 | A |
| C | 14.00 | 14.00 | 73.92 | 314.99 | 0.044 | 13.98 | 22.94 | 0.0 | 0.0 | 2.989 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 69.00 | 69.00 | 8.02 | 336.05 | 0.205 | 69.05 | 88.93 | 0.3 | 0.3 | 3.373 | A |
| B | 95.00 | 95.00 | 5.00 | 312.90 | 0.304 | 94.98 | 72.06 | 0.4 | 0.4 | 4.130 | A |
| C | 11.00 | 11.00 | 85.94 | 307.94 | 0.036 | 11.01 | 14.04 | 0.0 | 0.0 | 3.032 | A |

# Do Nothing 2030, AM

### 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 | GAW / GAW / Granville Cresent | Standard Roundabout | | A, B, C | 5.12 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.12 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 7.24 | 175.11 | 1.03 |
| | B | 41.81 | 0.00 | 6.21 |
| | C | 0.00 | 24.83 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.07 | 123.39 | 2.07 |
| | B | 58.36 | 1.03 | 10.34 |
| | C | 3.10 | 20.69 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.07 | 124.42 | 1.03 |
| | B | 37.67 | 0.00 | 4.14 |
| | C | 4.14 | 16.55 | 0.00 |

### Demand (Veh/TS)

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.07 | 103.73 | 2.07 |
| | B | 54.22 | 1.03 | 11.38 |
| | C | 3.10 | 19.65 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1 | 0 | 0 |
| | B | 1 | 0 | 1 |
| | C | 0 | 0 | 0 |

### Heavy Vehicle %

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 1 | 0 |

### Heavy Vehicle %

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

### Heavy Vehicle %

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.56 | 6.05 | 1.2 | A | 136.58 | 546.31 |
| B | 0.22 | 3.73 | 0.3 | A | 56.55 | 226.19 |
| C | 0.08 | 3.05 | 0.1 | A | 23.02 | 92.06 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 183.38 | 183.38 | 24.74 | 329.72 | 0.556 | 182.15 | 48.84 | 0.0 | 1.2 | 6.050 | A |
| B | 48.01 | 48.01 | 8.22 | 308.07 | 0.156 | 47.83 | 198.67 | 0.0 | 0.2 | 3.457 | A |
| C | 24.83 | 24.83 | 48.84 | 329.43 | 0.075 | 24.74 | 7.21 | 0.0 | 0.1 | 2.954 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 127.52 | 127.52 | 21.73 | 328.27 | 0.389 | 128.12 | 63.48 | 1.2 | 0.6 | 4.509 | A |
| B | 69.74 | 69.74 | 4.17 | 310.74 | 0.224 | 69.63 | 145.68 | 0.2 | 0.3 | 3.730 | A |
| C | 23.79 | 23.79 | 61.41 | 319.22 | 0.075 | 23.79 | 12.39 | 0.1 | 0.1 | 3.045 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 127.52 | 127.52 | 16.57 | 331.16 | 0.385 | 127.53 | 43.97 | 0.6 | 0.6 | 4.421 | A |
| B | 41.81 | 41.81 | 3.11 | 311.10 | 0.134 | 41.94 | 141.00 | 0.3 | 0.2 | 3.344 | A |
| C | 20.69 | 20.69 | 39.84 | 334.76 | 0.062 | 20.70 | 5.20 | 0.1 | 0.1 | 2.867 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 107.87 | 107.87 | 20.67 | 328.95 | 0.328 | 108.01 | 59.32 | 0.6 | 0.5 | 4.075 | A |
| B | 66.63 | 66.63 | 4.13 | 313.36 | 0.213 | 66.52 | 124.55 | 0.2 | 0.3 | 3.644 | A |
| C | 22.76 | 22.76 | 57.24 | 324.78 | 0.070 | 22.75 | 13.41 | 0.1 | 0.1 | 2.979 | A |

# Do Nothing 2030, 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 | GAW / GAW / Granville Cresent | Standard Roundabout | | A, B, C | 3.95 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.95 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.04 | 88.53 | 5.18 |
| | B | 57.42 | 0.00 | 15.55 |
| | C | 1.04 | 9.33 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.04 | 72.97 | 1.04 |
| | B | 65.71 | 1.04 | 9.33 |
| | C | 0.00 | 9.33 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 3.11 | 80.23 | 3.11 |
| | B | 77.12 | 0.00 | 20.74 |
| | C | 1.04 | 13.48 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.07 | 69.86 | 3.11 |
| | B | 90.60 | 0.00 | 11.41 |
| | C | 3.11 | 8.30 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.28 | 3.73 | 0.4 | A | 82.82 | 331.29 |
| B | 0.33 | 4.27 | 0.5 | A | 87.23 | 348.92 |
| C | 0.05 | 3.07 | 0.0 | A | 11.41 | 45.62 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 94.75 | 94.75 | 9.30 | 335.31 | 0.283 | 94.36 | 59.25 | 0.0 | 0.4 | 3.728 | A |
| B | 72.97 | 72.97 | 6.20 | 312.27 | 0.234 | 72.67 | 97.46 | 0.0 | 0.3 | 3.751 | A |
| C | 10.37 | 10.37 | 58.21 | 324.21 | 0.032 | 10.34 | 20.65 | 0.0 | 0.0 | 2.867 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.05 | 75.05 | 10.36 | 334.60 | 0.224 | 75.15 | 66.72 | 0.4 | 0.3 | 3.472 | A |
| B | 76.08 | 76.08 | 2.09 | 311.77 | 0.244 | 76.07 | 83.42 | 0.3 | 0.3 | 3.817 | A |
| C | 9.33 | 9.33 | 67.74 | 318.23 | 0.029 | 9.33 | 10.41 | 0.0 | 0.0 | 2.915 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 86.45 | 86.45 | 13.47 | 336.11 | 0.257 | 86.40 | 81.18 | 0.3 | 0.3 | 3.604 | A |
| B | 97.86 | 97.86 | 6.20 | 312.25 | 0.313 | 97.73 | 93.66 | 0.3 | 0.5 | 4.192 | A |
| C | 14.52 | 14.52 | 80.15 | 311.34 | 0.047 | 14.50 | 23.78 | 0.0 | 0.0 | 3.031 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.05 | 75.05 | 8.31 | 335.88 | 0.223 | 75.10 | 95.71 | 0.3 | 0.3 | 3.451 | A |
| B | 102.01 | 102.01 | 5.19 | 312.80 | 0.326 | 101.98 | 78.22 | 0.5 | 0.5 | 4.269 | A |
| C | 11.41 | 11.41 | 92.61 | 304.02 | 0.038 | 11.42 | 14.56 | 0.0 | 0.0 | 3.075 | A |

# Do Something 2030, AM

### 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 | GAW / GAW / Granville Cresent | Standard Roundabout | | A, B, C | 5.69 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.69 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 7.24 | 192.95 | 1.03 |
| | B | 51.98 | 0.00 | 6.21 |
| | C | 0.00 | 24.83 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.07 | 141.23 | 2.07 |
| | B | 68.53 | 1.03 | 10.34 |
| | C | 3.10 | 20.69 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.07 | 142.27 | 1.03 |
| | B | 47.85 | 0.00 | 4.14 |
| | C | 4.14 | 16.55 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.07 | 121.58 | 2.07 |
| | B | 64.40 | 1.03 | 11.38 |
| | C | 3.10 | 19.65 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1 | 0 | 0 |
| | B | 1 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 1 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.61 | 6.84 | 1.5 | A | 154.42 | 617.69 |
| B | 0.26 | 3.90 | 0.3 | A | 66.72 | 266.90 |
| C | 0.08 | 3.11 | 0.1 | A | 23.02 | 92.06 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 201.23 | 201.23 | 24.74 | 329.73 | 0.610 | 199.69 | 58.96 | 0.0 | 1.5 | 6.844 | A |
| B | 58.19 | 58.19 | 8.21 | 308.08 | 0.189 | 57.96 | 216.22 | 0.0 | 0.2 | 3.595 | A |
| C | 24.83 | 24.83 | 58.96 | 323.43 | 0.077 | 24.74 | 7.21 | 0.0 | 0.1 | 3.013 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 145.37 | 145.37 | 21.73 | 328.26 | 0.443 | 146.10 | 73.65 | 1.5 | 0.8 | 4.960 | A |
| B | 79.91 | 79.91 | 4.18 | 310.67 | 0.257 | 79.80 | 163.65 | 0.2 | 0.3 | 3.896 | A |
| C | 23.79 | 23.79 | 71.59 | 313.24 | 0.076 | 23.79 | 12.39 | 0.1 | 0.1 | 3.108 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 145.37 | 145.37 | 16.57 | 331.15 | 0.439 | 145.38 | 54.16 | 0.8 | 0.8 | 4.846 | A |
| B | 51.98 | 51.98 | 3.11 | 311.05 | 0.167 | 52.13 | 158.85 | 0.3 | 0.2 | 3.477 | A |
| C | 20.69 | 20.69 | 50.03 | 328.72 | 0.063 | 20.70 | 5.21 | 0.1 | 0.1 | 2.923 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 125.72 | 125.72 | 20.67 | 328.94 | 0.382 | 125.88 | 69.49 | 0.8 | 0.6 | 4.437 | A |
| B | 76.81 | 76.81 | 4.13 | 313.36 | 0.245 | 76.69 | 142.42 | 0.2 | 0.3 | 3.800 | A |
| C | 22.76 | 22.76 | 67.41 | 318.81 | 0.071 | 22.75 | 13.41 | 0.1 | 0.1 | 3.039 | A |

# Do Something 2030, 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 | GAW / GAW / Granville Cresent | Standard Roundabout | | A, B, C | 3.96 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.96 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.04 | 88.53 | 9.83 |
| | B | 57.42 | 0.00 | 15.55 |
| | C | 10.93 | 9.33 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.04 | 72.97 | 5.69 |
| | B | 65.71 | 1.04 | 9.33 |
| | C | 9.89 | 9.33 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 3.11 | 80.23 | 7.76 |
| | B | 77.12 | 0.00 | 20.74 |
| | C | 10.93 | 13.48 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.07 | 69.86 | 7.76 |
| | B | 90.60 | 0.00 | 11.41 |
| | C | 13.00 | 8.30 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.30 | 3.80 | 0.4 | A | 87.47 | 349.89 |
| B | 0.33 | 4.32 | 0.5 | A | 87.23 | 348.92 |
| C | 0.08 | 3.18 | 0.1 | A | 21.30 | 85.18 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 99.40 | 99.40 | 9.30 | 335.45 | 0.296 | 98.98 | 69.10 | 0.0 | 0.4 | 3.799 | A |
| B | 72.97 | 72.97 | 10.83 | 309.81 | 0.236 | 72.67 | 97.45 | 0.0 | 0.3 | 3.790 | A |
| C | 20.26 | 20.26 | 58.21 | 324.21 | 0.062 | 20.19 | 25.28 | 0.0 | 0.1 | 2.960 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 79.70 | 79.70 | 10.36 | 334.78 | 0.238 | 79.80 | 76.60 | 0.4 | 0.3 | 3.532 | A |
| B | 76.08 | 76.08 | 6.74 | 309.32 | 0.246 | 76.07 | 83.42 | 0.3 | 0.3 | 3.858 | A |
| C | 19.22 | 19.22 | 67.74 | 318.23 | 0.060 | 19.22 | 15.06 | 0.1 | 0.1 | 3.011 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 91.10 | 91.10 | 13.47 | 336.11 | 0.271 | 91.05 | 91.06 | 0.3 | 0.4 | 3.672 | A |
| B | 97.86 | 97.86 | 10.85 | 309.78 | 0.316 | 97.72 | 93.66 | 0.3 | 0.5 | 4.241 | A |
| C | 24.41 | 24.41 | 80.15 | 311.34 | 0.078 | 24.39 | 28.43 | 0.1 | 0.1 | 3.135 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 79.70 | 79.70 | 8.31 | 336.05 | 0.237 | 79.75 | 105.60 | 0.4 | 0.3 | 3.511 | A |
| B | 102.01 | 102.01 | 9.84 | 310.33 | 0.329 | 101.98 | 78.23 | 0.5 | 0.5 | 4.319 | A |
| C | 21.30 | 21.30 | 92.61 | 304.02 | 0.070 | 21.30 | 19.21 | 0.1 | 0.1 | 3.185 | A |

# Do Nothing 2035, AM

### 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 | GAW / GAW / Granville Cresent | Standard Roundabout | | A, B, C | 5.22 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.22 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 7.37 | 178.11 | 1.05 |
| | B | 42.51 | 0.00 | 6.32 |
| | C | 0.00 | 25.27 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.11 | 125.47 | 2.11 |
| | B | 59.35 | 1.05 | 10.53 |
| | C | 3.16 | 21.06 | 0.00 |

**Demand (Veh/TS)**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.11 | 126.52 | 1.05 |
| | B | 38.30 | 0.00 | 4.21 |
| | C | 4.21 | 16.84 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 2.11 | 105.46 | 2.11 |
| B | 55.14 | 1.05 | 11.58 |
| C | 3.16 | 20.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

08:00 - 08:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 1 | 0 | 0 |
| B | 1 | 0 | 1 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.57 | 6.19 | 1.3 | A | 138.89 | 555.56 |
| B | 0.23 | 3.75 | 0.3 | A | 57.51 | 230.03 |
| C | 0.08 | 3.06 | 0.1 | A | 23.42 | 93.70 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 186.53 | 186.53 | 25.18 | 329.48 | 0.566 | 185.24 | 49.66 | 0.0 | 1.3 | 6.187 | A |
| B | 48.82 | 48.82 | 8.36 | 308.00 | 0.159 | 48.64 | 202.06 | 0.0 | 0.2 | 3.469 | A |
| C | 25.27 | 25.27 | 49.66 | 328.94 | 0.077 | 25.18 | 7.34 | 0.0 | 0.1 | 2.963 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 129.68 | 129.68 | 22.12 | 328.05 | 0.395 | 130.30 | 64.56 | 1.3 | 0.7 | 4.565 | A |
| B | 70.93 | 70.93 | 4.25 | 310.70 | 0.228 | 70.83 | 148.17 | 0.2 | 0.3 | 3.749 | A |
| C | 24.21 | 24.21 | 62.46 | 318.61 | 0.076 | 24.21 | 12.61 | 0.1 | 0.1 | 3.058 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 129.68 | 129.68 | 16.87 | 331.00 | 0.392 | 129.69 | 44.71 | 0.7 | 0.6 | 4.472 | A |
| B | 42.51 | 42.51 | 3.16 | 311.08 | 0.137 | 42.64 | 143.39 | 0.3 | 0.2 | 3.353 | A |
| C | 21.06 | 21.06 | 40.51 | 334.37 | 0.063 | 21.07 | 5.30 | 0.1 | 0.1 | 2.872 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 109.67 | 109.67 | 21.04 | 328.75 | 0.334 | 109.82 | 60.33 | 0.6 | 0.5 | 4.113 | A |
| B | 67.77 | 67.77 | 4.21 | 313.32 | 0.216 | 67.66 | 126.65 | 0.2 | 0.3 | 3.661 | A |
| C | 23.16 | 23.16 | 58.22 | 324.21 | 0.071 | 23.15 | 13.65 | 0.1 | 0.1 | 2.988 | A |

# Do Nothing 2035, 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 | GAW / GAW / Granville Cresent | Standard Roundabout | | A, B, C | 3.98 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.98 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.06 | 90.12 | 5.28 |
| | B | 58.43 | 0.00 | 15.84 |
| | C | 1.06 | 9.51 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.06 | 74.27 | 1.06 |
| | B | 66.88 | 1.06 | 9.51 |
| | C | 0.00 | 9.51 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 3.17 | 81.67 | 3.17 |
| | B | 78.50 | 0.00 | 21.13 |
| | C | 1.06 | 13.73 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| From \ To | A | B | C |
|---|---|---|---|
| A | 2.11 | 71.10 | 3.17 |
| B | 92.23 | 0.00 | 11.62 |
| C | 3.17 | 8.45 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.29 | 3.76 | 0.4 | A | 84.31 | 337.23 |
| B | 0.33 | 4.31 | 0.5 | A | 88.80 | 355.19 |
| C | 0.05 | 3.09 | 0.0 | A | 11.62 | 46.48 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 96.45 | 96.45 | 9.48 | 335.21 | 0.288 | 96.05 | 60.29 | 0.0 | 0.4 | 3.756 | A |
| B | 74.27 | 74.27 | 6.31 | 312.21 | 0.238 | 73.96 | 99.22 | 0.0 | 0.3 | 3.772 | A |
| C | 10.56 | 10.56 | 59.24 | 323.61 | 0.033 | 10.53 | 21.04 | 0.0 | 0.0 | 2.874 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 76.38 | 76.38 | 10.56 | 334.49 | 0.228 | 76.49 | 67.90 | 0.4 | 0.3 | 3.491 | A |
| B | 77.44 | 77.44 | 2.13 | 311.75 | 0.248 | 77.42 | 84.92 | 0.3 | 0.3 | 3.840 | A |
| C | 9.51 | 9.51 | 68.95 | 317.52 | 0.030 | 9.51 | 10.61 | 0.0 | 0.0 | 2.921 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 88.00 | 88.00 | 13.72 | 335.97 | 0.262 | 87.95 | 82.63 | 0.3 | 0.4 | 3.628 | A |
| B | 99.62 | 99.62 | 6.32 | 312.19 | 0.319 | 99.49 | 95.35 | 0.3 | 0.5 | 4.228 | A |
| C | 14.79 | 14.79 | 81.58 | 310.49 | 0.048 | 14.77 | 24.23 | 0.0 | 0.0 | 3.042 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 76.38 | 76.38 | 8.47 | 335.79 | 0.227 | 76.44 | 97.44 | 0.4 | 0.3 | 3.472 | A |
| B | 103.85 | 103.85 | 5.29 | 312.75 | 0.332 | 103.82 | 79.62 | 0.5 | 0.5 | 4.307 | A |
| C | 11.62 | 11.62 | 94.27 | 303.04 | 0.038 | 11.63 | 14.83 | 0.0 | 0.0 | 3.087 | A |

# Do Something 2035, AM

### 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 | GAW / GAW / Granville Cresent | Standard Roundabout | | A, B, C | 5.80 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.80 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 7.37 | 195.95 | 1.05 |
| | B | 52.68 | 0.00 | 6.32 |
| | C | 0.00 | 25.27 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.11 | 143.31 | 2.11 |
| | B | 69.53 | 1.05 | 10.53 |
| | C | 3.16 | 21.06 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.11 | 144.36 | 1.05 |
| | B | 48.47 | 0.00 | 4.21 |
| | C | 4.21 | 16.84 | 0.00 |

**Demand (Veh/TS)**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.11 | 123.31 | 2.11 |
| | B | 65.32 | 1.05 | 11.58 |
| | C | 3.16 | 20.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1 | 0 | 0 |
| | B | 1 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 1 | 0 |

**Heavy Vehicle %**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.62 | 7.02 | 1.6 | A | 156.74 | 626.94 |
| B | 0.26 | 3.92 | 0.4 | A | 67.69 | 270.74 |
| C | 0.08 | 3.12 | 0.1 | A | 23.42 | 93.70 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 204.37 | 204.37 | 25.18 | 329.49 | 0.620 | 202.77 | 59.79 | 0.0 | 1.6 | 7.018 | A |
| B | 59.00 | 59.00 | 8.36 | 308.00 | 0.192 | 58.76 | 219.60 | 0.0 | 0.2 | 3.607 | A |
| C | 25.27 | 25.27 | 59.79 | 322.94 | 0.078 | 25.18 | 7.34 | 0.0 | 0.1 | 3.022 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 147.52 | 147.52 | 22.12 | 328.04 | 0.450 | 148.30 | 74.74 | 1.6 | 0.8 | 5.027 | A |
| B | 81.11 | 81.11 | 4.25 | 310.63 | 0.261 | 80.99 | 166.16 | 0.2 | 0.4 | 3.917 | A |
| C | 24.21 | 24.21 | 72.64 | 312.63 | 0.077 | 24.21 | 12.61 | 0.1 | 0.1 | 3.122 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 147.52 | 147.52 | 16.87 | 330.99 | 0.446 | 147.54 | 54.90 | 0.8 | 0.8 | 4.906 | A |
| B | 52.68 | 52.68 | 3.16 | 311.02 | 0.169 | 52.83 | 161.24 | 0.4 | 0.2 | 3.486 | A |
| C | 21.06 | 21.06 | 50.70 | 328.33 | 0.064 | 21.07 | 5.30 | 0.1 | 0.1 | 2.930 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 127.52 | 127.52 | 21.04 | 328.73 | 0.388 | 127.69 | 70.50 | 0.8 | 0.6 | 4.480 | A |
| B | 77.95 | 77.95 | 4.21 | 313.32 | 0.249 | 77.83 | 144.52 | 0.2 | 0.3 | 3.819 | A |
| C | 23.16 | 23.16 | 68.38 | 318.24 | 0.073 | 23.15 | 13.65 | 0.1 | 0.1 | 3.049 | A |

# Do Something 2035, 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 | GAW / GAW / Granville Cresent | Standard Roundabout | | A, B, C | 4.00 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.00 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.06 | 90.12 | 9.93 |
| | B | 58.43 | 0.00 | 15.84 |
| | C | 10.95 | 9.51 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.06 | 74.27 | 5.71 |
| | B | 66.88 | 1.06 | 9.51 |
| | C | 9.89 | 9.51 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 3.17 | 81.67 | 7.82 |
| | B | 78.50 | 0.00 | 21.13 |
| | C | 10.95 | 13.73 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 2.11 | 71.10 | 7.82 |
| | B | 92.23 | 0.00 | 11.62 |
| | C | 13.06 | 8.45 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.30 | 3.83 | 0.4 | A | 88.96 | 355.83 |
| B | 0.33 | 4.36 | 0.5 | A | 88.80 | 355.19 |
| C | 0.08 | 3.20 | 0.1 | A | 21.51 | 86.04 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 101.10 | 101.10 | 9.48 | 335.35 | 0.301 | 100.68 | 70.14 | 0.0 | 0.4 | 3.828 | A |
| B | 74.27 | 74.27 | 10.94 | 309.75 | 0.240 | 73.96 | 99.21 | 0.0 | 0.3 | 3.812 | A |
| C | 20.45 | 20.45 | 59.23 | 323.61 | 0.063 | 20.39 | 25.67 | 0.0 | 0.1 | 2.968 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 81.03 | 81.03 | 10.56 | 334.67 | 0.242 | 81.14 | 77.79 | 0.4 | 0.3 | 3.550 | A |
| B | 77.44 | 77.44 | 6.78 | 309.30 | 0.250 | 77.42 | 84.92 | 0.3 | 0.3 | 3.881 | A |
| C | 19.40 | 19.40 | 68.95 | 317.52 | 0.061 | 19.40 | 15.26 | 0.1 | 0.1 | 3.020 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 92.65 | 92.65 | 13.72 | 335.97 | 0.276 | 92.60 | 92.51 | 0.3 | 0.4 | 3.697 | A |
| B | 99.62 | 99.62 | 10.97 | 309.72 | 0.322 | 99.48 | 95.35 | 0.3 | 0.5 | 4.278 | A |
| C | 24.68 | 24.68 | 81.58 | 310.50 | 0.079 | 24.66 | 28.88 | 0.1 | 0.1 | 3.148 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 81.03 | 81.03 | 8.47 | 335.97 | 0.241 | 81.09 | 107.32 | 0.4 | 0.3 | 3.531 | A |
| B | 103.85 | 103.85 | 9.94 | 310.28 | 0.335 | 103.82 | 79.62 | 0.5 | 0.5 | 4.359 | A |
| C | 21.51 | 21.51 | 94.27 | 303.04 | 0.071 | 21.52 | 19.48 | 0.1 | 0.1 | 3.198 | A |

# Junctions 10

## ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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**Filename:** J9.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 02/04/2025 12:02:18

---

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | **Do Nothing 2023** | | | | | | | |
| Arm A | 1.2 | 5.91 | 0.55 | A | 0.4 | 3.86 | 0.28 | A |
| Arm B | 0.6 | 4.01 | 0.38 | A | 0.6 | 3.76 | 0.37 | A |
| Arm C | 0.3 | 3.34 | 0.21 | A | 0.3 | 3.59 | 0.24 | A |
| | **Do Nothing 2030** | | | | | | | |
| Arm A | 1.4 | 6.49 | 0.59 | A | 0.4 | 4.00 | 0.30 | A |
| Arm B | 0.7 | 4.18 | 0.40 | A | 0.6 | 3.92 | 0.40 | A |
| Arm C | 0.3 | 3.40 | 0.22 | A | 0.3 | 3.69 | 0.25 | A |
| | **Do Something 2030** | | | | | | | |
| Arm A | 1.8 | 7.40 | 0.65 | A | 0.5 | 4.08 | 0.32 | A |
| Arm B | 0.7 | 4.39 | 0.43 | A | 0.7 | 4.06 | 0.42 | A |
| Arm C | 0.3 | 3.49 | 0.23 | A | 0.4 | 3.80 | 0.26 | A |
| | **Do Nothing 2035** | | | | | | | |
| Arm A | 1.5 | 6.66 | 0.60 | A | 0.4 | 4.04 | 0.31 | A |
| Arm B | 0.7 | 4.25 | 0.41 | A | 0.7 | 3.97 | 0.40 | A |
| Arm C | 0.3 | 3.43 | 0.23 | A | 0.3 | 3.73 | 0.26 | A |
| | **Do Something 2035** | | | | | | | |
| Arm A | 1.9 | 7.63 | 0.66 | A | 0.5 | 4.12 | 0.32 | A |
| Arm B | 0.8 | 4.46 | 0.43 | A | 0.7 | 4.12 | 0.42 | A |
| Arm C | 0.3 | 3.51 | 0.24 | A | 0.4 | 3.84 | 0.27 | A |

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

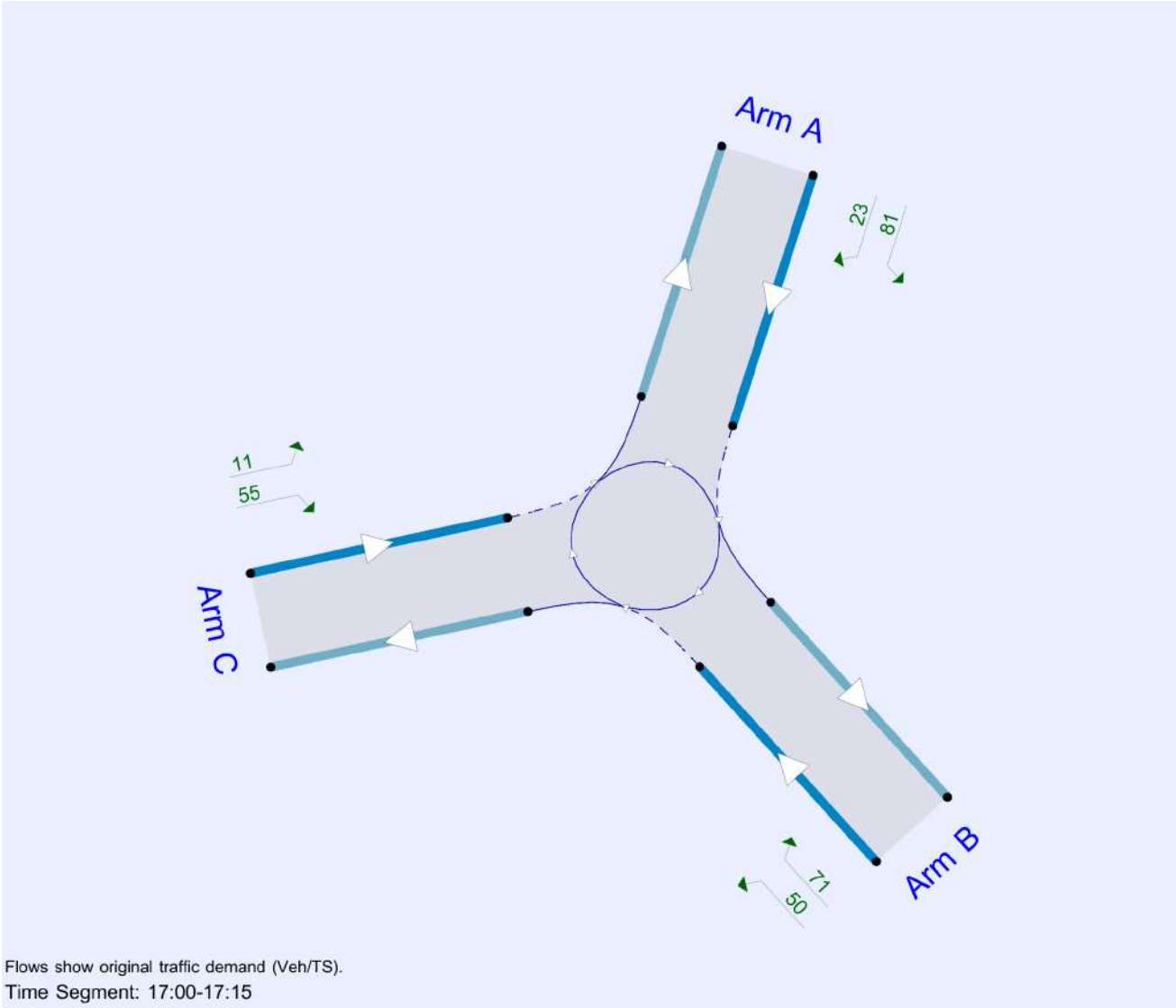
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### 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 | Gresley Way / Gresley Way / Martins Way | Standard Roundabout | | A, B, C | 4.69 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.69 | A |

## Arms

### Arms

| Arm | Name | Description | No give-way line |
|---|---|---|---|
| A | Gresley Way | | |
| B | Gresley Way | | |
| C | Martins Way | | |

### Roundabout Geometry

| Arm | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Entry only | Exit only |
|---|---|---|---|---|---|---|---|---|
| A | 3.54 | 5.61 | 6.9 | 27.3 | 45.8 | 26.7 | | |
| B | 3.32 | 7.07 | 14.8 | 43.5 | 45.8 | 45.4 | | |
| C | 3.35 | 7.88 | 11.3 | 15.1 | 45.8 | 44.5 | | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|---|---|---|
| A | 0.579 | 356.556 |
| B | 0.596 | 397.326 |
| C | 0.568 | 376.899 |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

# Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 143.00 | 41.00 |
| | B | 40.00 | 0.00 | 67.00 |
| | C | 5.00 | 39.00 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 93.00 | 44.00 |
| | B | 53.00 | 0.00 | 73.00 |
| | C | 10.00 | 63.00 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 75.00 | 56.00 |
| | B | 34.00 | 0.00 | 92.00 |
| | C | 5.00 | 61.00 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 52.00 | 60.00 |
| | B | 51.00 | 0.00 | 86.00 |
| | C | 14.00 | 59.00 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 2 | 0 | 2 |
| | C | 0 | 1 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 1 | 0 | 3 |
| | C | 0 | 0 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 1 | 0 | 0 |
| | C | 0 | 1 | 0 |

**Heavy Vehicle %**

**08:45 - 09:00**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.55 | 5.91 | 1.2 | A | 141.00 | 564.00 |
| B | 0.38 | 4.01 | 0.6 | A | 124.00 | 495.99 |
| C | 0.21 | 3.34 | 0.3 | A | 64.00 | 256.00 |

## Main Results for each time segment

**08:00 - 08:15**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 184.00 | 184.00 | 38.87 | 333.82 | 0.551 | 182.79 | 44.83 | 0.0 | 1.2 | 5.912 | A |
| B | 107.00 | 107.00 | 40.73 | 365.75 | 0.293 | 106.59 | 180.93 | 0.0 | 0.4 | 3.466 | A |
| C | 44.00 | 44.00 | 39.85 | 350.70 | 0.125 | 43.86 | 107.47 | 0.0 | 0.1 | 2.931 | A |

**08:15 - 08:30**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 137.00 | 137.00 | 62.90 | 318.11 | 0.431 | 137.45 | 62.91 | 1.2 | 0.8 | 4.995 | A |
| B | 126.00 | 126.00 | 44.03 | 362.75 | 0.347 | 125.88 | 156.32 | 0.4 | 0.5 | 3.797 | A |
| C | 73.00 | 73.00 | 52.93 | 346.52 | 0.211 | 72.88 | 116.98 | 0.1 | 0.3 | 3.287 | A |

**08:30 - 08:45**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 131.00 | 131.00 | 61.02 | 319.50 | 0.410 | 131.06 | 39.10 | 0.8 | 0.7 | 4.777 | A |
| B | 126.00 | 126.00 | 55.94 | 362.65 | 0.347 | 126.00 | 136.13 | 0.5 | 0.5 | 3.802 | A |
| C | 66.00 | 66.00 | 34.08 | 354.09 | 0.186 | 66.04 | 147.86 | 0.3 | 0.2 | 3.126 | A |

**08:45 - 09:00**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 112.00 | 112.00 | 58.99 | 320.22 | 0.350 | 112.16 | 64.88 | 0.7 | 0.5 | 4.330 | A |
| B | 137.00 | 137.00 | 60.01 | 361.58 | 0.379 | 136.92 | 111.14 | 0.5 | 0.6 | 4.005 | A |
| C | 73.00 | 73.00 | 50.92 | 342.44 | 0.213 | 72.96 | 146.02 | 0.2 | 0.3 | 3.339 | A |

# Do Nothing 2023, 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 | Gresley Way / Gresley Way / Martins Way | Standard Roundabout | | A, B, C | 3.75 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.75 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 71.00 | 20.00 |
| | B | 57.00 | 1.00 | 47.00 |
| | C | 8.00 | 52.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 58.00 | 18.00 |
| | B | 62.00 | 0.00 | 43.00 |
| | C | 8.00 | 74.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 57.00 | 29.00 |
| | B | 78.00 | 0.00 | 55.00 |
| | C | 14.00 | 50.00 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 47.00 | 27.00 |
| | B | 84.00 | 1.00 | 57.00 |
| | C | 11.00 | 67.00 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 2 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.28 | 3.86 | 0.4 | A | 81.75 | 327.00 |
| B | 0.37 | 3.76 | 0.6 | A | 121.25 | 485.00 |
| C | 0.24 | 3.59 | 0.3 | A | 71.00 | 284.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 91.00 | 91.00 | 52.81 | 323.45 | 0.281 | 90.61 | 64.77 | 0.0 | 0.4 | 3.859 | A |
| B | 105.00 | 105.00 | 19.91 | 383.75 | 0.274 | 104.62 | 123.51 | 0.0 | 0.4 | 3.220 | A |
| C | 60.00 | 60.00 | 57.79 | 344.06 | 0.174 | 59.79 | 66.75 | 0.0 | 0.2 | 3.165 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 76.00 | 76.00 | 73.90 | 311.38 | 0.244 | 76.06 | 69.98 | 0.4 | 0.3 | 3.824 | A |
| B | 105.00 | 105.00 | 18.01 | 384.33 | 0.273 | 105.00 | 131.96 | 0.4 | 0.4 | 3.221 | A |
| C | 82.00 | 82.00 | 61.99 | 341.33 | 0.240 | 81.90 | 61.02 | 0.2 | 0.3 | 3.466 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 86.00 | 86.00 | 50.09 | 326.96 | 0.263 | 85.97 | 91.89 | 0.3 | 0.4 | 3.734 | A |
| B | 133.00 | 133.00 | 28.96 | 380.07 | 0.350 | 132.84 | 107.11 | 0.4 | 0.5 | 3.638 | A |
| C | 64.00 | 64.00 | 77.91 | 327.54 | 0.195 | 64.07 | 83.89 | 0.3 | 0.2 | 3.416 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 74.00 | 74.00 | 67.92 | 315.23 | 0.235 | 74.05 | 94.97 | 0.4 | 0.3 | 3.731 | A |
| B | 142.00 | 142.00 | 27.01 | 381.24 | 0.372 | 141.95 | 114.96 | 0.5 | 0.6 | 3.760 | A |
| C | 78.00 | 78.00 | 84.96 | 328.61 | 0.237 | 77.93 | 83.99 | 0.2 | 0.3 | 3.590 | A |

# Do Nothing 2030, AM

### 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 | Gresley Way / Gresley Way / Martins Way | Standard Roundabout | | A, B, C | 5.04 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.04 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 152.17 | 44.91 |
| | B | 43.63 | 0.00 | 69.30 |
| | C | 5.42 | 40.34 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 100.45 | 48.01 |
| | B | 57.07 | 0.00 | 75.51 |
| | C | 10.59 | 65.17 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 81.83 | 60.43 |
| | B | 37.42 | 0.00 | 95.16 |
| | C | 5.42 | 63.10 | 0.00 |

**Demand (Veh/TS)**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 58.04 | 64.56 |
| | B | 55.00 | 0.00 | 88.96 |
| | C | 14.73 | 61.03 | 0.00 |

## Vehicle Mix

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

**Heavy Vehicle %**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 2 | 0 | 2 |
| | C | 0 | 1 | 0 |

**Heavy Vehicle %**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 1 | 0 | 3 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 1 | 0 | 0 |
| | C | 0 | 1 | 0 |

**Heavy Vehicle %**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 2 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.59 | 6.49 | 1.4 | A | 152.60 | 610.40 |
| B | 0.40 | 4.18 | 0.7 | A | 130.51 | 522.05 |
| C | 0.22 | 3.40 | 0.3 | A | 66.45 | 265.81 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 197.08 | 197.08 | 40.21 | 333.04 | 0.592 | 195.66 | 48.86 | 0.0 | 1.4 | 6.486 | A |
| B | 112.93 | 112.93 | 44.59 | 363.50 | 0.311 | 112.48 | 191.28 | 0.0 | 0.4 | 3.579 | A |
| C | 45.76 | 45.76 | 43.45 | 348.64 | 0.131 | 45.61 | 113.62 | 0.0 | 0.2 | 2.968 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 148.46 | 148.46 | 65.06 | 316.86 | 0.469 | 149.00 | 67.57 | 1.4 | 0.9 | 5.377 | A |
| B | 132.58 | 132.58 | 48.05 | 360.43 | 0.368 | 132.45 | 166.00 | 0.4 | 0.6 | 3.946 | A |
| C | 75.76 | 75.76 | 57.00 | 344.18 | 0.220 | 75.63 | 123.51 | 0.2 | 0.3 | 3.349 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 142.26 | 142.26 | 63.12 | 318.28 | 0.447 | 142.33 | 42.95 | 0.9 | 0.8 | 5.119 | A |
| B | 132.58 | 132.58 | 60.37 | 359.96 | 0.368 | 132.58 | 145.08 | 0.6 | 0.6 | 3.958 | A |
| C | 68.52 | 68.52 | 37.50 | 352.15 | 0.195 | 68.56 | 155.44 | 0.3 | 0.2 | 3.175 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 122.60 | 122.60 | 61.02 | 319.00 | 0.384 | 122.79 | 69.61 | 0.8 | 0.6 | 4.590 | A |
| B | 143.96 | 143.96 | 64.58 | 358.85 | 0.401 | 143.88 | 119.23 | 0.6 | 0.7 | 4.184 | A |
| C | 75.76 | 75.76 | 54.91 | 340.22 | 0.223 | 75.72 | 153.54 | 0.2 | 0.3 | 3.402 | A |

# Do Nothing 2030, 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 | Gresley Way / Gresley Way / Martins Way | Standard Roundabout | | A, B, C | 3.88 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.88 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 76.12 | 21.99 |
| | B | 62.10 | 1.04 | 48.73 |
| | C | 9.05 | 53.92 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 62.64 | 19.91 |
| | B | 67.29 | 0.00 | 44.59 |
| | C | 9.05 | 76.73 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 61.60 | 31.32 |
| | B | 83.88 | 0.00 | 57.03 |
| | C | 15.27 | 51.85 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 51.23 | 29.25 |
| B | 90.10 | 1.04 | 59.10 |
| C | 12.16 | 69.47 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 1 |
| C | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 2 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.30 | 4.00 | 0.4 | A | 88.52 | 354.07 |
| B | 0.40 | 3.92 | 0.6 | A | 128.72 | 514.89 |
| C | 0.25 | 3.69 | 0.3 | A | 74.37 | 297.48 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 98.11 | 98.11 | 54.76 | 322.34 | 0.304 | 97.67 | 70.89 | 0.0 | 0.4 | 3.999 | A |
| B | 111.87 | 111.87 | 21.89 | 382.62 | 0.292 | 111.46 | 130.54 | 0.0 | 0.4 | 3.315 | A |
| C | 62.96 | 62.96 | 62.91 | 341.16 | 0.185 | 62.74 | 70.45 | 0.0 | 0.2 | 3.229 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 82.55 | 82.55 | 76.63 | 309.83 | 0.266 | 82.62 | 76.31 | 0.4 | 0.4 | 3.962 | A |
| B | 111.88 | 111.88 | 19.92 | 383.16 | 0.292 | 111.87 | 139.33 | 0.4 | 0.4 | 3.316 | A |
| C | 85.78 | 85.78 | 67.27 | 338.30 | 0.254 | 85.66 | 64.53 | 0.2 | 0.3 | 3.560 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 92.92 | 92.92 | 51.94 | 325.87 | 0.285 | 92.89 | 99.02 | 0.4 | 0.4 | 3.863 | A |
| B | 140.91 | 140.91 | 31.27 | 378.69 | 0.372 | 140.73 | 113.56 | 0.4 | 0.6 | 3.781 | A |
| C | 67.11 | 67.11 | 83.78 | 324.31 | 0.207 | 67.19 | 88.23 | 0.3 | 0.3 | 3.503 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 80.48 | 80.48 | 70.42 | 313.78 | 0.256 | 80.53 | 102.23 | 0.4 | 0.3 | 3.859 | A |
| B | 150.24 | 150.24 | 29.25 | 379.90 | 0.395 | 150.18 | 121.70 | 0.6 | 0.6 | 3.917 | A |
| C | 81.63 | 81.63 | 91.09 | 325.12 | 0.251 | 81.56 | 88.34 | 0.3 | 0.3 | 3.695 | A |

# Do Something 2030, AM

### 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 | Gresley Way / Gresley Way / Martins Way | Standard Roundabout | | A, B, C | 5.58 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.58 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 166.23 | 48.69 |
| | B | 51.65 | 0.00 | 69.30 |
| | C | 7.58 | 40.34 | 0.00 |

**08:15 - 08:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 114.51 | 51.80 |
| | B | 65.09 | 0.00 | 75.51 |
| | C | 12.75 | 65.17 | 0.00 |

**08:30 - 08:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 95.89 | 64.21 |
| | B | 45.44 | 0.00 | 95.16 |
| | C | 7.58 | 63.10 | 0.00 |

**Demand (Veh/TS)**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 72.10 | 68.35 |
| | B | 63.02 | 0.00 | 88.96 |
| | C | 16.89 | 61.03 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**08:00 - 08:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 2 | 0 | 2 |
| | C | 0 | 1 | 0 |

**Heavy Vehicle %**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 1 | 0 | 3 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:30 - 08:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 1 | 0 | 0 |
| | C | 0 | 1 | 0 |

**Heavy Vehicle %**

**08:45 - 09:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.65 | 7.40 | 1.8 | A | 170.45 | 681.78 |
| B | 0.43 | 4.39 | 0.7 | A | 138.53 | 554.13 |
| C | 0.23 | 3.49 | 0.3 | A | 68.61 | 274.44 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 214.93 | 214.93 | 40.21 | 333.04 | 0.645 | 213.15 | 58.99 | 0.0 | 1.8 | 7.401 | A |
| B | 120.95 | 120.95 | 48.29 | 361.34 | 0.335 | 120.45 | 205.06 | 0.0 | 0.5 | 3.728 | A |
| C | 47.92 | 47.92 | 51.43 | 344.19 | 0.139 | 47.76 | 117.31 | 0.0 | 0.2 | 3.034 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 166.31 | 166.31 | 65.06 | 316.93 | 0.525 | 166.97 | 77.74 | 1.8 | 1.1 | 6.029 | A |
| B | 140.61 | 140.61 | 51.85 | 358.40 | 0.392 | 140.46 | 180.17 | 0.5 | 0.6 | 4.127 | A |
| C | 77.92 | 77.92 | 65.01 | 339.59 | 0.229 | 77.78 | 127.31 | 0.2 | 0.3 | 3.435 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 160.10 | 160.10 | 63.12 | 318.36 | 0.503 | 160.20 | 53.13 | 1.1 | 1.0 | 5.696 | A |
| B | 140.61 | 140.61 | 64.15 | 357.54 | 0.393 | 140.60 | 159.17 | 0.6 | 0.6 | 4.148 | A |
| C | 70.68 | 70.68 | 45.53 | 347.68 | 0.203 | 70.72 | 159.21 | 0.3 | 0.3 | 3.251 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 140.45 | 140.45 | 61.02 | 318.87 | 0.440 | 140.67 | 79.78 | 1.0 | 0.8 | 5.058 | A |
| B | 151.98 | 151.98 | 68.37 | 356.59 | 0.426 | 151.89 | 133.33 | 0.6 | 0.7 | 4.394 | A |
| C | 77.92 | 77.92 | 62.93 | 335.89 | 0.232 | 77.87 | 157.33 | 0.3 | 0.3 | 3.487 | A |

# Do Something 2030, 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 | Gresley Way / Gresley Way / Martins Way | Standard Roundabout | | A, B, C | 4.00 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.00 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 79.78 | 22.97 |
| | B | 69.90 | 1.04 | 48.73 |
| | C | 11.14 | 53.92 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 66.30 | 20.90 |
| | B | 75.08 | 0.00 | 44.59 |
| | C | 11.14 | 76.73 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 65.27 | 32.31 |
| | B | 91.67 | 0.00 | 57.03 |
| | C | 17.36 | 51.85 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 54.90 | 30.23 |
| | B | 97.89 | 1.04 | 59.10 |
| | C | 14.25 | 69.47 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 2 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.32 | 4.08 | 0.5 | A | 93.17 | 372.67 |
| B | 0.42 | 4.06 | 0.7 | A | 136.52 | 546.07 |
| C | 0.26 | 3.80 | 0.4 | A | 76.46 | 305.86 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 102.76 | 102.76 | 54.75 | 322.35 | 0.319 | 102.29 | 80.73 | 0.0 | 0.5 | 4.082 | A |
| B | 119.67 | 119.67 | 22.87 | 382.15 | 0.313 | 119.22 | 134.18 | 0.0 | 0.5 | 3.417 | A |
| C | 65.06 | 65.06 | 70.67 | 336.75 | 0.193 | 64.82 | 71.42 | 0.0 | 0.2 | 3.306 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 87.20 | 87.20 | 76.62 | 309.83 | 0.281 | 87.28 | 86.20 | 0.5 | 0.4 | 4.046 | A |
| B | 119.67 | 119.67 | 20.91 | 382.48 | 0.313 | 119.67 | 142.99 | 0.5 | 0.5 | 3.423 | A |
| C | 87.87 | 87.87 | 75.07 | 333.83 | 0.263 | 87.75 | 65.51 | 0.2 | 0.4 | 3.655 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 97.57 | 97.57 | 51.95 | 325.87 | 0.299 | 97.54 | 108.90 | 0.4 | 0.4 | 3.942 | A |
| B | 148.70 | 148.70 | 32.26 | 378.10 | 0.393 | 148.51 | 117.23 | 0.5 | 0.6 | 3.916 | A |
| C | 69.21 | 69.21 | 91.56 | 320.10 | 0.216 | 69.28 | 89.21 | 0.4 | 0.3 | 3.591 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 85.13 | 85.13 | 70.42 | 313.76 | 0.271 | 85.18 | 112.11 | 0.4 | 0.4 | 3.938 | A |
| B | 158.03 | 158.03 | 30.24 | 379.31 | 0.417 | 157.97 | 125.36 | 0.6 | 0.7 | 4.065 | A |
| C | 83.72 | 83.72 | 98.88 | 320.70 | 0.261 | 83.65 | 89.32 | 0.3 | 0.4 | 3.796 | A |

# Do Nothing 2035, AM

### 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 | Gresley Way / Gresley Way / Martins Way | Standard Roundabout | | A, B, C | 5.14 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.14 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 154.80 | 45.66 |
| | B | 44.36 | 0.00 | 70.54 |
| | C | 5.51 | 41.06 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 102.16 | 48.82 |
| | B | 58.05 | 0.00 | 76.85 |
| | C | 10.78 | 66.33 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 83.21 | 61.46 |
| | B | 38.05 | 0.00 | 96.86 |
| | C | 5.51 | 64.22 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 59.00 | 65.67 |
| B | 55.94 | 0.00 | 90.54 |
| C | 14.99 | 62.12 | 0.00 |

## Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 2 | 0 | 2 |
| C | 0 | 1 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 2 |
| B | 1 | 0 | 3 |
| C | 0 | 0 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 1 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 2 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.60 | 6.66 | 1.5 | A | 155.20 | 620.78 |
| B | 0.41 | 4.25 | 0.7 | A | 132.79 | 531.18 |
| C | 0.23 | 3.43 | 0.3 | A | 67.63 | 270.52 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 200.47 | 200.47 | 40.92 | 332.62 | 0.603 | 198.98 | 49.68 | 0.0 | 1.5 | 6.663 | A |
| B | 114.90 | 114.90 | 45.33 | 363.07 | 0.316 | 114.44 | 194.57 | 0.0 | 0.5 | 3.614 | A |
| C | 46.57 | 46.57 | 44.18 | 348.22 | 0.134 | 46.42 | 115.58 | 0.0 | 0.2 | 2.980 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 150.98 | 150.98 | 66.21 | 316.19 | 0.478 | 151.55 | 68.73 | 1.5 | 0.9 | 5.486 | A |
| B | 134.90 | 134.90 | 48.87 | 359.94 | 0.375 | 134.77 | 168.90 | 0.5 | 0.6 | 3.994 | A |
| C | 77.10 | 77.10 | 57.97 | 343.63 | 0.224 | 76.97 | 125.66 | 0.2 | 0.3 | 3.373 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 144.67 | 144.67 | 64.24 | 317.63 | 0.455 | 144.75 | 43.67 | 0.9 | 0.8 | 5.208 | A |
| B | 134.90 | 134.90 | 61.40 | 359.34 | 0.375 | 134.90 | 147.59 | 0.6 | 0.6 | 4.009 | A |
| C | 69.73 | 69.73 | 38.13 | 351.79 | 0.198 | 69.77 | 158.16 | 0.3 | 0.2 | 3.191 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 124.66 | 124.66 | 62.11 | 318.36 | 0.392 | 124.86 | 70.80 | 0.8 | 0.6 | 4.655 | A |
| B | 146.48 | 146.48 | 65.68 | 358.19 | 0.409 | 146.39 | 121.28 | 0.6 | 0.7 | 4.247 | A |
| C | 77.10 | 77.10 | 55.85 | 339.70 | 0.227 | 77.06 | 156.23 | 0.2 | 0.3 | 3.426 | A |

# Do Nothing 2035, 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 | Gresley Way / Gresley Way / Martins Way | Standard Roundabout | | A, B, C | 3.93 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.93 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 77.50 | 22.38 |
| | B | 63.21 | 1.06 | 49.65 |
| | C | 9.20 | 54.93 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 63.77 | 20.26 |
| | B | 68.49 | 0.00 | 45.42 |
| | C | 9.20 | 78.17 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 62.71 | 31.88 |
| | B | 85.39 | 0.00 | 58.10 |
| | C | 15.54 | 52.82 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 52.15 | 29.77 |
| B | 91.73 | 1.06 | 60.21 |
| C | 12.37 | 70.77 | 0.00 |

## Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 1 |
| C | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 2 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.31 | 4.04 | 0.4 | A | 90.10 | 360.41 |
| B | 0.40 | 3.97 | 0.7 | A | 131.08 | 524.30 |
| C | 0.26 | 3.73 | 0.3 | A | 75.75 | 302.99 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 99.87 | 99.87 | 55.78 | 321.76 | 0.310 | 99.43 | 72.14 | 0.0 | 0.4 | 4.040 | A |
| B | 113.91 | 113.91 | 22.28 | 382.39 | 0.298 | 113.49 | 132.93 | 0.0 | 0.4 | 3.347 | A |
| C | 64.13 | 64.13 | 64.03 | 340.52 | 0.188 | 63.90 | 71.74 | 0.0 | 0.2 | 3.250 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 84.03 | 84.03 | 78.06 | 309.01 | 0.272 | 84.10 | 77.67 | 0.4 | 0.4 | 4.004 | A |
| B | 113.91 | 113.91 | 20.27 | 382.95 | 0.297 | 113.91 | 141.88 | 0.4 | 0.4 | 3.344 | A |
| C | 87.37 | 87.37 | 68.48 | 337.61 | 0.259 | 87.25 | 65.71 | 0.2 | 0.3 | 3.592 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 94.59 | 94.59 | 52.92 | 325.29 | 0.291 | 94.56 | 100.80 | 0.4 | 0.4 | 3.900 | A |
| B | 143.49 | 143.49 | 31.84 | 378.36 | 0.379 | 143.30 | 115.64 | 0.4 | 0.6 | 3.824 | A |
| C | 68.35 | 68.35 | 85.28 | 323.46 | 0.211 | 68.43 | 89.86 | 0.3 | 0.3 | 3.531 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 81.92 | 81.92 | 71.74 | 313.02 | 0.262 | 81.97 | 104.07 | 0.4 | 0.4 | 3.897 | A |
| B | 152.99 | 152.99 | 29.78 | 379.59 | 0.403 | 152.93 | 123.93 | 0.6 | 0.7 | 3.970 | A |
| C | 83.14 | 83.14 | 92.74 | 324.19 | 0.256 | 83.07 | 89.97 | 0.3 | 0.3 | 3.732 | A |

# Do Something 2035, AM

### 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 | Gresley Way / Gresley Way / Martins Way | Standard Roundabout | | A, B, C | 5.71 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.71 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 168.86 | 49.45 |
| | B | 52.38 | 0.00 | 70.54 |
| | C | 7.67 | 41.06 | 0.00 |

**08:15 - 08:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 116.22 | 52.61 |
| | B | 66.07 | 0.00 | 76.85 |
| | C | 12.93 | 66.33 | 0.00 |

**08:30 - 08:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 97.27 | 65.24 |
| | B | 46.07 | 0.00 | 96.86 |
| | C | 7.67 | 64.22 | 0.00 |

### Demand (Veh/TS)

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 73.06 | 69.45 |
| B | 63.96 | 0.00 | 90.54 |
| C | 17.15 | 62.12 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

08:00 - 08:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 2 | 0 | 2 |
| C | 0 | 1 | 0 |

### Heavy Vehicle %

08:15 - 08:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 2 |
| B | 1 | 0 | 3 |
| C | 0 | 0 | 0 |

### Heavy Vehicle %

08:30 - 08:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 1 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

### Heavy Vehicle %

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 2 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.66 | 7.63 | 1.9 | A | 173.04 | 692.16 |
| B | 0.43 | 4.46 | 0.8 | A | 140.81 | 563.26 |
| C | 0.24 | 3.51 | 0.3 | A | 69.79 | 279.15 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 218.31 | 218.31 | 40.92 | 332.62 | 0.656 | 216.45 | 59.81 | 0.0 | 1.9 | 7.629 | A |
| B | 122.92 | 122.92 | 49.02 | 360.91 | 0.341 | 122.41 | 208.34 | 0.0 | 0.5 | 3.765 | A |
| C | 48.73 | 48.73 | 52.16 | 343.77 | 0.142 | 48.57 | 119.27 | 0.0 | 0.2 | 3.047 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 168.83 | 168.83 | 66.21 | 316.27 | 0.534 | 169.53 | 78.89 | 1.9 | 1.2 | 6.161 | A |
| B | 142.92 | 142.92 | 52.67 | 357.91 | 0.399 | 142.78 | 183.08 | 0.5 | 0.7 | 4.181 | A |
| C | 79.26 | 79.26 | 65.98 | 339.03 | 0.234 | 79.12 | 129.46 | 0.2 | 0.3 | 3.461 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 162.51 | 162.51 | 64.24 | 317.70 | 0.512 | 162.61 | 53.85 | 1.2 | 1.1 | 5.809 | A |
| B | 142.92 | 142.92 | 65.17 | 356.93 | 0.400 | 142.91 | 161.68 | 0.7 | 0.7 | 4.205 | A |
| C | 71.89 | 71.89 | 46.16 | 347.32 | 0.207 | 71.93 | 161.93 | 0.3 | 0.3 | 3.267 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 142.51 | 142.51 | 62.11 | 318.24 | 0.448 | 142.75 | 80.97 | 1.1 | 0.8 | 5.135 | A |
| B | 154.50 | 154.50 | 69.48 | 355.93 | 0.434 | 154.41 | 135.38 | 0.7 | 0.8 | 4.464 | A |
| C | 79.26 | 79.26 | 63.86 | 335.36 | 0.236 | 79.21 | 160.02 | 0.3 | 0.3 | 3.513 | A |

# Do Something 2035, 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 | Gresley Way / Gresley Way / Martins Way | Standard Roundabout | | A, B, C | 4.05 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.05 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 81.16 | 23.36 |
| | B | 71.00 | 1.06 | 49.65 |
| | C | 11.30 | 54.93 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 67.43 | 21.25 |
| | B | 76.28 | 0.00 | 45.42 |
| | C | 11.30 | 78.17 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 66.37 | 32.87 |
| | B | 93.19 | 0.00 | 58.10 |
| | C | 17.63 | 52.82 | 0.00 |

### Demand (Veh/TS)

17:45 - 18:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 55.81 | 30.76 |
| | B | 99.52 | 1.06 | 60.21 |
| | C | 14.47 | 70.77 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

17:00 - 17:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 1 |
| | C | 0 | 0 | 0 |

### Heavy Vehicle %

17:15 - 17:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 0 | 0 |

### Heavy Vehicle %

17:30 - 17:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 2 | 0 |

### Heavy Vehicle %

17:45 - 18:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.32 | 4.12 | 0.5 | A | 94.75 | 379.01 |
| B | 0.42 | 4.12 | 0.7 | A | 138.87 | 555.48 |
| C | 0.27 | 3.84 | 0.4 | A | 77.84 | 311.37 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 104.52 | 104.52 | 55.78 | 321.76 | 0.325 | 104.05 | 81.99 | 0.0 | 0.5 | 4.124 | A |
| B | 121.71 | 121.71 | 23.25 | 381.92 | 0.319 | 121.24 | 136.57 | 0.0 | 0.5 | 3.447 | A |
| C | 66.22 | 66.22 | 71.78 | 336.11 | 0.197 | 65.98 | 72.71 | 0.0 | 0.2 | 3.328 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 88.68 | 88.68 | 78.05 | 309.01 | 0.287 | 88.75 | 87.56 | 0.5 | 0.4 | 4.087 | A |
| B | 121.71 | 121.71 | 21.26 | 382.27 | 0.318 | 121.70 | 145.55 | 0.5 | 0.5 | 3.453 | A |
| C | 89.46 | 89.46 | 76.27 | 333.14 | 0.269 | 89.34 | 66.70 | 0.2 | 0.4 | 3.689 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 99.24 | 99.24 | 52.92 | 325.29 | 0.305 | 99.21 | 110.68 | 0.4 | 0.4 | 3.981 | A |
| B | 151.28 | 151.28 | 32.82 | 377.77 | 0.400 | 151.08 | 119.31 | 0.5 | 0.7 | 3.967 | A |
| C | 70.45 | 70.45 | 93.07 | 319.25 | 0.221 | 70.53 | 90.84 | 0.4 | 0.3 | 3.621 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 86.57 | 86.57 | 71.74 | 313.00 | 0.277 | 86.62 | 113.95 | 0.4 | 0.4 | 3.977 | A |
| B | 160.79 | 160.79 | 30.76 | 379.00 | 0.424 | 160.72 | 127.59 | 0.7 | 0.7 | 4.122 | A |
| C | 85.24 | 85.24 | 100.53 | 319.76 | 0.267 | 85.16 | 90.95 | 0.3 | 0.4 | 3.836 | A |

# Junctions 10

## ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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**Filename:** J10.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 02/04/2025 12:07:33

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»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

## Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | **Do Nothing 2023** | | | | | | | |
| Arm A | 0.5 | 3.84 | 0.34 | A | 0.3 | 3.59 | 0.25 | A |
| Arm B | 0.6 | 2.97 | 0.38 | A | 0.5 | 2.81 | 0.34 | A |
| Arm C | 0.8 | 4.26 | 0.43 | A | 0.8 | 4.16 | 0.44 | A |
| Arm D | 0.8 | 3.45 | 0.43 | A | 1.2 | 4.01 | 0.54 | A |
| | **Do Nothing 2030** | | | | | | | |
| Arm A | 0.5 | 3.99 | 0.36 | A | 0.4 | 3.72 | 0.27 | A |
| Arm B | 0.7 | 3.10 | 0.40 | A | 0.6 | 2.92 | 0.36 | A |
| Arm C | 0.8 | 4.46 | 0.45 | A | 0.8 | 4.35 | 0.46 | A |
| Arm D | 0.8 | 3.60 | 0.45 | A | 1.3 | 4.25 | 0.56 | A |
| | **Do Something 2030** | | | | | | | |
| Arm A | 0.6 | 4.02 | 0.36 | A | 0.4 | 3.75 | 0.27 | A |
| Arm B | 0.7 | 3.14 | 0.41 | A | 0.6 | 2.93 | 0.36 | A |
| Arm C | 0.8 | 4.51 | 0.46 | A | 0.9 | 4.37 | 0.46 | A |
| Arm D | 0.8 | 3.63 | 0.45 | A | 1.3 | 4.27 | 0.57 | A |
| | **Do Nothing 2035** | | | | | | | |
| Arm A | 0.6 | 4.06 | 0.36 | A | 0.4 | 3.78 | 0.27 | A |
| Arm B | 0.7 | 3.15 | 0.41 | A | 0.6 | 2.97 | 0.37 | A |
| Arm C | 0.9 | 4.56 | 0.46 | A | 0.9 | 4.45 | 0.47 | A |
| Arm D | 0.9 | 3.67 | 0.46 | A | 1.3 | 4.38 | 0.58 | A |
| | **Do Something 2035** | | | | | | | |
| Arm A | 0.6 | 4.10 | 0.37 | A | 0.4 | 3.81 | 0.28 | A |
| Arm B | 0.7 | 3.19 | 0.42 | A | 0.6 | 2.98 | 0.37 | A |
| Arm C | 0.9 | 4.61 | 0.47 | A | 0.9 | 4.47 | 0.47 | A |
| Arm D | 0.9 | 3.70 | 0.46 | A | 1.4 | 4.40 | 0.58 | A |

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

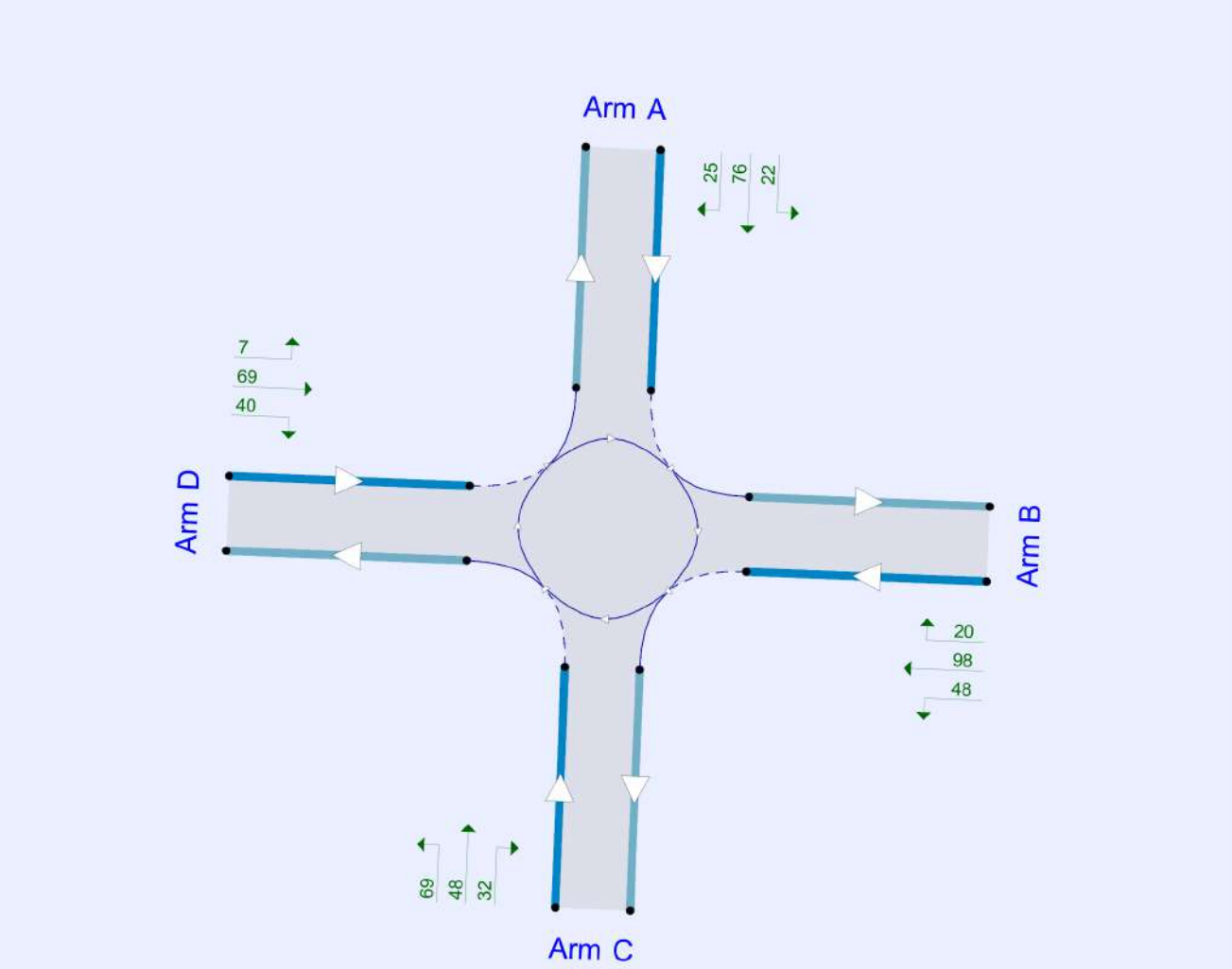
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### 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 | Pilgrims Way / Martins Way / A1155 / Martins Way | Standard Roundabout | | A, B, C, D | 3.58 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.58 | A |

## Arms

### Arms

| Arm | Name | Description | No give-way line |
|---|---|---|---|
| A | Pilgrims Way | | |
| B | Martins Way | | |
| C | A1155 | | |
| D | Martins Way | | |

### Roundabout Geometry

| Arm | V - Approach road half-width (m) | E - Entry width (m) | l' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Entry only | Exit only |
|---|---|---|---|---|---|---|---|---|
| A | 4.00 | 7.13 | 14.9 | 24.2 | 79.8 | 16.9 | | |
| B | 6.79 | 7.21 | 15.4 | 43.5 | 79.8 | 10.9 | | |
| C | 3.78 | 6.48 | 14.7 | 35.8 | 79.8 | 7.4 | | |
| D | 6.92 | 7.34 | 8.8 | 33.0 | 79.8 | 35.8 | | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|---|---|---|
| A | 0.510 | 468.934 |
| B | 0.593 | 593.987 |
| C | 0.514 | 456.670 |
| D | 0.547 | 551.294 |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 22.00 | 76.00 | 25.00 |
| | B | 20.00 | 0.00 | 48.00 | 98.00 |
| | C | 48.00 | 32.00 | 0.00 | 69.00 |
| | D | 7.00 | 69.00 | 40.00 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 19.00 | 39.00 | 20.00 |
| | B | 28.00 | 0.00 | 46.00 | 86.00 |
| | C | 64.00 | 50.00 | 0.00 | 53.00 |
| | D | 9.00 | 84.00 | 61.00 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 26.00 | 47.00 | 23.00 |
| | B | 45.00 | 0.00 | 52.00 | 97.00 |
| | C | 69.00 | 31.00 | 0.00 | 47.00 |
| | D | 16.00 | 96.00 | 59.00 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 36.00 | 56.00 | 28.00 |
| | B | 46.00 | 0.00 | 40.00 | 93.00 |
| | C | 61.00 | 32.00 | 0.00 | 61.00 |
| | D | 15.00 | 102.00 | 81.00 | 0.00 |

## Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 1 | 0 |
| | B | 0 | 0 | 0 | 3 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 2 | 1 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 4 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 1 | 1 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 1 |
| | B | 0 | 0 | 1 | 3 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 5 | 1 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 5 |
| | C | 0 | 4 | 0 | 0 |
| | D | 1 | 5 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.34 | 3.84 | 0.5 | A | 104.25 | 417.00 |
| B | 0.38 | 2.97 | 0.6 | A | 174.75 | 699.00 |
| C | 0.43 | 4.26 | 0.8 | A | 154.25 | 617.00 |
| D | 0.43 | 3.45 | 0.8 | A | 159.75 | 639.01 |

## Main Results for each time segment

08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 123.00 | 123.00 | 140.57 | 392.97 | 0.313 | 122.55 | 74.72 | 0.0 | 0.5 | 3.322 | A |
| B | 166.00 | 166.00 | 140.52 | 501.15 | 0.331 | 165.51 | 122.60 | 0.0 | 0.5 | 2.678 | A |
| C | 149.00 | 149.00 | 142.56 | 381.13 | 0.391 | 148.36 | 163.47 | 0.0 | 0.6 | 3.857 | A |
| D | 116.00 | 116.00 | 99.60 | 489.17 | 0.237 | 115.69 | 191.32 | 0.0 | 0.3 | 2.407 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 78.00 | 78.00 | 194.74 | 367.88 | 0.212 | 78.18 | 100.88 | 0.5 | 0.3 | 3.107 | A |
| B | 160.00 | 160.00 | 120.08 | 510.60 | 0.313 | 160.04 | 152.84 | 0.5 | 0.5 | 2.567 | A |
| C | 167.00 | 167.00 | 134.05 | 384.45 | 0.434 | 166.87 | 146.07 | 0.6 | 0.8 | 4.133 | A |
| D | 154.00 | 154.00 | 141.80 | 468.85 | 0.328 | 153.82 | 159.12 | 0.3 | 0.5 | 2.855 | A |

**08:30 - 08:45**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 96.00 | 96.00 | 186.01 | 370.35 | 0.259 | 95.92 | 129.89 | 0.3 | 0.3 | 3.279 | A |
| B | 194.00 | 194.00 | 128.94 | 508.10 | 0.382 | 193.84 | 152.99 | 0.5 | 0.6 | 2.862 | A |
| C | 147.00 | 147.00 | 164.86 | 370.38 | 0.397 | 147.10 | 157.92 | 0.8 | 0.7 | 4.033 | A |
| D | 171.00 | 171.00 | 145.01 | 457.62 | 0.374 | 170.89 | 166.95 | 0.5 | 0.6 | 3.139 | A |

**08:45 - 09:00**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 120.00 | 120.00 | 214.83 | 354.13 | 0.339 | 119.84 | 122.01 | 0.3 | 0.5 | 3.839 | A |
| B | 179.00 | 179.00 | 164.79 | 481.63 | 0.372 | 179.02 | 169.87 | 0.6 | 0.6 | 2.973 | A |
| C | 154.00 | 154.00 | 166.95 | 365.29 | 0.422 | 153.94 | 176.86 | 0.7 | 0.7 | 4.257 | A |
| D | 198.00 | 198.00 | 139.00 | 458.45 | 0.432 | 197.84 | 181.89 | 0.6 | 0.8 | 3.451 | A |

# Do Nothing 2023, 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 | Pilgrims Way / Martins Way / A1155 / Martins Way | Standard Roundabout | | A, B, C, D | 3.72 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.72 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 17.00 | 52.00 | 13.00 |
| | B | 16.00 | 0.00 | 58.00 | 90.00 |
| | C | 60.00 | 43.00 | 0.00 | 54.00 |
| | D | 24.00 | 98.00 | 122.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 20.00 | 39.00 | 11.00 |
| | B | 15.00 | 0.00 | 28.00 | 60.00 |
| | C | 53.00 | 41.00 | 0.00 | 59.00 |
| | D | 25.00 | 121.00 | 117.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 14.00 | 58.00 | 14.00 |
| | B | 19.00 | 1.00 | 36.00 | 101.00 |
| | C | 58.00 | 47.00 | 0.00 | 65.00 |
| | D | 28.00 | 101.00 | 100.00 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 11.00 | 44.00 | 15.00 |
| | B | 18.00 | 0.00 | 48.00 | 82.00 |
| | C | 50.00 | 36.00 | 0.00 | 74.00 |
| | D | 26.00 | 98.00 | 101.00 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 1 | 0 |
| | B | 1 | 0 | 0 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 1 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 2 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 1 |
| | C | 0 | 1 | 0 | 0 |
| | D | 1 | 0 | 2 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 1 | 0 |
| | C | 0 | 2 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.25 | 3.59 | 0.3 | A | 77.00 | 308.00 |
| B | 0.34 | 2.81 | 0.5 | A | 143.00 | 572.00 |
| C | 0.44 | 4.16 | 0.8 | A | 160.00 | 640.01 |
| D | 0.54 | 4.01 | 1.2 | A | 240.25 | 961.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 82.00 | 82.00 | 261.91 | 331.73 | 0.247 | 81.67 | 99.60 | 0.0 | 0.3 | 3.594 | A |
| B | 164.00 | 164.00 | 186.24 | 482.84 | 0.340 | 163.49 | 157.35 | 0.0 | 0.5 | 2.813 | A |
| C | 157.00 | 157.00 | 118.62 | 394.59 | 0.398 | 156.34 | 231.11 | 0.0 | 0.7 | 3.769 | A |
| D | 244.00 | 244.00 | 118.52 | 484.23 | 0.504 | 242.99 | 156.44 | 0.0 | 1.0 | 3.716 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 70.00 | 70.00 | 278.87 | 323.37 | 0.216 | 70.05 | 93.04 | 0.3 | 0.3 | 3.552 | A |
| B | 103.00 | 103.00 | 167.05 | 490.53 | 0.210 | 103.25 | 181.88 | 0.5 | 0.3 | 2.324 | A |
| C | 153.00 | 153.00 | 86.15 | 411.02 | 0.372 | 153.06 | 184.15 | 0.7 | 0.6 | 3.491 | A |
| D | 263.00 | 263.00 | 109.07 | 487.11 | 0.540 | 262.84 | 130.13 | 1.0 | 1.2 | 4.010 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 86.00 | 86.00 | 249.18 | 339.91 | 0.253 | 85.94 | 104.92 | 0.3 | 0.3 | 3.543 | A |
| B | 157.00 | 157.00 | 172.03 | 487.13 | 0.322 | 156.79 | 163.09 | 0.3 | 0.5 | 2.723 | A |
| C | 170.00 | 170.00 | 134.82 | 385.75 | 0.441 | 169.82 | 194.00 | 0.6 | 0.8 | 4.164 | A |
| D | 229.00 | 229.00 | 124.86 | 477.92 | 0.479 | 229.24 | 179.77 | 1.2 | 0.9 | 3.624 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 70.00 | 70.00 | 235.13 | 347.99 | 0.201 | 70.08 | 94.07 | 0.3 | 0.3 | 3.238 | A |
| B | 148.00 | 148.00 | 160.10 | 496.89 | 0.298 | 148.05 | 145.12 | 0.5 | 0.4 | 2.579 | A |
| C | 160.00 | 160.00 | 115.08 | 393.90 | 0.406 | 160.09 | 193.07 | 0.8 | 0.7 | 3.850 | A |
| D | 225.00 | 225.00 | 104.12 | 493.86 | 0.456 | 225.08 | 171.05 | 0.9 | 0.8 | 3.348 | A |

# Do Nothing 2030, AM

### 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 | Pilgrims Way / Martins Way / A1155 / Martins Way | Standard Roundabout | | A, B, C, D | 3.74 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.74 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 22.76 | 78.61 | 25.86 |
| | B | 20.69 | 0.00 | 49.65 | 103.87 |
| | C | 49.65 | 33.10 | 0.00 | 71.37 |
| | D | 7.24 | 72.62 | 41.38 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 19.65 | 40.34 | 20.69 |
| | B | 28.96 | 0.00 | 47.58 | 91.46 |
| | C | 66.20 | 51.72 | 0.00 | 54.82 |
| | D | 9.31 | 88.14 | 63.10 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 26.89 | 48.62 | 23.79 |
| | B | 46.55 | 0.00 | 53.79 | 102.84 |
| | C | 71.37 | 32.07 | 0.00 | 48.62 |
| | D | 16.55 | 100.55 | 61.03 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 37.24 | 57.93 | 28.96 |
| | B | 47.58 | 0.00 | 41.38 | 98.70 |
| | C | 63.10 | 33.10 | 0.00 | 63.10 |
| | D | 15.52 | 106.76 | 83.79 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 1 | 0 |
| | B | 0 | 0 | 0 | 3 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 2 | 1 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 4 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 1 | 1 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 1 |
| | B | 0 | 0 | 1 | 3 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 5 | 1 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 5 |
| | C | 0 | 4 | 0 | 0 |
| | D | 1 | 5 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.36 | 3.99 | 0.5 | A | 107.84 | 431.35 |
| B | 0.40 | 3.10 | 0.7 | A | 183.26 | 733.05 |
| C | 0.45 | 4.46 | 0.8 | A | 159.56 | 638.23 |
| D | 0.45 | 3.60 | 0.8 | A | 166.50 | 665.99 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 127.23 | 127.23 | 146.64 | 389.85 | 0.326 | 126.75 | 77.28 | 0.0 | 0.5 | 3.415 | A |
| B | 174.21 | 174.21 | 145.34 | 498.23 | 0.350 | 173.67 | 128.05 | 0.0 | 0.5 | 2.768 | A |
| C | 154.13 | 154.13 | 149.94 | 377.26 | 0.409 | 153.44 | 169.08 | 0.0 | 0.7 | 4.009 | A |
| D | 121.24 | 121.24 | 103.01 | 487.30 | 0.249 | 120.91 | 200.37 | 0.0 | 0.3 | 2.454 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 80.68 | 80.68 | 202.68 | 363.81 | 0.222 | 80.88 | 104.35 | 0.5 | 0.3 | 3.184 | A |
| B | 168.00 | 168.00 | 124.22 | 508.07 | 0.331 | 168.04 | 159.34 | 0.5 | 0.5 | 2.648 | A |
| C | 172.75 | 172.75 | 141.16 | 380.69 | 0.454 | 172.61 | 151.10 | 0.7 | 0.8 | 4.322 | A |
| D | 160.55 | 160.55 | 146.67 | 466.20 | 0.344 | 160.36 | 167.10 | 0.3 | 0.5 | 2.941 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 99.30 | 99.30 | 193.66 | 366.33 | 0.271 | 99.22 | 134.35 | 0.3 | 0.4 | 3.369 | A |
| B | 203.17 | 203.17 | 133.37 | 505.42 | 0.402 | 203.00 | 159.50 | 0.5 | 0.7 | 2.974 | A |
| C | 152.06 | 152.06 | 173.02 | 366.09 | 0.415 | 152.16 | 163.35 | 0.8 | 0.7 | 4.208 | A |
| D | 178.13 | 178.13 | 150.00 | 454.92 | 0.392 | 178.02 | 175.19 | 0.5 | 0.6 | 3.248 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 124.13 | 124.13 | 223.46 | 349.57 | 0.355 | 123.95 | 126.21 | 0.4 | 0.5 | 3.985 | A |
| B | 187.66 | 187.66 | 170.45 | 478.21 | 0.392 | 187.68 | 176.96 | 0.7 | 0.6 | 3.099 | A |
| C | 159.30 | 159.30 | 175.19 | 360.94 | 0.441 | 159.23 | 182.94 | 0.7 | 0.8 | 4.461 | A |
| D | 206.06 | 206.06 | 143.78 | 455.85 | 0.452 | 205.88 | 190.64 | 0.6 | 0.8 | 3.599 | A |

# Do Nothing 2030, 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 | Pilgrims Way / Martins Way / A1155 / Martins Way | Standard Roundabout | | A, B, C, D | 3.90 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.90 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 17.63 | 53.92 | 13.48 |
| | B | 16.59 | 0.00 | 60.14 | 94.57 |
| | C | 62.21 | 44.59 | 0.00 | 55.99 |
| | D | 24.89 | 102.62 | 126.50 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 20.74 | 40.44 | 11.41 |
| | B | 15.55 | 0.00 | 29.03 | 63.46 |
| | C | 54.96 | 42.51 | 0.00 | 61.18 |
| | D | 25.92 | 126.46 | 121.32 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 14.52 | 60.14 | 14.52 |
| | B | 19.70 | 1.04 | 37.33 | 105.98 |
| | C | 60.14 | 48.73 | 0.00 | 67.40 |
| | D | 29.03 | 105.73 | 103.69 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 11.41 | 45.62 | 15.55 |
| | B | 18.66 | 0.00 | 49.77 | 86.28 |
| | C | 51.85 | 37.33 | 0.00 | 76.73 |
| | D | 26.96 | 102.62 | 104.73 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 1 | 0 |
| | B | 1 | 0 | 0 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 1 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 2 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 1 |
| | C | 0 | 1 | 0 | 0 |
| | D | 1 | 0 | 2 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 1 | 0 |
| | C | 0 | 2 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.27 | 3.72 | 0.4 | A | 79.84 | 319.36 |
| B | 0.36 | 2.92 | 0.6 | A | 149.53 | 598.11 |
| C | 0.46 | 4.35 | 0.8 | A | 165.91 | 663.62 |
| D | 0.56 | 4.25 | 1.3 | A | 250.11 | 1000.45 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 85.03 | 85.03 | 272.51 | 326.33 | 0.261 | 84.68 | 103.26 | 0.0 | 0.4 | 3.720 | A |
| B | 171.30 | 171.30 | 193.07 | 478.78 | 0.358 | 170.75 | 164.12 | 0.0 | 0.6 | 2.917 | A |
| C | 162.79 | 162.79 | 124.23 | 391.72 | 0.416 | 162.09 | 239.59 | 0.0 | 0.7 | 3.908 | A |
| D | 254.00 | 254.00 | 122.87 | 481.84 | 0.527 | 252.90 | 163.44 | 0.0 | 1.1 | 3.912 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 72.58 | 72.58 | 290.15 | 317.59 | 0.229 | 72.64 | 96.48 | 0.4 | 0.3 | 3.674 | A |
| B | 108.05 | 108.05 | 173.21 | 486.82 | 0.222 | 108.32 | 189.58 | 0.6 | 0.3 | 2.380 | A |
| C | 158.65 | 158.65 | 90.58 | 408.73 | 0.388 | 158.71 | 190.94 | 0.7 | 0.6 | 3.599 | A |
| D | 273.71 | 273.71 | 113.11 | 484.94 | 0.564 | 273.53 | 136.19 | 1.1 | 1.3 | 4.253 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 89.17 | 89.17 | 259.39 | 334.66 | 0.266 | 89.11 | 108.78 | 0.3 | 0.4 | 3.665 | A |
| B | 164.04 | 164.04 | 178.38 | 483.34 | 0.339 | 163.82 | 170.12 | 0.3 | 0.5 | 2.815 | A |
| C | 176.27 | 176.27 | 141.03 | 382.54 | 0.461 | 176.06 | 201.17 | 0.6 | 0.8 | 4.354 | A |
| D | 238.45 | 238.45 | 129.46 | 475.44 | 0.502 | 238.72 | 187.64 | 1.3 | 1.0 | 3.808 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 72.58 | 72.58 | 244.82 | 343.04 | 0.212 | 72.67 | 97.55 | 0.4 | 0.3 | 3.329 | A |
| B | 154.71 | 154.71 | 166.01 | 493.41 | 0.314 | 154.76 | 151.49 | 0.5 | 0.5 | 2.657 | A |
| C | 165.90 | 165.90 | 120.58 | 391.09 | 0.424 | 166.01 | 200.20 | 0.8 | 0.7 | 4.001 | A |
| D | 234.30 | 234.30 | 107.97 | 491.74 | 0.476 | 234.40 | 178.62 | 1.0 | 0.9 | 3.500 | A |

# Do Something 2030, AM

### 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 | Pilgrims Way / Martins Way / A1155 / Martins Way | Standard Roundabout | | A, B, C, D | 3.77 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.77 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 24.51 | 78.61 | 25.86 |
| | B | 23.76 | 0.00 | 50.36 | 103.87 |
| | C | 49.65 | 33.51 | 0.00 | 71.37 |
| | D | 7.24 | 72.62 | 41.38 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 21.41 | 40.34 | 20.69 |
| | B | 32.04 | 0.00 | 48.29 | 91.46 |
| | C | 66.20 | 52.12 | 0.00 | 54.82 |
| | D | 9.31 | 88.14 | 63.10 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 28.65 | 48.62 | 23.79 |
| | B | 49.62 | 0.00 | 54.50 | 102.84 |
| | C | 71.37 | 32.47 | 0.00 | 48.62 |
| | D | 16.55 | 100.55 | 61.03 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 38.99 | 57.93 | 28.96 |
| | B | 50.66 | 0.00 | 42.09 | 98.70 |
| | C | 63.10 | 33.51 | 0.00 | 63.10 |
| | D | 15.52 | 106.76 | 83.79 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 1 | 0 |
| | B | 0 | 0 | 0 | 3 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 2 | 1 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 4 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 1 | 1 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 1 |
| | B | 0 | 0 | 1 | 3 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 5 | 1 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 5 |
| | C | 0 | 4 | 0 | 0 |
| | D | 1 | 5 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.36 | 4.02 | 0.6 | A | 109.59 | 438.36 |
| B | 0.41 | 3.14 | 0.7 | A | 187.04 | 748.18 |
| C | 0.46 | 4.51 | 0.8 | A | 159.96 | 639.84 |
| D | 0.45 | 3.63 | 0.8 | A | 166.50 | 665.99 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 128.98 | 128.98 | 147.04 | 389.64 | 0.331 | 128.49 | 80.34 | 0.0 | 0.5 | 3.441 | A |
| B | 177.99 | 177.99 | 145.34 | 498.42 | 0.357 | 177.44 | 130.20 | 0.0 | 0.6 | 2.799 | A |
| C | 154.53 | 154.53 | 153.00 | 375.69 | 0.411 | 153.84 | 169.78 | 0.0 | 0.7 | 4.045 | A |
| D | 121.24 | 121.24 | 106.47 | 485.43 | 0.250 | 120.91 | 200.36 | 0.0 | 0.3 | 2.466 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 82.44 | 82.44 | 203.08 | 363.54 | 0.227 | 82.63 | 107.42 | 0.5 | 0.3 | 3.207 | A |
| B | 171.79 | 171.79 | 124.22 | 508.24 | 0.338 | 171.83 | 161.50 | 0.6 | 0.5 | 2.677 | A |
| C | 173.15 | 173.15 | 144.23 | 379.11 | 0.457 | 173.01 | 151.81 | 0.7 | 0.8 | 4.364 | A |
| D | 160.55 | 160.55 | 150.14 | 464.30 | 0.346 | 160.35 | 167.10 | 0.3 | 0.5 | 2.959 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 101.06 | 101.06 | 194.06 | 366.14 | 0.276 | 100.97 | 137.42 | 0.3 | 0.4 | 3.394 | A |
| B | 206.96 | 206.96 | 133.37 | 505.57 | 0.409 | 206.78 | 161.66 | 0.5 | 0.7 | 3.010 | A |
| C | 152.46 | 152.46 | 176.09 | 364.52 | 0.418 | 152.57 | 164.05 | 0.8 | 0.7 | 4.248 | A |
| D | 178.13 | 178.13 | 153.47 | 453.08 | 0.393 | 178.01 | 175.19 | 0.5 | 0.6 | 3.270 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 125.88 | 125.88 | 223.86 | 349.32 | 0.360 | 125.70 | 129.28 | 0.4 | 0.6 | 4.021 | A |
| B | 191.44 | 191.44 | 170.45 | 478.41 | 0.400 | 191.46 | 179.11 | 0.7 | 0.7 | 3.136 | A |
| C | 159.70 | 159.70 | 178.26 | 359.33 | 0.444 | 159.63 | 183.64 | 0.7 | 0.8 | 4.506 | A |
| D | 206.06 | 206.06 | 147.26 | 453.99 | 0.454 | 205.88 | 190.64 | 0.6 | 0.8 | 3.626 | A |

# Do Something 2030, 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 | Pilgrims Way / Martins Way / A1155 / Martins Way | Standard Roundabout | | A, B, C, D | 3.92 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.92 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 19.33 | 53.92 | 13.48 |
| | B | 17.39 | 0.00 | 60.32 | 94.57 |
| | C | 62.21 | 44.98 | 0.00 | 55.99 |
| | D | 24.89 | 102.62 | 126.50 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 22.44 | 40.44 | 11.41 |
| | B | 16.35 | 0.00 | 29.22 | 63.46 |
| | C | 54.96 | 42.91 | 0.00 | 61.18 |
| | D | 25.92 | 126.46 | 121.32 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 16.22 | 60.14 | 14.52 |
| | B | 20.50 | 1.04 | 37.51 | 105.98 |
| | C | 60.14 | 49.13 | 0.00 | 67.40 |
| | D | 29.03 | 105.73 | 103.69 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 13.11 | 45.62 | 15.55 |
| | B | 19.46 | 0.00 | 49.96 | 86.28 |
| | C | 51.85 | 37.72 | 0.00 | 76.73 |
| | D | 26.96 | 102.62 | 104.73 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 1 | 0 |
| | B | 1 | 0 | 0 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 1 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 2 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 1 |
| | C | 0 | 1 | 0 | 0 |
| | D | 1 | 0 | 2 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 1 | 0 |
| | C | 0 | 2 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.27 | 3.75 | 0.4 | A | 81.54 | 326.17 |
| B | 0.36 | 2.93 | 0.6 | A | 150.51 | 602.05 |
| C | 0.46 | 4.37 | 0.9 | A | 166.30 | 665.19 |
| D | 0.57 | 4.27 | 1.3 | A | 250.11 | 1000.45 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 86.73 | 86.73 | 272.90 | 326.12 | 0.266 | 86.37 | 104.05 | 0.0 | 0.4 | 3.749 | A |
| B | 172.29 | 172.29 | 193.07 | 478.77 | 0.360 | 171.73 | 166.20 | 0.0 | 0.6 | 2.926 | A |
| C | 163.19 | 163.19 | 125.02 | 391.30 | 0.417 | 162.48 | 239.77 | 0.0 | 0.7 | 3.922 | A |
| D | 254.00 | 254.00 | 124.06 | 481.19 | 0.528 | 252.90 | 163.44 | 0.0 | 1.1 | 3.924 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 74.29 | 74.29 | 290.54 | 317.43 | 0.234 | 74.34 | 97.28 | 0.4 | 0.3 | 3.702 | A |
| B | 109.04 | 109.04 | 173.21 | 486.84 | 0.224 | 109.31 | 191.67 | 0.6 | 0.3 | 2.387 | A |
| C | 159.04 | 159.04 | 91.38 | 408.31 | 0.390 | 159.11 | 191.13 | 0.7 | 0.6 | 3.614 | A |
| D | 273.71 | 273.71 | 114.30 | 484.29 | 0.565 | 273.52 | 136.19 | 1.1 | 1.3 | 4.266 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 90.88 | 90.88 | 259.79 | 334.41 | 0.272 | 90.81 | 109.58 | 0.3 | 0.4 | 3.694 | A |
| B | 165.03 | 165.03 | 178.38 | 483.34 | 0.341 | 164.80 | 172.21 | 0.3 | 0.5 | 2.824 | A |
| C | 176.67 | 176.67 | 141.83 | 382.12 | 0.462 | 176.46 | 201.35 | 0.6 | 0.9 | 4.371 | A |
| D | 238.45 | 238.45 | 130.65 | 474.78 | 0.502 | 238.72 | 187.64 | 1.3 | 1.0 | 3.815 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 74.29 | 74.29 | 245.22 | 342.77 | 0.217 | 74.38 | 98.35 | 0.4 | 0.3 | 3.356 | A |
| B | 155.70 | 155.70 | 166.01 | 493.40 | 0.316 | 155.75 | 153.58 | 0.5 | 0.5 | 2.665 | A |
| C | 166.30 | 166.30 | 121.38 | 390.67 | 0.426 | 166.40 | 200.38 | 0.9 | 0.7 | 4.016 | A |
| D | 234.30 | 234.30 | 109.17 | 491.08 | 0.477 | 234.40 | 178.62 | 1.0 | 0.9 | 3.509 | A |

# Do Nothing 2035, AM

### 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 | Pilgrims Way / Martins Way / A1155 / Martins Way | Standard Roundabout | | A, B, C, D | 3.81 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.81 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 23.16 | 80.01 | 26.32 |
| | B | 21.06 | 0.00 | 50.53 | 105.67 |
| | C | 50.53 | 33.69 | 0.00 | 72.64 |
| | D | 7.37 | 73.89 | 42.11 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 20.00 | 41.06 | 21.06 |
| | B | 29.48 | 0.00 | 48.43 | 93.04 |
| | C | 67.38 | 52.64 | 0.00 | 55.80 |
| | D | 9.48 | 89.69 | 64.22 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 27.37 | 49.48 | 24.21 |
| | B | 47.38 | 0.00 | 54.75 | 104.62 |
| | C | 72.64 | 32.64 | 0.00 | 49.48 |
| | D | 16.84 | 102.32 | 62.12 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 37.90 | 58.96 | 29.48 |
| | B | 48.43 | 0.00 | 42.11 | 100.41 |
| | C | 64.22 | 33.69 | 0.00 | 64.22 |
| | D | 15.79 | 108.64 | 85.28 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 1 | 0 |
| | B | 0 | 0 | 0 | 3 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 2 | 1 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 4 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 1 | 1 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 1 |
| | B | 0 | 0 | 1 | 3 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 5 | 1 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 5 |
| | C | 0 | 4 | 0 | 0 |
| | D | 1 | 5 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.36 | 4.06 | 0.6 | A | 109.75 | 439.02 |
| B | 0.41 | 3.15 | 0.7 | A | 186.48 | 745.91 |
| C | 0.46 | 4.56 | 0.9 | A | 162.39 | 649.58 |
| D | 0.46 | 3.67 | 0.9 | A | 169.44 | 677.75 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 129.49 | 129.49 | 149.22 | 388.52 | 0.333 | 129.00 | 78.65 | 0.0 | 0.5 | 3.462 | A |
| B | 177.27 | 177.27 | 147.92 | 496.72 | 0.357 | 176.71 | 130.30 | 0.0 | 0.6 | 2.807 | A |
| C | 156.87 | 156.87 | 152.55 | 375.89 | 0.417 | 156.16 | 172.08 | 0.0 | 0.7 | 4.083 | A |
| D | 123.38 | 123.38 | 104.83 | 486.32 | 0.254 | 123.04 | 203.88 | 0.0 | 0.3 | 2.475 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 82.12 | 82.12 | 206.25 | 361.97 | 0.227 | 82.32 | 106.20 | 0.5 | 0.3 | 3.219 | A |
| B | 170.95 | 170.95 | 126.43 | 506.78 | 0.337 | 170.99 | 162.15 | 0.6 | 0.5 | 2.680 | A |
| C | 175.82 | 175.82 | 143.63 | 379.39 | 0.463 | 175.67 | 153.78 | 0.7 | 0.9 | 4.415 | A |
| D | 163.38 | 163.38 | 149.27 | 464.78 | 0.352 | 163.18 | 170.03 | 0.3 | 0.5 | 2.983 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 101.07 | 101.07 | 197.08 | 364.54 | 0.277 | 100.98 | 136.74 | 0.3 | 0.4 | 3.415 | A |
| B | 206.74 | 206.74 | 135.74 | 504.04 | 0.410 | 206.56 | 162.32 | 0.5 | 0.7 | 3.024 | A |
| C | 154.76 | 154.76 | 176.05 | 364.51 | 0.425 | 154.87 | 166.25 | 0.9 | 0.7 | 4.295 | A |
| D | 181.28 | 181.28 | 152.66 | 453.51 | 0.400 | 181.16 | 178.26 | 0.5 | 0.7 | 3.302 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 126.34 | 126.34 | 227.40 | 347.48 | 0.364 | 126.15 | 128.45 | 0.4 | 0.6 | 4.062 | A |
| B | 190.95 | 190.95 | 173.47 | 476.46 | 0.401 | 190.97 | 180.08 | 0.7 | 0.7 | 3.152 | A |
| C | 162.13 | 162.13 | 178.26 | 359.33 | 0.451 | 162.06 | 186.18 | 0.7 | 0.8 | 4.559 | A |
| D | 209.70 | 209.70 | 146.34 | 454.49 | 0.461 | 209.52 | 193.98 | 0.7 | 0.9 | 3.668 | A |

# Do Nothing 2035, 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 | Pilgrims Way / Martins Way / A1155 / Martins Way | Standard Roundabout | | A, B, C, D | 4.00 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.00 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 17.96 | 54.93 | 13.73 |
| | B | 16.90 | 0.00 | 61.27 | 96.32 |
| | C | 63.38 | 45.42 | 0.00 | 57.04 |
| | D | 25.35 | 104.52 | 128.87 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 21.13 | 41.20 | 11.62 |
| | B | 15.84 | 0.00 | 29.58 | 64.63 |
| | C | 55.98 | 43.31 | 0.00 | 62.32 |
| | D | 26.41 | 128.81 | 123.59 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 14.79 | 61.27 | 14.79 |
| | B | 20.07 | 1.06 | 38.03 | 107.94 |
| | C | 61.27 | 49.65 | 0.00 | 68.66 |
| | D | 29.58 | 107.69 | 105.63 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 11.62 | 46.48 | 15.84 |
| | B | 19.01 | 0.00 | 50.70 | 87.87 |
| | C | 52.82 | 38.03 | 0.00 | 78.17 |
| | D | 27.46 | 104.52 | 106.69 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 1 | 0 |
| | B | 1 | 0 | 0 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 1 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 2 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 1 |
| | C | 0 | 1 | 0 | 0 |
| | D | 1 | 0 | 2 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 1 | 0 |
| | C | 0 | 2 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.27 | 3.78 | 0.4 | A | 81.33 | 325.34 |
| B | 0.37 | 2.97 | 0.6 | A | 152.30 | 609.21 |
| C | 0.47 | 4.45 | 0.9 | A | 169.01 | 676.04 |
| D | 0.58 | 4.38 | 1.3 | A | 254.77 | 1019.10 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 86.62 | 86.62 | 277.56 | 323.76 | 0.268 | 86.25 | 105.18 | 0.0 | 0.4 | 3.785 | A |
| B | 174.48 | 174.48 | 196.67 | 476.65 | 0.366 | 173.91 | 167.15 | 0.0 | 0.6 | 2.968 | A |
| C | 165.84 | 165.84 | 126.52 | 390.54 | 0.425 | 165.11 | 244.05 | 0.0 | 0.7 | 3.980 | A |
| D | 258.74 | 258.74 | 125.16 | 480.59 | 0.538 | 257.58 | 166.46 | 0.0 | 1.2 | 4.015 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 73.94 | 73.94 | 295.55 | 314.82 | 0.235 | 74.00 | 98.29 | 0.4 | 0.3 | 3.739 | A |
| B | 110.05 | 110.05 | 176.45 | 484.88 | 0.227 | 110.33 | 193.10 | 0.6 | 0.3 | 2.404 | A |
| C | 161.61 | 161.61 | 92.26 | 407.87 | 0.396 | 161.69 | 194.52 | 0.7 | 0.7 | 3.658 | A |
| D | 278.81 | 278.81 | 115.22 | 483.78 | 0.576 | 278.62 | 138.72 | 1.2 | 1.3 | 4.383 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 90.84 | 90.84 | 264.24 | 332.17 | 0.273 | 90.78 | 110.82 | 0.3 | 0.4 | 3.728 | A |
| B | 167.09 | 167.09 | 181.73 | 481.35 | 0.347 | 166.85 | 173.29 | 0.3 | 0.5 | 2.861 | A |
| C | 179.57 | 179.57 | 143.64 | 381.19 | 0.471 | 179.35 | 204.94 | 0.7 | 0.9 | 4.454 | A |
| D | 242.89 | 242.89 | 131.87 | 474.12 | 0.512 | 243.18 | 191.12 | 1.3 | 1.1 | 3.903 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 73.94 | 73.94 | 249.39 | 340.70 | 0.217 | 74.04 | 99.38 | 0.4 | 0.3 | 3.378 | A |
| B | 157.58 | 157.58 | 169.12 | 491.58 | 0.321 | 157.64 | 154.31 | 0.5 | 0.5 | 2.695 | A |
| C | 169.01 | 169.01 | 122.81 | 389.95 | 0.433 | 169.12 | 203.95 | 0.9 | 0.8 | 4.078 | A |
| D | 238.67 | 238.67 | 110.00 | 490.62 | 0.486 | 238.77 | 181.94 | 1.1 | 1.0 | 3.577 | A |

# Do Something 2035, AM

### 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 | Pilgrims Way / Martins Way / A1155 / Martins Way | Standard Roundabout | | A, B, C, D | 3.85 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.85 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 24.91 | 80.01 | 26.32 |
| | B | 24.13 | 0.00 | 51.24 | 105.67 |
| | C | 50.53 | 34.09 | 0.00 | 72.64 |
| | D | 7.37 | 73.89 | 42.11 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 21.76 | 41.06 | 21.06 |
| | B | 32.55 | 0.00 | 49.14 | 93.04 |
| | C | 67.38 | 53.04 | 0.00 | 55.80 |
| | D | 9.48 | 89.69 | 64.22 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 29.13 | 49.48 | 24.21 |
| | B | 50.45 | 0.00 | 55.45 | 104.62 |
| | C | 72.64 | 33.04 | 0.00 | 49.48 |
| | D | 16.84 | 102.32 | 62.12 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 39.65 | 58.96 | 29.48 |
| | B | 51.50 | 0.00 | 42.82 | 100.41 |
| | C | 64.22 | 34.09 | 0.00 | 64.22 |
| | D | 15.79 | 108.64 | 85.28 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 1 | 0 |
| | B | 0 | 0 | 0 | 3 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 2 | 1 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 4 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 1 | 1 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 1 |
| | B | 0 | 0 | 1 | 3 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 5 | 1 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 5 |
| | C | 0 | 4 | 0 | 0 |
| | D | 1 | 5 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.37 | 4.10 | 0.6 | A | 111.51 | 446.03 |
| B | 0.42 | 3.19 | 0.7 | A | 190.26 | 761.04 |
| C | 0.47 | 4.61 | 0.9 | A | 162.80 | 651.20 |
| D | 0.46 | 3.70 | 0.9 | A | 169.44 | 677.75 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 131.25 | 131.25 | 149.62 | 388.31 | 0.338 | 130.74 | 81.71 | 0.0 | 0.5 | 3.486 | A |
| B | 181.05 | 181.05 | 147.92 | 496.90 | 0.364 | 180.48 | 132.45 | 0.0 | 0.6 | 2.839 | A |
| C | 157.27 | 157.27 | 155.61 | 374.32 | 0.420 | 156.55 | 172.78 | 0.0 | 0.7 | 4.120 | A |
| D | 123.38 | 123.38 | 108.29 | 484.45 | 0.255 | 123.03 | 203.87 | 0.0 | 0.3 | 2.488 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 83.87 | 83.87 | 206.65 | 361.71 | 0.232 | 84.08 | 109.27 | 0.5 | 0.3 | 3.245 | A |
| B | 174.73 | 174.73 | 126.43 | 506.95 | 0.345 | 174.77 | 164.30 | 0.6 | 0.5 | 2.711 | A |
| C | 176.22 | 176.22 | 146.70 | 377.81 | 0.466 | 176.07 | 154.49 | 0.7 | 0.9 | 4.458 | A |
| D | 163.38 | 163.38 | 152.75 | 462.88 | 0.353 | 163.18 | 170.03 | 0.3 | 0.5 | 3.002 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 102.82 | 102.82 | 197.48 | 364.34 | 0.282 | 102.73 | 139.81 | 0.3 | 0.4 | 3.440 | A |
| B | 210.53 | 210.53 | 135.74 | 504.18 | 0.418 | 210.34 | 164.48 | 0.5 | 0.7 | 3.061 | A |
| C | 155.17 | 155.17 | 179.12 | 362.93 | 0.428 | 155.28 | 166.96 | 0.9 | 0.8 | 4.336 | A |
| D | 181.28 | 181.28 | 156.14 | 451.67 | 0.401 | 181.16 | 178.26 | 0.5 | 0.7 | 3.325 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 128.09 | 128.09 | 227.81 | 347.24 | 0.369 | 127.90 | 131.52 | 0.4 | 0.6 | 4.100 | A |
| B | 194.73 | 194.73 | 173.47 | 476.65 | 0.409 | 194.75 | 182.23 | 0.7 | 0.7 | 3.192 | A |
| C | 162.54 | 162.54 | 181.33 | 357.72 | 0.454 | 162.46 | 186.89 | 0.8 | 0.8 | 4.607 | A |
| D | 209.70 | 209.70 | 149.82 | 452.63 | 0.463 | 209.51 | 193.98 | 0.7 | 0.9 | 3.698 | A |

# Do Something 2035, 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 | Pilgrims Way / Martins Way / A1155 / Martins Way | Standard Roundabout | | A, B, C, D | 4.01 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.01 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 19.66 | 54.93 | 13.73 |
| | B | 17.70 | 0.00 | 61.45 | 96.32 |
| | C | 63.38 | 45.81 | 0.00 | 57.04 |
| | D | 25.35 | 104.52 | 128.87 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 22.83 | 41.20 | 11.62 |
| | B | 16.65 | 0.00 | 29.76 | 64.63 |
| | C | 55.98 | 43.70 | 0.00 | 62.32 |
| | D | 26.41 | 128.81 | 123.59 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 16.49 | 61.27 | 14.79 |
| | B | 20.87 | 1.06 | 38.21 | 107.94 |
| | C | 61.27 | 50.04 | 0.00 | 68.66 |
| | D | 29.58 | 107.69 | 105.63 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 13.32 | 46.48 | 15.84 |
| | B | 19.81 | 0.00 | 50.89 | 87.87 |
| | C | 52.82 | 38.42 | 0.00 | 78.17 |
| | D | 27.46 | 104.52 | 106.69 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 1 | 0 |
| | B | 1 | 0 | 0 | 0 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 1 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 1 | 0 | 0 |
| | D | 0 | 0 | 2 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 0 | 1 |
| | C | 0 | 1 | 0 | 0 |
| | D | 1 | 0 | 2 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 0 | 0 |
| | B | 1 | 0 | 1 | 0 |
| | C | 0 | 2 | 0 | 1 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.28 | 3.81 | 0.4 | A | 83.04 | 332.15 |
| B | 0.37 | 2.98 | 0.6 | A | 153.29 | 613.14 |
| C | 0.47 | 4.47 | 0.9 | A | 169.40 | 677.61 |
| D | 0.58 | 4.40 | 1.4 | A | 254.77 | 1019.10 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 88.32 | 88.32 | 277.95 | 323.55 | 0.273 | 87.95 | 105.98 | 0.0 | 0.4 | 3.813 | A |
| B | 175.47 | 175.47 | 196.66 | 476.63 | 0.368 | 174.89 | 169.24 | 0.0 | 0.6 | 2.978 | A |
| C | 166.23 | 166.23 | 127.32 | 390.12 | 0.426 | 165.49 | 244.23 | 0.0 | 0.7 | 3.994 | A |
| D | 258.74 | 258.74 | 126.35 | 479.93 | 0.539 | 257.58 | 166.46 | 0.0 | 1.2 | 4.027 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.64 | 75.64 | 295.95 | 314.66 | 0.240 | 75.70 | 99.09 | 0.4 | 0.3 | 3.766 | A |
| B | 111.03 | 111.03 | 176.45 | 484.90 | 0.229 | 111.32 | 195.20 | 0.6 | 0.3 | 2.410 | A |
| C | 162.01 | 162.01 | 93.06 | 407.45 | 0.398 | 162.08 | 194.70 | 0.7 | 0.7 | 3.668 | A |
| D | 278.81 | 278.81 | 116.42 | 483.13 | 0.577 | 278.61 | 138.72 | 1.2 | 1.3 | 4.395 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 92.54 | 92.54 | 264.63 | 331.92 | 0.279 | 92.48 | 111.62 | 0.3 | 0.4 | 3.758 | A |
| B | 168.08 | 168.08 | 181.73 | 481.35 | 0.349 | 167.84 | 175.38 | 0.3 | 0.5 | 2.870 | A |
| C | 179.96 | 179.96 | 144.44 | 380.77 | 0.473 | 179.74 | 205.12 | 0.7 | 0.9 | 4.472 | A |
| D | 242.89 | 242.89 | 133.07 | 473.47 | 0.513 | 243.18 | 191.12 | 1.3 | 1.1 | 3.912 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.64 | 75.64 | 249.78 | 340.43 | 0.222 | 75.74 | 100.18 | 0.4 | 0.3 | 3.403 | A |
| B | 158.57 | 158.57 | 169.12 | 491.56 | 0.323 | 158.62 | 156.40 | 0.5 | 0.5 | 2.705 | A |
| C | 169.40 | 169.40 | 123.61 | 389.53 | 0.435 | 169.51 | 204.13 | 0.9 | 0.8 | 4.092 | A |
| D | 238.67 | 238.67 | 111.19 | 489.96 | 0.487 | 238.77 | 181.94 | 1.1 | 1.0 | 3.586 | A |

# Junctions 10

## ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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**Filename:** J11.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 02/04/2025 12:12:56

---

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

## Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | **Do Nothing 2023** | | | | | | | |
| Arm A | 1.1 | 3.83 | 0.52 | A | 0.5 | 3.32 | 0.34 | A |
| Arm B | 0.5 | 2.17 | 0.36 | A | 0.4 | 1.71 | 0.26 | A |
| Arm C | 0.3 | 2.65 | 0.21 | A | 0.4 | 2.97 | 0.30 | A |
| Arm D | 0.5 | 2.20 | 0.33 | A | 1.6 | 3.91 | 0.62 | A |
| | **Do Nothing 2030** | | | | | | | |
| Arm A | 1.4 | 4.39 | 0.58 | A | 0.6 | 3.63 | 0.39 | A |
| Arm B | 0.6 | 2.33 | 0.38 | A | 0.4 | 1.78 | 0.28 | A |
| Arm C | 0.3 | 2.88 | 0.26 | A | 0.5 | 3.29 | 0.35 | A |
| Arm D | 0.5 | 2.33 | 0.35 | A | 2.0 | 4.62 | 0.67 | A |
| | **Do Something 2030** | | | | | | | |
| Arm A | 3.0 | 7.14 | 0.75 | A | 0.8 | 3.98 | 0.44 | A |
| Arm B | 0.7 | 2.76 | 0.42 | A | 0.4 | 1.84 | 0.29 | A |
| Arm C | 0.4 | 3.40 | 0.31 | A | 0.6 | 3.53 | 0.38 | A |
| Arm D | 0.7 | 2.59 | 0.42 | A | 2.8 | 5.86 | 0.74 | A |
| | **Do Nothing 2035** | | | | | | | |
| Arm A | 1.5 | 4.53 | 0.60 | A | 0.5 | 2.65 | 0.32 | A |
| Arm B | 0.6 | 2.38 | 0.39 | A | 0.4 | 1.80 | 0.29 | A |
| Arm C | 0.4 | 2.93 | 0.26 | A | 0.6 | 3.35 | 0.36 | A |
| Arm D | 0.6 | 2.36 | 0.36 | A | 0.7 | 2.58 | 0.40 | A |
| | **Do Something 2035** | | | | | | | |
| Arm A | 3.2 | 7.49 | 0.77 | A | 0.8 | 4.09 | 0.45 | A |
| Arm B | 0.8 | 2.82 | 0.43 | A | 0.4 | 1.86 | 0.30 | A |
| Arm C | 0.5 | 3.46 | 0.31 | A | 0.6 | 3.61 | 0.39 | A |
| Arm D | 0.7 | 2.63 | 0.42 | A | 3.0 | 6.22 | 0.76 | A |

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

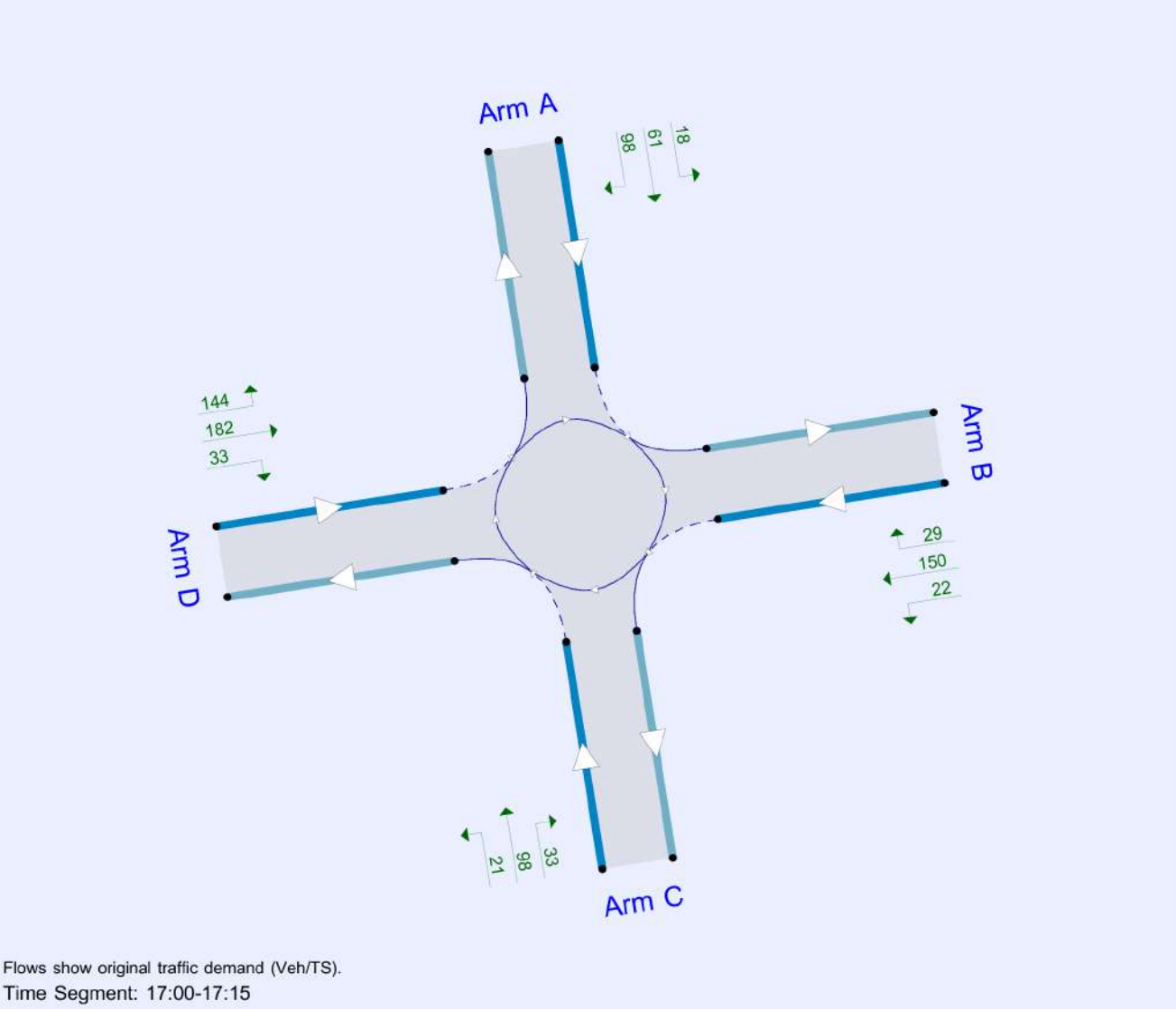
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### 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 | Canterbury Way / Martins Way / Grace Way / Martins Way | Standard Roundabout | | A, B, C, D | 2.73 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 2.73 | A |

## Arms

### Arms

| Arm | Name | Description | No give-way line |
|---|---|---|---|
| A | Canterbury Way | | |
| B | Martins Way | | |
| C | Grace Way | | |
| D | Martins Way | | |

### Roundabout Geometry

| Arm | V - Approach road half-width (m) | E - Entry width (m) | l' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Entry only | Exit only |
|---|---|---|---|---|---|---|---|---|
| A | 4.82 | 9.47 | 18.6 | 48.0 | 80.8 | 22.8 | | |
| B | 10.64 | 10.96 | 4.3 | 40.4 | 80.8 | 25.1 | | |
| C | 6.97 | 7.57 | 5.5 | 36.1 | 80.8 | 28.1 | | |
| D | 6.74 | 10.78 | 18.9 | 59.7 | 80.8 | 34.5 | | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|---|---|---|
| A | 0.579 | 590.849 |
| B | 0.734 | 860.022 |
| C | 0.566 | 577.646 |
| D | 0.638 | 703.897 |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 8.00 | 11.00 | 153.00 | 85.00 |
| | B | 47.00 | 2.00 | 41.00 | 138.00 |
| | C | 32.00 | 24.00 | 0.00 | 13.00 |
| | D | 41.00 | 99.00 | 31.00 | 1.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 8.00 | 16.00 | 103.00 | 67.00 |
| | B | 23.00 | 2.00 | 41.00 | 119.00 |
| | C | 48.00 | 31.00 | 0.00 | 14.00 |
| | D | 49.00 | 108.00 | 39.00 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 2.00 | 17.00 | 108.00 | 75.00 |
| | B | 26.00 | 4.00 | 38.00 | 133.00 |
| | C | 40.00 | 36.00 | 0.00 | 6.00 |
| | D | 53.00 | 118.00 | 27.00 | 2.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.00 | 18.00 | 99.00 | 72.00 |
| | B | 34.00 | 6.00 | 42.00 | 144.00 |
| | C | 44.00 | 27.00 | 0.00 | 18.00 |
| | D | 49.00 | 115.00 | 29.00 | 1.00 |

## Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 3 | 0 |
| | B | 0 | 0 | 0 | 3 |
| | C | 2 | 0 | 0 | 0 |
| | D | 0 | 2 | 1 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 3 | 0 |
| | B | 0 | 0 | 2 | 3 |
| | C | 1 | 0 | 0 | 1 |
| | D | 0 | 1 | 0 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 4 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 6 | 1 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 2 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 8 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.52 | 3.83 | 1.1 | A | 210.75 | 843.00 |
| B | 0.36 | 2.17 | 0.5 | A | 210.00 | 840.00 |
| C | 0.21 | 2.65 | 0.3 | A | 83.25 | 333.00 |
| D | 0.33 | 2.20 | 0.5 | A | 190.50 | 762.01 |

## Main Results for each time segment

**08:00 - 08:15**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 257.00 | 257.00 | 156.64 | 490.01 | 0.524 | 255.91 | 127.67 | 0.0 | 1.1 | 3.827 | A |
| B | 228.00 | 228.00 | 276.88 | 641.44 | 0.355 | 227.45 | 135.66 | 0.0 | 0.5 | 2.171 | A |
| C | 69.00 | 69.00 | 280.15 | 412.87 | 0.167 | 68.80 | 224.18 | 0.0 | 0.2 | 2.614 | A |
| D | 172.00 | 172.00 | 112.69 | 623.36 | 0.276 | 171.62 | 236.27 | 0.0 | 0.4 | 1.990 | A |

**08:15 - 08:30**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 194.00 | 194.00 | 179.93 | 477.94 | 0.406 | 194.41 | 128.01 | 1.1 | 0.7 | 3.180 | A |
| B | 185.00 | 185.00 | 217.40 | 681.92 | 0.271 | 185.18 | 156.94 | 0.5 | 0.4 | 1.811 | A |
| C | 93.00 | 93.00 | 219.29 | 448.48 | 0.207 | 92.94 | 183.28 | 0.2 | 0.3 | 2.531 | A |
| D | 196.00 | 196.00 | 112.01 | 628.70 | 0.312 | 195.93 | 200.22 | 0.4 | 0.5 | 2.079 | A |

**08:30 - 08:45**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 202.00 | 202.00 | 186.96 | 478.23 | 0.422 | 201.96 | 121.02 | 0.7 | 0.7 | 3.257 | A |
| B | 201.00 | 201.00 | 213.98 | 684.55 | 0.294 | 200.96 | 174.94 | 0.4 | 0.4 | 1.860 | A |
| C | 82.00 | 82.00 | 241.94 | 437.66 | 0.187 | 82.03 | 173.00 | 0.3 | 0.2 | 2.532 | A |
| D | 200.00 | 200.00 | 108.02 | 611.01 | 0.327 | 199.97 | 215.95 | 0.5 | 0.5 | 2.189 | A |

**08:45 - 09:00**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 190.00 | 190.00 | 178.02 | 477.91 | 0.398 | 190.06 | 127.98 | 0.7 | 0.7 | 3.129 | A |
| B | 226.00 | 226.00 | 202.06 | 701.21 | 0.322 | 225.94 | 166.02 | 0.4 | 0.5 | 1.892 | A |
| C | 89.00 | 89.00 | 257.98 | 428.69 | 0.208 | 88.97 | 170.03 | 0.2 | 0.3 | 2.648 | A |
| D | 194.00 | 194.00 | 111.99 | 603.02 | 0.322 | 194.01 | 234.96 | 0.5 | 0.5 | 2.200 | A |

# Do Nothing 2023, 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 | Canterbury Way / Martins Way / Grace Way / Martins Way | Standard Roundabout | | A, B, C, D | 3.15 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.15 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.00 | 16.00 | 49.00 | 71.00 |
| | B | 26.00 | 1.00 | 21.00 | 142.00 |
| | C | 70.00 | 31.00 | 0.00 | 20.00 |
| | D | 94.00 | 172.00 | 31.00 | 2.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 20.00 | 63.00 | 58.00 |
| | B | 15.00 | 1.00 | 15.00 | 114.00 |
| | C | 94.00 | 38.00 | 0.00 | 11.00 |
| | D | 112.00 | 217.00 | 41.00 | 2.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.00 | 12.00 | 58.00 | 71.00 |
| | B | 19.00 | 2.00 | 12.00 | 157.00 |
| | C | 80.00 | 31.00 | 0.00 | 16.00 |
| | D | 109.00 | 170.00 | 51.00 | 4.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.00 | 21.00 | 66.00 | 62.00 |
| | B | 32.00 | 3.00 | 15.00 | 137.00 |
| | C | 93.00 | 22.00 | 0.00 | 8.00 |
| | D | 135.00 | 170.00 | 38.00 | 4.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 2 | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 2 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 3 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 2 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.34 | 3.32 | 0.5 | A | 142.50 | 569.99 |
| B | 0.26 | 1.71 | 0.4 | A | 178.00 | 712.00 |
| C | 0.30 | 2.97 | 0.4 | A | 128.50 | 514.00 |
| D | 0.62 | 3.91 | 1.6 | A | 338.00 | 1352.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 137.00 | 137.00 | 236.26 | 450.00 | 0.304 | 136.56 | 190.44 | 0.0 | 0.4 | 2.868 | A |
| B | 190.00 | 190.00 | 153.51 | 740.87 | 0.256 | 189.66 | 219.31 | 0.0 | 0.3 | 1.633 | A |
| C | 121.00 | 121.00 | 242.46 | 439.18 | 0.276 | 120.62 | 100.71 | 0.0 | 0.4 | 2.821 | A |
| D | 299.00 | 299.00 | 128.63 | 618.01 | 0.484 | 298.07 | 234.45 | 0.0 | 0.9 | 2.805 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 141.00 | 141.00 | 298.50 | 411.84 | 0.342 | 140.92 | 220.77 | 0.4 | 0.5 | 3.322 | A |
| B | 145.00 | 145.00 | 163.86 | 738.78 | 0.196 | 145.10 | 275.56 | 0.3 | 0.2 | 1.515 | A |
| C | 143.00 | 143.00 | 190.10 | 469.69 | 0.304 | 142.94 | 118.86 | 0.4 | 0.4 | 2.754 | A |
| D | 372.00 | 372.00 | 147.94 | 600.78 | 0.619 | 371.32 | 185.10 | 0.9 | 1.6 | 3.910 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 142.00 | 142.00 | 258.31 | 434.65 | 0.327 | 142.03 | 209.09 | 0.5 | 0.5 | 3.075 | A |
| B | 190.00 | 190.00 | 184.98 | 717.40 | 0.265 | 189.89 | 215.36 | 0.2 | 0.4 | 1.705 | A |
| C | 127.00 | 127.00 | 253.84 | 430.34 | 0.295 | 127.02 | 121.03 | 0.4 | 0.4 | 2.966 | A |
| D | 334.00 | 334.00 | 133.02 | 609.28 | 0.548 | 334.38 | 247.84 | 1.6 | 1.2 | 3.277 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 150.00 | 150.00 | 237.03 | 451.49 | 0.332 | 149.99 | 260.82 | 0.5 | 0.5 | 2.984 | A |
| B | 187.00 | 187.00 | 171.06 | 733.90 | 0.255 | 187.02 | 215.97 | 0.4 | 0.3 | 1.644 | A |
| C | 123.00 | 123.00 | 239.06 | 438.98 | 0.280 | 123.03 | 119.02 | 0.4 | 0.4 | 2.848 | A |
| D | 347.00 | 347.00 | 150.98 | 602.36 | 0.576 | 346.88 | 211.11 | 1.2 | 1.3 | 3.520 | A |

# Do Nothing 2030, AM

### 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 | Canterbury Way / Martins Way / Grace Way / Martins Way | Standard Roundabout | | A, B, C, D | 3.04 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.04 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 8.28 | 12.63 | 168.76 | 94.92 |
| | B | 50.37 | 2.07 | 42.41 | 142.75 |
| | C | 47.85 | 24.83 | 0.00 | 13.45 |
| | D | 45.91 | 102.41 | 32.07 | 1.03 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 8.28 | 17.80 | 117.04 | 76.30 |
| | B | 25.54 | 2.07 | 42.41 | 123.09 |
| | C | 64.40 | 32.07 | 0.00 | 14.48 |
| | D | 54.19 | 111.72 | 40.34 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 2.07 | 18.83 | 122.22 | 84.58 |
| | B | 28.64 | 4.14 | 39.31 | 137.58 |
| | C | 56.13 | 37.24 | 0.00 | 6.21 |
| | D | 58.32 | 122.06 | 27.93 | 2.07 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.03 | 19.87 | 112.91 | 81.48 |
| | B | 36.92 | 6.21 | 43.44 | 148.95 |
| | C | 60.26 | 27.93 | 0.00 | 18.62 |
| | D | 54.19 | 118.96 | 30.00 | 1.03 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 3 | 0 |
| | B | 0 | 0 | 0 | 3 |
| | C | 2 | 0 | 0 | 0 |
| | D | 0 | 2 | 1 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 3 | 0 |
| | B | 0 | 0 | 2 | 3 |
| | C | 1 | 0 | 0 | 1 |
| | D | 0 | 1 | 0 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 4 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 6 | 1 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 2 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 8 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.58 | 4.39 | 1.4 | A | 236.75 | 946.99 |
| B | 0.38 | 2.33 | 0.6 | A | 218.97 | 875.89 |
| C | 0.26 | 2.88 | 0.3 | A | 100.86 | 403.45 |
| D | 0.35 | 2.33 | 0.5 | A | 200.56 | 802.23 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 284.59 | 284.59 | 162.00 | 486.94 | 0.584 | 283.20 | 151.97 | 0.0 | 1.4 | 4.388 | A |
| B | 237.59 | 237.59 | 303.66 | 621.87 | 0.382 | 236.98 | 141.54 | 0.0 | 0.6 | 2.334 | A |
| C | 86.12 | 86.12 | 298.41 | 401.82 | 0.214 | 85.85 | 242.23 | 0.0 | 0.3 | 2.845 | A |
| D | 181.42 | 181.42 | 132.98 | 610.54 | 0.297 | 180.99 | 251.27 | 0.0 | 0.4 | 2.093 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 219.42 | 219.42 | 186.12 | 474.37 | 0.463 | 219.95 | 152.42 | 1.4 | 0.9 | 3.543 | A |
| B | 193.11 | 193.11 | 242.48 | 663.77 | 0.291 | 193.32 | 163.59 | 0.6 | 0.4 | 1.915 | A |
| C | 110.95 | 110.95 | 235.64 | 439.02 | 0.253 | 110.88 | 200.15 | 0.3 | 0.3 | 2.742 | A |
| D | 206.24 | 206.24 | 132.37 | 615.75 | 0.335 | 206.16 | 214.15 | 0.4 | 0.5 | 2.197 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 227.70 | 227.70 | 193.39 | 474.35 | 0.480 | 227.65 | 145.18 | 0.9 | 0.9 | 3.647 | A |
| B | 209.66 | 209.66 | 238.84 | 666.90 | 0.314 | 209.62 | 182.20 | 0.4 | 0.5 | 1.968 | A |
| C | 99.57 | 99.57 | 259.00 | 427.89 | 0.233 | 99.60 | 189.45 | 0.3 | 0.3 | 2.743 | A |
| D | 210.38 | 210.38 | 128.24 | 598.89 | 0.351 | 210.34 | 230.37 | 0.5 | 0.5 | 2.316 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 215.29 | 215.29 | 184.14 | 474.19 | 0.454 | 215.37 | 152.38 | 0.9 | 0.8 | 3.477 | A |
| B | 235.52 | 235.52 | 226.53 | 683.36 | 0.345 | 235.46 | 172.98 | 0.5 | 0.5 | 2.009 | A |
| C | 106.81 | 106.81 | 275.60 | 418.74 | 0.255 | 106.77 | 186.38 | 0.3 | 0.3 | 2.884 | A |
| D | 204.17 | 204.17 | 132.34 | 591.13 | 0.345 | 204.18 | 250.04 | 0.5 | 0.5 | 2.325 | A |

# Do Nothing 2030, 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 | Canterbury Way / Martins Way / Grace Way / Martins Way | Standard Roundabout | | A, B, C, D | 3.58 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.58 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.04 | 17.59 | 55.81 | 79.37 |
| | B | 28.96 | 1.04 | 21.77 | 147.24 |
| | C | 87.33 | 32.14 | 0.00 | 20.74 |
| | D | 105.47 | 178.35 | 32.14 | 2.07 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 21.74 | 70.32 | 65.89 |
| | B | 17.55 | 1.04 | 15.55 | 118.21 |
| | C | 112.22 | 39.40 | 0.00 | 11.41 |
| | D | 124.13 | 225.01 | 42.51 | 2.07 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.04 | 13.44 | 65.14 | 79.37 |
| | B | 21.70 | 2.07 | 12.44 | 162.79 |
| | C | 97.70 | 32.14 | 0.00 | 16.59 |
| | D | 121.02 | 176.27 | 52.88 | 4.15 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.04 | 22.77 | 73.44 | 70.04 |
| | B | 35.18 | 3.11 | 15.55 | 142.06 |
| | C | 111.18 | 22.81 | 0.00 | 8.30 |
| | D | 147.98 | 176.27 | 39.40 | 4.15 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 2 | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 2 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 3 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 2 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.39 | 3.63 | 0.6 | A | 159.51 | 638.03 |
| B | 0.28 | 1.78 | 0.4 | A | 186.57 | 746.27 |
| C | 0.35 | 3.29 | 0.5 | A | 147.99 | 591.97 |
| D | 0.67 | 4.62 | 2.0 | A | 358.47 | 1433.88 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 153.81 | 153.81 | 244.90 | 445.03 | 0.346 | 153.28 | 222.07 | 0.0 | 0.5 | 3.080 | A |
| B | 199.01 | 199.01 | 169.85 | 728.90 | 0.273 | 198.64 | 228.33 | 0.0 | 0.4 | 1.697 | A |
| C | 140.21 | 140.21 | 259.10 | 429.68 | 0.326 | 139.73 | 109.38 | 0.0 | 0.5 | 3.098 | A |
| D | 318.03 | 318.03 | 150.04 | 604.24 | 0.526 | 316.93 | 248.79 | 0.0 | 1.1 | 3.121 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 157.95 | 157.95 | 309.38 | 405.48 | 0.390 | 157.84 | 253.59 | 0.5 | 0.6 | 3.632 | A |
| B | 152.35 | 152.35 | 180.61 | 726.36 | 0.210 | 152.46 | 286.61 | 0.4 | 0.3 | 1.570 | A |
| C | 163.03 | 163.03 | 204.86 | 461.29 | 0.353 | 162.96 | 128.21 | 0.5 | 0.5 | 3.016 | A |
| D | 393.73 | 393.73 | 170.14 | 586.88 | 0.671 | 392.82 | 197.68 | 1.1 | 2.0 | 4.617 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 158.99 | 158.99 | 267.93 | 429.01 | 0.371 | 159.03 | 241.59 | 0.6 | 0.6 | 3.336 | A |
| B | 199.01 | 199.01 | 202.57 | 704.54 | 0.282 | 198.88 | 224.39 | 0.3 | 0.4 | 1.779 | A |
| C | 146.44 | 146.44 | 270.95 | 420.53 | 0.348 | 146.44 | 130.50 | 0.5 | 0.5 | 3.285 | A |
| D | 354.33 | 354.33 | 154.67 | 595.78 | 0.595 | 354.85 | 262.72 | 2.0 | 1.5 | 3.742 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 167.28 | 167.28 | 245.77 | 446.45 | 0.375 | 167.28 | 295.17 | 0.6 | 0.6 | 3.223 | A |
| B | 195.90 | 195.90 | 188.13 | 721.31 | 0.272 | 195.92 | 224.92 | 0.4 | 0.4 | 1.714 | A |
| C | 142.29 | 142.29 | 255.64 | 429.56 | 0.331 | 142.33 | 128.41 | 0.5 | 0.5 | 3.135 | A |
| D | 367.80 | 367.80 | 173.30 | 587.96 | 0.626 | 367.64 | 224.66 | 1.5 | 1.7 | 4.081 | A |

# Do Something 2030, AM

### 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 | Canterbury Way / Martins Way / Grace Way / Martins Way | Standard Roundabout | | A, B, C, D | 4.36 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.36 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 8.28 | 12.63 | 186.18 | 160.75 |
| | B | 50.37 | 2.07 | 42.41 | 142.75 |
| | C | 57.78 | 24.83 | 0.00 | 13.45 |
| | D | 83.45 | 102.41 | 32.07 | 1.03 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 8.28 | 17.80 | 134.46 | 142.13 |
| | B | 25.54 | 2.07 | 42.41 | 123.09 |
| | C | 74.33 | 32.07 | 0.00 | 14.48 |
| | D | 91.73 | 111.72 | 40.34 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 2.07 | 18.83 | 139.63 | 150.41 |
| | B | 28.64 | 4.14 | 39.31 | 137.58 |
| | C | 66.06 | 37.24 | 0.00 | 6.21 |
| | D | 95.86 | 122.06 | 27.93 | 2.07 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.03 | 19.87 | 130.32 | 147.30 |
| | B | 36.92 | 6.21 | 43.44 | 148.95 |
| | C | 70.19 | 27.93 | 0.00 | 18.62 |
| | D | 91.73 | 118.96 | 30.00 | 1.03 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 3 | 0 |
| | B | 0 | 0 | 0 | 3 |
| | C | 2 | 0 | 0 | 0 |
| | D | 0 | 2 | 1 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 3 | 0 |
| | B | 0 | 0 | 2 | 3 |
| | C | 1 | 0 | 0 | 1 |
| | D | 0 | 1 | 0 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 4 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 6 | 1 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 2 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 8 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.75 | 7.14 | 3.0 | A | 319.99 | 1279.96 |
| B | 0.42 | 2.76 | 0.7 | A | 218.97 | 875.89 |
| C | 0.31 | 3.40 | 0.4 | A | 110.79 | 443.18 |
| D | 0.42 | 2.59 | 0.7 | A | 238.10 | 952.40 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 367.83 | 367.83 | 161.95 | 488.22 | 0.753 | 364.87 | 199.23 | 0.0 | 3.0 | 7.136 | A |
| B | 237.59 | 237.59 | 385.36 | 562.57 | 0.422 | 236.87 | 141.47 | 0.0 | 0.7 | 2.758 | A |
| C | 96.05 | 96.05 | 363.28 | 365.17 | 0.263 | 95.70 | 258.94 | 0.0 | 0.4 | 3.335 | A |
| D | 218.96 | 218.96 | 142.79 | 605.58 | 0.362 | 218.39 | 316.20 | 0.0 | 0.6 | 2.321 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 302.66 | 302.66 | 186.11 | 475.73 | 0.636 | 303.84 | 199.90 | 3.0 | 1.8 | 5.273 | A |
| B | 193.11 | 193.11 | 326.36 | 603.19 | 0.320 | 193.37 | 163.59 | 0.7 | 0.5 | 2.198 | A |
| C | 120.88 | 120.88 | 301.82 | 401.72 | 0.301 | 120.81 | 217.92 | 0.4 | 0.4 | 3.203 | A |
| D | 243.78 | 243.78 | 142.32 | 609.88 | 0.400 | 243.68 | 280.30 | 0.6 | 0.7 | 2.457 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 310.94 | 310.94 | 193.39 | 474.35 | 0.655 | 310.84 | 192.66 | 1.8 | 1.9 | 5.500 | A |
| B | 209.66 | 209.66 | 322.03 | 607.36 | 0.345 | 209.61 | 182.19 | 0.5 | 0.5 | 2.262 | A |
| C | 109.50 | 109.50 | 324.80 | 390.64 | 0.280 | 109.54 | 206.84 | 0.4 | 0.4 | 3.203 | A |
| D | 247.92 | 247.92 | 138.17 | 595.30 | 0.417 | 247.87 | 296.16 | 0.7 | 0.7 | 2.590 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 298.53 | 298.53 | 184.15 | 474.07 | 0.630 | 298.68 | 199.84 | 1.9 | 1.7 | 5.136 | A |
| B | 235.52 | 235.52 | 309.84 | 622.33 | 0.378 | 235.44 | 172.99 | 0.5 | 0.6 | 2.326 | A |
| C | 116.74 | 116.74 | 341.45 | 381.21 | 0.306 | 116.69 | 203.83 | 0.4 | 0.4 | 3.402 | A |
| D | 241.72 | 241.72 | 142.26 | 589.29 | 0.410 | 241.73 | 315.89 | 0.7 | 0.7 | 2.591 | A |

# Do Something 2030, 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 | Canterbury Way / Martins Way / Grace Way / Martins Way | Standard Roundabout | | A, B, C, D | 4.28 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.28 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.04 | 17.59 | 60.34 | 96.52 |
| | B | 28.96 | 1.04 | 21.77 | 147.24 |
| | C | 96.98 | 32.14 | 0.00 | 20.74 |
| | D | 141.95 | 178.35 | 32.14 | 2.07 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 21.74 | 74.86 | 83.04 |
| | B | 17.55 | 1.04 | 15.55 | 118.21 |
| | C | 121.87 | 39.40 | 0.00 | 11.41 |
| | D | 160.61 | 225.01 | 42.51 | 2.07 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.04 | 13.44 | 69.68 | 96.52 |
| | B | 21.70 | 2.07 | 12.44 | 162.79 |
| | C | 107.35 | 32.14 | 0.00 | 16.59 |
| | D | 157.50 | 176.27 | 52.88 | 4.15 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.04 | 22.77 | 77.97 | 87.19 |
| | B | 35.18 | 3.11 | 15.55 | 142.06 |
| | C | 120.83 | 22.81 | 0.00 | 8.30 |
| | D | 184.46 | 176.27 | 39.40 | 4.15 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 2 | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 2 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 3 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 2 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.44 | 3.98 | 0.8 | A | 181.19 | 724.78 |
| B | 0.29 | 1.84 | 0.4 | A | 186.57 | 746.27 |
| C | 0.38 | 3.53 | 0.6 | A | 157.64 | 630.56 |
| D | 0.74 | 5.86 | 2.8 | A | 394.95 | 1579.80 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 175.49 | 175.49 | 244.76 | 445.04 | 0.394 | 174.85 | 267.93 | 0.0 | 0.6 | 3.322 | A |
| B | 199.01 | 199.01 | 191.40 | 713.03 | 0.279 | 198.62 | 228.21 | 0.0 | 0.4 | 1.750 | A |
| C | 149.86 | 149.86 | 276.16 | 419.93 | 0.357 | 149.31 | 113.87 | 0.0 | 0.6 | 3.318 | A |
| D | 354.51 | 354.51 | 159.62 | 597.35 | 0.593 | 353.07 | 265.84 | 0.0 | 1.4 | 3.664 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 179.64 | 179.64 | 309.13 | 405.56 | 0.443 | 179.50 | 299.53 | 0.6 | 0.8 | 3.978 | A |
| B | 152.35 | 152.35 | 202.23 | 710.33 | 0.214 | 152.46 | 286.40 | 0.4 | 0.3 | 1.612 | A |
| C | 172.68 | 172.68 | 222.00 | 451.49 | 0.382 | 172.61 | 132.69 | 0.6 | 0.6 | 3.227 | A |
| D | 430.21 | 430.21 | 179.79 | 581.05 | 0.740 | 428.87 | 214.82 | 1.4 | 2.8 | 5.863 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 180.68 | 180.68 | 268.09 | 429.12 | 0.421 | 180.73 | 287.83 | 0.8 | 0.7 | 3.623 | A |
| B | 199.01 | 199.01 | 224.28 | 688.66 | 0.289 | 198.88 | 224.54 | 0.3 | 0.4 | 1.837 | A |
| C | 156.09 | 156.09 | 288.10 | 410.80 | 0.380 | 156.09 | 135.06 | 0.6 | 0.6 | 3.535 | A |
| D | 390.81 | 390.81 | 164.31 | 590.47 | 0.662 | 391.60 | 279.87 | 2.8 | 2.0 | 4.543 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 188.97 | 188.97 | 245.75 | 446.58 | 0.423 | 188.97 | 341.23 | 0.7 | 0.7 | 3.492 | A |
| B | 195.90 | 195.90 | 209.83 | 705.33 | 0.278 | 195.92 | 224.89 | 0.4 | 0.4 | 1.768 | A |
| C | 151.94 | 151.94 | 272.80 | 419.86 | 0.362 | 151.98 | 132.95 | 0.6 | 0.6 | 3.362 | A |
| D | 404.28 | 404.28 | 182.96 | 581.18 | 0.696 | 404.02 | 241.83 | 2.0 | 2.2 | 5.071 | A |

# Do Nothing 2035, AM

### 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 | Canterbury Way / Martins Way / Grace Way / Martins Way | Standard Roundabout | | A, B, C, D | 3.11 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.11 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 8.42 | 12.83 | 171.58 | 96.49 |
| | B | 51.23 | 2.11 | 43.16 | 145.29 |
| | C | 48.44 | 25.27 | 0.00 | 13.69 |
| | D | 46.66 | 104.23 | 32.64 | 1.05 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 8.42 | 18.09 | 118.94 | 77.54 |
| | B | 25.96 | 2.11 | 43.16 | 125.28 |
| | C | 65.28 | 32.64 | 0.00 | 14.74 |
| | D | 55.09 | 113.70 | 41.06 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 2.11 | 19.15 | 124.20 | 85.96 |
| | B | 29.12 | 4.21 | 40.01 | 140.02 |
| | C | 56.86 | 37.90 | 0.00 | 6.32 |
| | D | 59.30 | 124.23 | 28.43 | 2.11 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.05 | 20.20 | 114.73 | 82.80 |
| | B | 37.55 | 6.32 | 44.22 | 151.60 |
| | C | 61.07 | 28.43 | 0.00 | 18.95 |
| | D | 55.09 | 121.07 | 30.53 | 1.05 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 3 | 0 |
| | B | 0 | 0 | 0 | 3 |
| | C | 2 | 0 | 0 | 0 |
| | D | 0 | 2 | 1 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 3 | 0 |
| | B | 0 | 0 | 2 | 3 |
| | C | 1 | 0 | 0 | 1 |
| | D | 0 | 1 | 0 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 4 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 6 | 1 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 2 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 8 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.60 | 4.53 | 1.5 | A | 240.63 | 962.51 |
| B | 0.39 | 2.38 | 0.6 | A | 222.84 | 891.35 |
| C | 0.26 | 2.93 | 0.4 | A | 102.40 | 409.58 |
| D | 0.36 | 2.36 | 0.6 | A | 204.06 | 816.24 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 289.32 | 289.32 | 164.88 | 485.28 | 0.596 | 287.86 | 154.32 | 0.0 | 1.5 | 4.526 | A |
| B | 241.79 | 241.79 | 308.71 | 618.16 | 0.391 | 241.15 | 144.03 | 0.0 | 0.6 | 2.383 | A |
| C | 87.39 | 87.39 | 303.53 | 398.92 | 0.219 | 87.11 | 246.33 | 0.0 | 0.3 | 2.883 | A |
| D | 184.58 | 184.58 | 135.05 | 609.23 | 0.303 | 184.15 | 255.60 | 0.0 | 0.4 | 2.115 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 222.99 | 222.99 | 189.43 | 472.47 | 0.472 | 223.55 | 154.77 | 1.5 | 0.9 | 3.625 | A |
| B | 196.52 | 196.52 | 246.50 | 660.83 | 0.297 | 196.73 | 166.48 | 0.6 | 0.4 | 1.939 | A |
| C | 112.66 | 112.66 | 239.69 | 436.71 | 0.258 | 112.59 | 203.54 | 0.3 | 0.3 | 2.776 | A |
| D | 209.85 | 209.85 | 134.44 | 614.44 | 0.342 | 209.77 | 217.85 | 0.4 | 0.5 | 2.224 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 231.42 | 231.42 | 196.83 | 472.28 | 0.490 | 231.36 | 147.41 | 0.9 | 1.0 | 3.735 | A |
| B | 213.36 | 213.36 | 242.77 | 664.08 | 0.321 | 213.32 | 185.42 | 0.4 | 0.5 | 1.996 | A |
| C | 101.08 | 101.08 | 263.46 | 425.32 | 0.238 | 101.11 | 192.63 | 0.3 | 0.3 | 2.777 | A |
| D | 214.06 | 214.06 | 130.22 | 597.66 | 0.358 | 214.02 | 234.35 | 0.5 | 0.6 | 2.345 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 218.78 | 218.78 | 187.42 | 472.21 | 0.463 | 218.87 | 154.73 | 1.0 | 0.9 | 3.555 | A |
| B | 239.68 | 239.68 | 230.25 | 680.63 | 0.352 | 239.61 | 176.04 | 0.5 | 0.5 | 2.040 | A |
| C | 108.45 | 108.45 | 280.35 | 416.02 | 0.261 | 108.41 | 189.51 | 0.3 | 0.4 | 2.925 | A |
| D | 207.74 | 207.74 | 134.40 | 589.86 | 0.352 | 207.75 | 254.36 | 0.6 | 0.5 | 2.356 | A |

# Do Nothing 2035, 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 | Canterbury Way / Martins Way / Grace Way / Martins Way | Standard Roundabout | | A, B, C, D | 2.55 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 2.55 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.06 | 17.90 | 56.76 | 80.75 |
| | B | 29.46 | 1.06 | 22.18 | 149.99 |
| | C | 88.69 | 32.75 | 0.00 | 21.13 |
| | D | 107.29 | 32.75 | 32.75 | 2.11 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 22.13 | 71.55 | 67.02 |
| | B | 17.84 | 1.06 | 15.84 | 120.42 |
| | C | 114.04 | 40.14 | 0.00 | 11.62 |
| | D | 126.31 | 43.31 | 43.31 | 2.11 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.06 | 13.68 | 66.27 | 80.75 |
| | B | 22.07 | 2.11 | 12.68 | 165.84 |
| | C | 99.25 | 32.75 | 0.00 | 16.90 |
| | D | 123.14 | 53.87 | 53.87 | 4.23 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.06 | 23.18 | 74.72 | 71.24 |
| | B | 35.80 | 3.17 | 15.84 | 144.71 |
| | C | 112.99 | 23.24 | 0.00 | 8.45 |
| | D | 150.60 | 40.14 | 40.14 | 4.23 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 2 | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 2 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.32 | 2.65 | 0.5 | A | 162.27 | 649.09 |
| B | 0.29 | 1.80 | 0.4 | A | 190.02 | 760.08 |
| C | 0.36 | 3.35 | 0.6 | A | 150.49 | 601.94 |
| D | 0.40 | 2.58 | 0.7 | A | 215.04 | 860.14 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 156.46 | 156.46 | 101.13 | 527.61 | 0.297 | 156.04 | 225.88 | 0.0 | 0.4 | 2.420 | A |
| B | 202.70 | 202.70 | 172.97 | 726.61 | 0.279 | 202.31 | 84.21 | 0.0 | 0.4 | 1.717 | A |
| C | 142.56 | 142.56 | 263.86 | 426.96 | 0.334 | 142.06 | 111.41 | 0.0 | 0.5 | 3.153 | A |
| D | 174.90 | 174.90 | 152.53 | 599.31 | 0.292 | 174.48 | 253.40 | 0.0 | 0.4 | 2.116 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 160.69 | 160.69 | 129.83 | 511.21 | 0.314 | 160.65 | 258.06 | 0.4 | 0.5 | 2.567 | A |
| B | 155.16 | 155.16 | 183.92 | 723.92 | 0.214 | 155.28 | 106.56 | 0.4 | 0.3 | 1.584 | A |
| C | 165.80 | 165.80 | 208.57 | 459.18 | 0.361 | 165.74 | 130.63 | 0.5 | 0.6 | 3.066 | A |
| D | 215.04 | 215.04 | 173.01 | 590.12 | 0.364 | 214.87 | 201.30 | 0.4 | 0.6 | 2.397 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 161.75 | 161.75 | 146.77 | 501.69 | 0.322 | 161.73 | 245.52 | 0.5 | 0.5 | 2.646 | A |
| B | 202.70 | 202.70 | 206.09 | 701.96 | 0.289 | 202.57 | 102.41 | 0.3 | 0.4 | 1.801 | A |
| C | 148.90 | 148.90 | 275.86 | 417.76 | 0.356 | 148.91 | 132.79 | 0.6 | 0.6 | 3.346 | A |
| D | 235.10 | 235.10 | 157.25 | 603.01 | 0.390 | 235.04 | 267.52 | 0.6 | 0.6 | 2.445 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 170.20 | 170.20 | 111.01 | 524.21 | 0.325 | 170.19 | 300.29 | 0.5 | 0.5 | 2.541 | A |
| B | 199.53 | 199.53 | 191.43 | 718.88 | 0.278 | 199.55 | 89.77 | 0.4 | 0.4 | 1.732 | A |
| C | 144.67 | 144.67 | 260.27 | 426.96 | 0.339 | 144.72 | 130.71 | 0.6 | 0.5 | 3.190 | A |
| D | 235.10 | 235.10 | 176.23 | 583.38 | 0.403 | 235.07 | 228.75 | 0.6 | 0.7 | 2.583 | A |

# Do Something 2035, AM

### 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 | Canterbury Way / Martins Way / Grace Way / Martins Way | Standard Roundabout | | A, B, C, D | 4.52 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.52 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 8.42 | 12.83 | 188.99 | 162.32 |
| | B | 51.23 | 2.11 | 43.16 | 145.29 |
| | C | 58.37 | 25.27 | 0.00 | 13.69 |
| | D | 84.21 | 104.23 | 32.64 | 1.05 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 8.42 | 18.09 | 136.35 | 143.36 |
| | B | 25.96 | 2.11 | 43.16 | 125.28 |
| | C | 75.21 | 32.64 | 0.00 | 14.74 |
| | D | 92.63 | 113.70 | 41.06 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 2.11 | 19.15 | 141.61 | 151.79 |
| | B | 29.12 | 4.21 | 40.01 | 140.02 |
| | C | 66.79 | 37.90 | 0.00 | 6.32 |
| | D | 96.84 | 124.23 | 28.43 | 2.11 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.05 | 20.20 | 132.14 | 148.63 |
| | B | 37.55 | 6.32 | 44.22 | 151.60 |
| | C | 71.00 | 28.43 | 0.00 | 18.95 |
| | D | 92.63 | 121.07 | 30.53 | 1.05 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 3 | 0 |
| | B | 0 | 0 | 0 | 3 |
| | C | 2 | 0 | 0 | 0 |
| | D | 0 | 2 | 1 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 1 | 3 | 0 |
| | B | 0 | 0 | 2 | 3 |
| | C | 1 | 0 | 0 | 1 |
| | D | 0 | 1 | 0 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 4 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 6 | 1 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 2 |
| | C | 0 | 0 | 0 | 1 |
| | D | 0 | 8 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.77 | 7.49 | 3.2 | A | 323.87 | 1295.47 |
| B | 0.43 | 2.82 | 0.8 | A | 222.84 | 891.35 |
| C | 0.31 | 3.46 | 0.5 | A | 112.33 | 449.30 |
| D | 0.42 | 2.63 | 0.7 | A | 241.60 | 966.41 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 372.56 | 372.56 | 164.83 | 486.54 | 0.766 | 369.40 | 201.56 | 0.0 | 3.2 | 7.495 | A |
| B | 241.79 | 241.79 | 390.28 | 558.95 | 0.433 | 241.03 | 143.95 | 0.0 | 0.8 | 2.823 | A |
| C | 97.32 | 97.32 | 368.34 | 362.30 | 0.269 | 96.96 | 262.97 | 0.0 | 0.4 | 3.387 | A |
| D | 222.12 | 222.12 | 144.84 | 604.26 | 0.368 | 221.55 | 320.46 | 0.0 | 0.6 | 2.349 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 306.23 | 306.23 | 189.42 | 473.81 | 0.646 | 307.53 | 202.26 | 3.2 | 1.9 | 5.453 | A |
| B | 196.52 | 196.52 | 330.47 | 600.20 | 0.327 | 196.79 | 166.48 | 0.8 | 0.5 | 2.232 | A |
| C | 122.59 | 122.59 | 305.91 | 399.39 | 0.307 | 122.52 | 221.35 | 0.4 | 0.4 | 3.250 | A |
| D | 247.39 | 247.39 | 144.39 | 608.56 | 0.407 | 247.29 | 284.04 | 0.6 | 0.7 | 2.491 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 314.65 | 314.65 | 196.83 | 472.28 | 0.666 | 314.55 | 194.89 | 1.9 | 2.0 | 5.700 | A |
| B | 213.36 | 213.36 | 325.96 | 604.54 | 0.353 | 213.31 | 185.41 | 0.5 | 0.5 | 2.300 | A |
| C | 111.01 | 111.01 | 329.25 | 388.07 | 0.286 | 111.05 | 210.02 | 0.4 | 0.4 | 3.251 | A |
| D | 251.60 | 251.60 | 140.16 | 594.03 | 0.424 | 251.55 | 300.13 | 0.7 | 0.7 | 2.627 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 302.02 | 302.02 | 187.42 | 472.09 | 0.640 | 302.19 | 202.19 | 2.0 | 1.8 | 5.304 | A |
| B | 239.68 | 239.68 | 313.57 | 619.60 | 0.387 | 239.60 | 176.04 | 0.5 | 0.6 | 2.368 | A |
| C | 118.38 | 118.38 | 346.20 | 378.49 | 0.313 | 118.33 | 206.96 | 0.4 | 0.5 | 3.459 | A |
| D | 245.29 | 245.29 | 144.32 | 587.96 | 0.417 | 245.30 | 320.21 | 0.7 | 0.7 | 2.626 | A |

# Do Something 2035, 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 | Canterbury Way / Martins Way / Grace Way / Martins Way | Standard Roundabout | | A, B, C, D | 4.47 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.47 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.06 | 17.90 | 61.30 | 97.90 |
| | B | 29.46 | 1.06 | 22.18 | 149.99 |
| | C | 98.34 | 32.75 | 0.00 | 21.13 |
| | D | 143.77 | 181.68 | 32.75 | 2.11 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 22.13 | 76.08 | 84.17 |
| | B | 17.84 | 1.06 | 15.84 | 120.42 |
| | C | 123.69 | 40.14 | 0.00 | 11.62 |
| | D | 162.79 | 229.22 | 43.31 | 2.11 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.06 | 13.68 | 70.80 | 97.90 |
| | B | 22.07 | 2.11 | 12.68 | 165.84 |
| | C | 108.90 | 32.75 | 0.00 | 16.90 |
| | D | 159.62 | 179.57 | 53.87 | 4.23 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 1.06 | 23.18 | 79.25 | 88.39 |
| | B | 35.80 | 3.17 | 15.84 | 144.71 |
| | C | 122.64 | 23.24 | 0.00 | 8.45 |
| | D | 187.08 | 179.57 | 40.14 | 4.23 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 1 |
| | C | 0 | 0 | 0 | 0 |
| | D | 2 | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 1 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 1 | 2 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 1 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 3 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 2 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.45 | 4.09 | 0.8 | A | 183.96 | 735.84 |
| B | 0.30 | 1.86 | 0.4 | A | 190.02 | 760.08 |
| C | 0.39 | 3.61 | 0.6 | A | 160.13 | 640.54 |
| D | 0.76 | 6.22 | 3.0 | A | 401.51 | 1606.03 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 178.15 | 178.15 | 249.31 | 442.42 | 0.403 | 177.48 | 271.60 | 0.0 | 0.7 | 3.388 | A |
| B | 202.70 | 202.70 | 194.36 | 710.86 | 0.285 | 202.30 | 232.43 | 0.0 | 0.4 | 1.770 | A |
| C | 152.21 | 152.21 | 280.85 | 417.25 | 0.365 | 151.64 | 115.81 | 0.0 | 0.6 | 3.381 | A |
| D | 360.31 | 360.31 | 162.11 | 595.80 | 0.605 | 358.80 | 270.38 | 0.0 | 1.5 | 3.773 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 182.38 | 182.38 | 314.84 | 402.23 | 0.453 | 182.22 | 303.76 | 0.7 | 0.8 | 4.088 | A |
| B | 155.16 | 155.16 | 205.38 | 707.99 | 0.219 | 155.28 | 291.67 | 0.4 | 0.3 | 1.630 | A |
| C | 175.45 | 175.45 | 225.69 | 449.40 | 0.390 | 175.38 | 134.98 | 0.6 | 0.6 | 3.284 | A |
| D | 437.42 | 437.42 | 182.66 | 579.24 | 0.755 | 435.94 | 218.41 | 1.5 | 3.0 | 6.216 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 183.43 | 183.43 | 273.16 | 426.14 | 0.430 | 183.49 | 291.91 | 0.8 | 0.8 | 3.709 | A |
| B | 202.70 | 202.70 | 227.88 | 686.02 | 0.295 | 202.56 | 228.78 | 0.3 | 0.4 | 1.861 | A |
| C | 158.55 | 158.55 | 293.02 | 408.02 | 0.389 | 158.55 | 137.41 | 0.6 | 0.6 | 3.609 | A |
| D | 397.28 | 397.28 | 166.89 | 588.82 | 0.675 | 398.18 | 284.68 | 3.0 | 2.1 | 4.744 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 191.88 | 191.88 | 250.34 | 443.92 | 0.432 | 191.88 | 346.27 | 0.8 | 0.8 | 3.569 | A |
| B | 199.53 | 199.53 | 213.15 | 702.88 | 0.284 | 199.55 | 229.07 | 0.4 | 0.4 | 1.790 | A |
| C | 154.32 | 154.32 | 277.44 | 417.26 | 0.370 | 154.37 | 135.26 | 0.6 | 0.6 | 3.423 | A |
| D | 411.02 | 411.02 | 185.88 | 579.33 | 0.709 | 410.73 | 245.92 | 2.1 | 2.4 | 5.327 | A |

# Junctions 10

## ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** J12.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 02/04/2025 12:17:46

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | **Do Nothing 2023** | | | | | | | |
| Arm A | 0.6 | 5.49 | 0.39 | A | 0.3 | 3.87 | 0.23 | A |
| Arm B | 0.5 | 3.70 | 0.35 | A | 2.3 | 7.76 | 0.70 | A |
| Arm C | 1.4 | 6.46 | 0.58 | A | 0.7 | 5.10 | 0.43 | A |
| | **Do Nothing 2030** | | | | | | | |
| Arm A | 0.7 | 6.19 | 0.43 | A | 0.3 | 4.08 | 0.25 | A |
| Arm B | 0.6 | 3.90 | 0.38 | A | 3.1 | 9.74 | 0.76 | A |
| Arm C | 1.9 | 7.89 | 0.66 | A | 0.9 | 5.68 | 0.48 | A |
| | **Do Something 2030** | | | | | | | |
| Arm A | 1.1 | 9.13 | 0.53 | A | 0.4 | 4.34 | 0.26 | A |
| Arm B | 1.0 | 4.90 | 0.51 | A | 6.6 | 17.65 | 0.89 | C |
| Arm C | 8.2 | 24.43 | 0.92 | C | 1.2 | 6.56 | 0.55 | A |
| | **Do Nothing 2035** | | | | | | | |
| Arm A | 0.8 | 6.35 | 0.44 | A | 0.3 | 4.13 | 0.26 | A |
| Arm B | 0.6 | 3.94 | 0.39 | A | 3.3 | 10.31 | 0.78 | B |
| Arm C | 2.0 | 8.16 | 0.67 | A | 1.0 | 5.81 | 0.49 | A |
| | **Do Something 2035** | | | | | | | |
| Arm A | 1.2 | 9.45 | 0.54 | A | 0.4 | 4.40 | 0.27 | A |
| Arm B | 1.0 | 4.98 | 0.51 | A | 7.4 | 19.31 | 0.90 | C |
| Arm C | 9.1 | 26.67 | 0.93 | D | 1.3 | 6.73 | 0.56 | A |

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

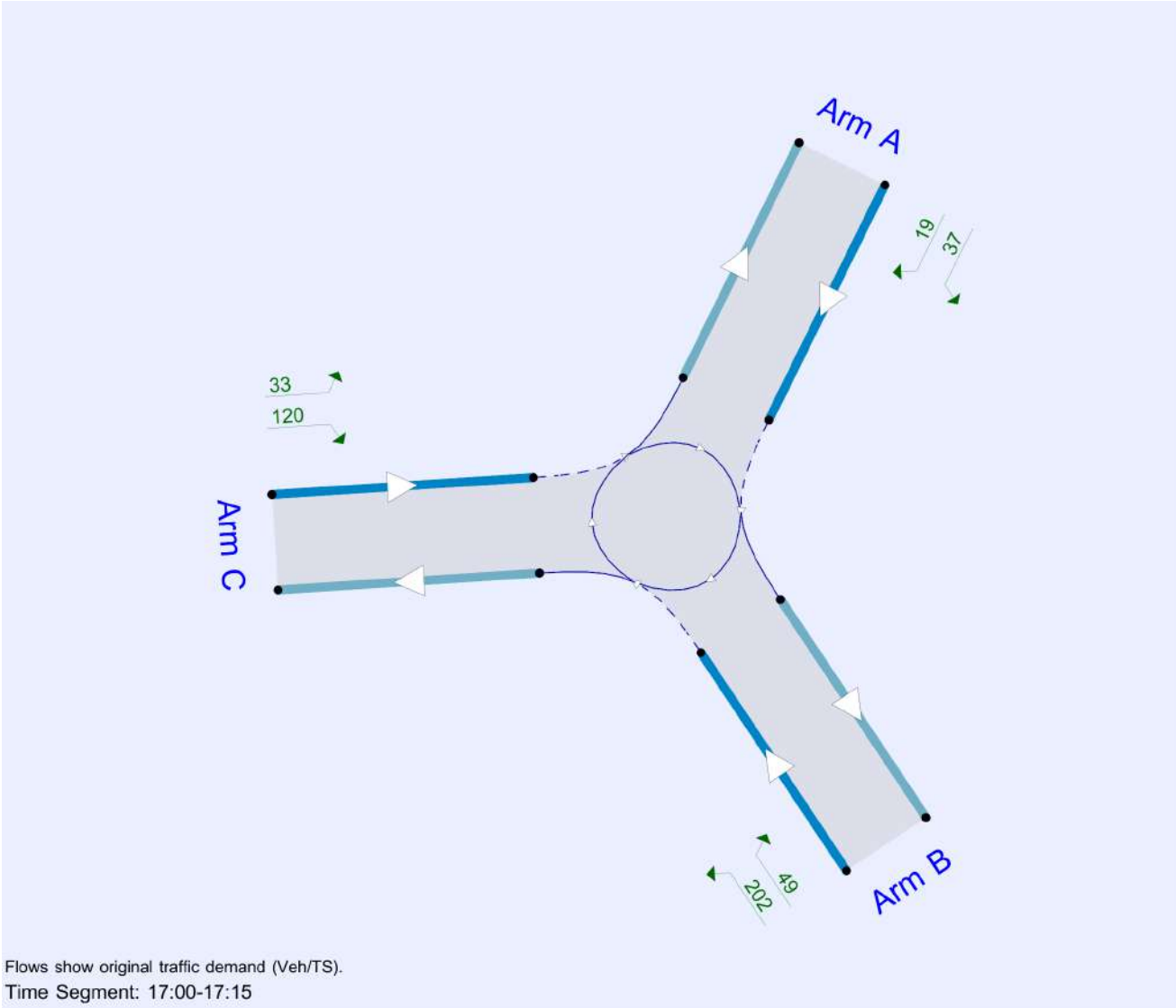
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### 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 | Canterbury Way / Canterbury Way / GAW | Standard Roundabout | | A, B, C | 5.33 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.33 | A |

## Arms

### Arms

| Arm | Name | Description | No give-way line |
|---|---|---|---|
| A | Canterbury Way | | |
| B | Canterbury Way | | |
| C | GAW | | |

### Roundabout Geometry

| Arm | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Entry only | Exit only |
|---|---|---|---|---|---|---|---|---|
| A | 3.55 | 5.75 | 16.6 | 14.2 | 31.6 | 30.0 | | |
| B | 3.08 | 6.98 | 14.2 | 29.7 | 31.6 | 29.5 | | |
| C | 3.02 | 5.93 | 11.7 | 22.0 | 31.6 | 28.2 | | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|---|---|---|
| A | 0.612 | 378.310 |
| B | 0.639 | 397.350 |
| C | 0.602 | 355.193 |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

# Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 62.00 | 43.00 |
| | B | 28.00 | 13.00 | 84.00 |
| | C | 26.00 | 165.00 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 54.00 | 21.00 |
| | B | 37.00 | 7.00 | 83.00 |
| | C | 34.00 | 120.00 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 48.00 | 24.00 |
| | B | 41.00 | 6.00 | 72.00 |
| | C | 46.00 | 141.00 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 72.00 | 39.00 |
| | B | 40.00 | 4.00 | 85.00 |
| | C | 33.00 | 106.00 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 1 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 2 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 2 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 2 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:45 - 09:00**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.39 | 5.49 | 0.6 | A | 90.75 | 363.00 |
| B | 0.35 | 3.70 | 0.5 | A | 125.00 | 500.00 |
| C | 0.58 | 6.46 | 1.4 | A | 167.75 | 671.00 |

## Main Results for each time segment

**08:00 - 08:15**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 105.00 | 105.00 | 176.76 | 267.58 | 0.392 | 104.36 | 53.70 | 0.0 | 0.6 | 5.494 | A |
| B | 125.00 | 125.00 | 42.74 | 369.21 | 0.339 | 124.49 | 238.38 | 0.0 | 0.5 | 3.669 | A |
| C | 191.00 | 191.00 | 40.83 | 327.59 | 0.583 | 189.63 | 126.40 | 0.0 | 1.4 | 6.461 | A |

**08:15 - 08:30**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.00 | 75.00 | 127.50 | 294.62 | 0.255 | 75.30 | 70.95 | 0.6 | 0.3 | 4.110 | A |
| B | 127.00 | 127.00 | 21.17 | 382.71 | 0.332 | 127.01 | 181.63 | 0.5 | 0.5 | 3.519 | A |
| C | 154.00 | 154.00 | 43.99 | 323.44 | 0.476 | 154.45 | 104.18 | 1.4 | 0.9 | 5.341 | A |

**08:30 - 08:45**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 72.00 | 72.00 | 146.73 | 288.51 | 0.250 | 72.01 | 86.86 | 0.3 | 0.3 | 4.158 | A |
| B | 119.00 | 119.00 | 23.98 | 377.47 | 0.315 | 119.04 | 194.75 | 0.5 | 0.5 | 3.484 | A |
| C | 187.00 | 187.00 | 46.99 | 326.85 | 0.572 | 186.60 | 96.03 | 0.9 | 1.3 | 6.399 | A |

**08:45 - 09:00**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 111.00 | 111.00 | 110.42 | 307.47 | 0.361 | 110.77 | 73.14 | 0.3 | 0.6 | 4.571 | A |
| B | 129.00 | 129.00 | 38.91 | 372.46 | 0.346 | 128.94 | 182.28 | 0.5 | 0.5 | 3.695 | A |
| C | 139.00 | 139.00 | 44.00 | 323.79 | 0.429 | 139.56 | 123.85 | 1.3 | 0.8 | 4.899 | A |

# Do Nothing 2023, 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 | Canterbury Way / Canterbury Way / GAW | Standard Roundabout | | A, B, C | 6.35 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.35 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.00 | 35.00 | 18.00 |
| | B | 46.00 | 11.00 | 134.00 |
| | C | 31.00 | 82.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 48.00 | 17.00 |
| | B | 59.00 | 15.00 | 148.00 |
| | C | 40.00 | 83.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 52.00 | 18.00 |
| | B | 58.00 | 12.00 | 136.00 |
| | C | 29.00 | 86.00 | 0.00 |

**Demand (Veh/TS)**

**17:45 - 18:00**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 43.00 | 28.00 |
| B | 61.00 | 18.00 | 185.00 |
| C | 30.00 | 101.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**17:00 - 17:15**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 2 | 0 |
| B | 1 | 0 | 1 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

**17:15 - 17:30**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**Heavy Vehicle %**

**17:30 - 17:45**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**Heavy Vehicle %**

**17:45 - 18:00**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 2 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.23 | 3.87 | 0.3 | A | 65.00 | 260.00 |
| B | 0.70 | 7.76 | 2.3 | A | 220.75 | 883.00 |
| C | 0.43 | 5.10 | 0.7 | A | 120.50 | 482.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 54.00 | 54.00 | 92.55 | 317.57 | 0.170 | 53.80 | 77.61 | 0.0 | 0.2 | 3.411 | A |
| B | 191.00 | 191.00 | 18.93 | 381.66 | 0.500 | 190.01 | 127.42 | 0.0 | 1.0 | 4.672 | A |
| C | 113.00 | 113.00 | 57.70 | 320.15 | 0.353 | 112.46 | 151.24 | 0.0 | 0.5 | 4.322 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 65.00 | 65.00 | 97.92 | 315.56 | 0.206 | 64.95 | 98.82 | 0.2 | 0.3 | 3.591 | A |
| B | 222.00 | 222.00 | 17.00 | 385.45 | 0.576 | 221.65 | 145.86 | 1.0 | 1.3 | 5.482 | A |
| C | 123.00 | 123.00 | 73.85 | 308.27 | 0.399 | 122.88 | 164.80 | 0.5 | 0.7 | 4.851 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 70.00 | 70.00 | 98.02 | 315.46 | 0.222 | 69.97 | 87.09 | 0.3 | 0.3 | 3.665 | A |
| B | 206.00 | 206.00 | 17.99 | 384.77 | 0.535 | 206.18 | 150.00 | 1.3 | 1.2 | 5.046 | A |
| C | 115.00 | 115.00 | 70.05 | 310.32 | 0.371 | 115.07 | 154.12 | 0.7 | 0.6 | 4.610 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 71.00 | 71.00 | 118.79 | 303.79 | 0.234 | 70.98 | 90.79 | 0.3 | 0.3 | 3.865 | A |
| B | 264.00 | 264.00 | 27.95 | 377.74 | 0.699 | 262.91 | 161.82 | 1.2 | 2.3 | 7.763 | A |
| C | 131.00 | 131.00 | 78.72 | 307.02 | 0.427 | 130.86 | 212.14 | 0.6 | 0.7 | 5.104 | A |

# Do Nothing 2030, AM

### 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 | Canterbury Way / Canterbury Way / GAW | Standard Roundabout | | A, B, C | 6.22 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.22 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 64.13 | 44.48 |
| | B | 28.96 | 13.45 | 94.14 |
| | C | 26.89 | 189.43 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 55.86 | 21.72 |
| | B | 38.27 | 7.24 | 93.11 |
| | C | 35.17 | 142.88 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 49.65 | 24.83 |
| | B | 42.41 | 6.21 | 81.73 |
| | C | 47.58 | 164.60 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 74.48 | 40.34 |
| B | 41.38 | 4.14 | 95.17 |
| C | 34.14 | 128.40 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

08:00 - 08:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 2 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 2 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 2 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.43 | 6.19 | 0.7 | A | 93.87 | 375.49 |
| B | 0.38 | 3.90 | 0.6 | A | 136.55 | 546.20 |
| C | 0.66 | 7.89 | 1.9 | A | 192.27 | 769.09 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 108.61 | 108.61 | 201.14 | 252.60 | 0.430 | 107.87 | 55.50 | 0.0 | 0.7 | 6.188 | A |
| B | 136.55 | 136.55 | 44.17 | 368.34 | 0.371 | 135.97 | 264.84 | 0.0 | 0.6 | 3.864 | A |
| C | 216.32 | 216.32 | 42.23 | 326.71 | 0.662 | 214.41 | 137.91 | 0.0 | 1.9 | 7.886 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 77.58 | 77.58 | 150.81 | 280.28 | 0.277 | 77.94 | 73.40 | 0.7 | 0.4 | 4.455 | A |
| B | 138.62 | 138.62 | 21.92 | 382.29 | 0.363 | 138.63 | 206.83 | 0.6 | 0.6 | 3.695 | A |
| C | 178.05 | 178.05 | 45.51 | 322.39 | 0.552 | 178.70 | 115.04 | 1.9 | 1.3 | 6.291 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 74.48 | 74.48 | 170.40 | 274.02 | 0.272 | 74.49 | 89.82 | 0.4 | 0.4 | 4.512 | A |
| B | 130.34 | 130.34 | 24.81 | 376.79 | 0.346 | 130.38 | 220.08 | 0.6 | 0.5 | 3.652 | A |
| C | 212.18 | 212.18 | 48.61 | 325.88 | 0.651 | 211.61 | 106.58 | 1.3 | 1.8 | 7.835 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 114.82 | 114.82 | 133.14 | 293.39 | 0.391 | 114.56 | 75.70 | 0.4 | 0.6 | 5.025 | A |
| B | 140.69 | 140.69 | 40.24 | 371.61 | 0.379 | 140.61 | 207.46 | 0.5 | 0.6 | 3.895 | A |
| C | 162.53 | 162.53 | 45.52 | 322.73 | 0.504 | 163.33 | 135.34 | 1.8 | 1.0 | 5.675 | A |

# Do Nothing 2030, 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 | Canterbury Way / Canterbury Way / GAW | Standard Roundabout | | A, B, C | 7.65 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 7.65 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.04 | 36.29 | 18.66 |
| | B | 47.70 | 11.41 | 153.19 |
| | C | 32.14 | 96.53 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 49.77 | 17.63 |
| | B | 61.18 | 15.55 | 167.71 |
| | C | 41.48 | 97.56 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 53.92 | 18.66 |
| | B | 60.14 | 12.44 | 155.27 |
| | C | 30.07 | 100.67 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 44.59 | 29.03 |
| B | 63.25 | 18.66 | 206.08 |
| C | 31.11 | 116.23 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 2 | 0 |
| B | 1 | 0 | 1 |
| C | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 2 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.25 | 4.08 | 0.3 | A | 67.40 | 269.59 |
| B | 0.76 | 9.74 | 3.1 | A | 243.15 | 972.59 |
| C | 0.48 | 5.68 | 0.9 | A | 136.45 | 545.78 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 55.99 | 55.99 | 107.36 | 308.62 | 0.181 | 55.77 | 80.43 | 0.0 | 0.2 | 3.556 | A |
| B | 212.30 | 212.30 | 19.62 | 381.20 | 0.557 | 211.06 | 143.51 | 0.0 | 1.2 | 5.252 | A |
| C | 128.67 | 128.67 | 59.79 | 318.88 | 0.404 | 128.00 | 170.89 | 0.0 | 0.7 | 4.699 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 67.40 | 67.40 | 113.00 | 306.31 | 0.220 | 67.34 | 102.43 | 0.2 | 0.3 | 3.766 | A |
| B | 244.44 | 244.44 | 17.63 | 385.10 | 0.635 | 243.98 | 162.71 | 1.2 | 1.7 | 6.354 | A |
| C | 139.04 | 139.04 | 76.54 | 306.57 | 0.454 | 138.89 | 185.06 | 0.7 | 0.8 | 5.363 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 72.58 | 72.58 | 113.15 | 306.19 | 0.237 | 72.55 | 90.32 | 0.3 | 0.3 | 3.852 | A |
| B | 227.85 | 227.85 | 18.66 | 384.41 | 0.593 | 228.08 | 167.05 | 1.7 | 1.5 | 5.765 | A |
| C | 130.74 | 130.74 | 72.65 | 308.68 | 0.424 | 130.82 | 174.09 | 0.8 | 0.7 | 5.064 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 73.62 | 73.62 | 134.62 | 294.16 | 0.250 | 73.60 | 94.04 | 0.3 | 0.3 | 4.080 | A |
| B | 287.99 | 287.99 | 28.98 | 377.17 | 0.764 | 286.38 | 179.23 | 1.5 | 3.1 | 9.743 | A |
| C | 147.33 | 147.33 | 81.51 | 305.32 | 0.483 | 147.15 | 233.85 | 0.7 | 0.9 | 5.682 | A |

# Do Something 2030, AM

### 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 | Canterbury Way / Canterbury Way / GAW | Standard Roundabout | | A, B, C | 15.37 | C |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 15.37 | C |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 64.13 | 44.48 |
| | B | 28.96 | 13.45 | 141.61 |
| | C | 26.89 | 272.67 | 0.00 |

**08:15 - 08:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 55.86 | 21.72 |
| | B | 38.27 | 7.24 | 140.58 |
| | C | 35.17 | 226.12 | 0.00 |

**08:30 - 08:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 49.65 | 24.83 |
| | B | 42.41 | 6.21 | 129.20 |
| | C | 47.58 | 247.84 | 0.00 |

**Demand (Veh/TS)**

**08:45 - 09:00**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 74.48 | 40.34 |
| B | 41.38 | 4.14 | 142.65 |
| C | 34.14 | 211.64 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**08:00 - 08:15**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**Heavy Vehicle %**

**08:15 - 08:30**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 2 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 2 | 0 |

**Heavy Vehicle %**

**08:30 - 08:45**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 2 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

**08:45 - 09:00**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.53 | 9.13 | 1.1 | A | 93.87 | 375.49 |
| B | 0.51 | 4.90 | 1.0 | A | 184.02 | 736.08 |
| C | 0.92 | 24.43 | 8.2 | C | 275.52 | 1102.06 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 108.61 | 108.61 | 278.53 | 205.06 | 0.530 | 107.51 | 54.96 | 0.0 | 1.1 | 9.127 | A |
| B | 184.02 | 184.02 | 44.03 | 368.64 | 0.499 | 183.04 | 342.01 | 0.0 | 1.0 | 4.825 | A |
| C | 299.56 | 299.56 | 42.18 | 326.63 | 0.917 | 291.31 | 184.88 | 0.0 | 8.2 | 21.949 | C |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 77.58 | 77.58 | 236.89 | 227.36 | 0.341 | 78.16 | 73.52 | 1.1 | 0.5 | 6.056 | A |
| B | 186.09 | 186.09 | 22.03 | 382.49 | 0.487 | 186.12 | 293.03 | 1.0 | 1.0 | 4.585 | A |
| C | 261.29 | 261.29 | 45.51 | 322.05 | 0.812 | 264.91 | 162.64 | 8.2 | 4.6 | 16.619 | C |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 74.48 | 74.48 | 251.52 | 224.35 | 0.332 | 74.50 | 89.34 | 0.5 | 0.5 | 6.008 | A |
| B | 177.82 | 177.82 | 24.81 | 376.06 | 0.473 | 177.87 | 301.21 | 1.0 | 0.9 | 4.543 | A |
| C | 295.42 | 295.42 | 48.60 | 325.82 | 0.906 | 292.26 | 154.07 | 4.6 | 7.8 | 24.433 | C |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 114.82 | 114.82 | 219.41 | 239.96 | 0.479 | 114.42 | 76.29 | 0.5 | 0.9 | 7.146 | A |
| B | 188.16 | 188.16 | 40.19 | 371.64 | 0.506 | 188.05 | 293.64 | 0.9 | 1.0 | 4.898 | A |
| C | 245.77 | 245.77 | 45.52 | 322.39 | 0.763 | 250.19 | 182.72 | 7.8 | 3.4 | 13.145 | B |

# Do Something 2030, 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 | Canterbury Way / Canterbury Way / GAW | Standard Roundabout | | A, B, C | 12.50 | B |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 12.50 | B |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.04 | 36.29 | 18.66 |
| | B | 47.70 | 11.41 | 199.32 |
| | C | 32.14 | 118.21 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 49.77 | 17.63 |
| | B | 61.18 | 15.55 | 213.84 |
| | C | 41.48 | 119.25 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 53.92 | 18.66 |
| | B | 60.14 | 12.44 | 201.40 |
| | C | 30.07 | 122.36 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 44.59 | 29.03 |
| B | 63.25 | 18.66 | 252.21 |
| C | 31.11 | 137.91 | 0.00 |

## Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 2 | 0 |
| B | 1 | 0 | 1 |
| C | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 2 | 0 | 0 |
| C | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.26 | 4.34 | 0.4 | A | 67.40 | 269.59 |
| B | 0.89 | 17.65 | 6.6 | C | 289.27 | 1157.10 |
| C | 0.55 | 6.56 | 1.2 | A | 158.13 | 632.53 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 55.99 | 55.99 | 128.84 | 295.65 | 0.189 | 55.76 | 80.31 | 0.0 | 0.2 | 3.748 | A |
| B | 258.43 | 258.43 | 19.62 | 381.17 | 0.678 | 256.37 | 164.98 | 0.0 | 2.1 | 7.099 | A |
| C | 150.36 | 150.36 | 59.67 | 318.96 | 0.471 | 149.48 | 216.33 | 0.0 | 0.9 | 5.283 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 67.40 | 67.40 | 134.62 | 293.05 | 0.230 | 67.33 | 102.32 | 0.2 | 0.3 | 3.986 | A |
| B | 290.57 | 290.57 | 17.63 | 385.25 | 0.754 | 289.67 | 184.33 | 2.1 | 3.0 | 9.321 | A |
| C | 160.73 | 160.73 | 76.43 | 306.52 | 0.524 | 160.52 | 230.88 | 0.9 | 1.1 | 6.155 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 72.58 | 72.58 | 134.86 | 292.87 | 0.248 | 72.55 | 90.36 | 0.3 | 0.3 | 4.085 | A |
| B | 273.98 | 273.98 | 18.66 | 384.59 | 0.712 | 274.39 | 188.76 | 3.0 | 2.5 | 8.203 | A |
| C | 152.43 | 152.43 | 72.69 | 308.56 | 0.494 | 152.53 | 220.36 | 1.1 | 1.0 | 5.771 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 73.62 | 73.62 | 156.12 | 281.08 | 0.262 | 73.59 | 93.64 | 0.3 | 0.4 | 4.337 | A |
| B | 334.12 | 334.12 | 28.98 | 377.41 | 0.885 | 330.06 | 200.74 | 2.5 | 6.6 | 17.648 | C |
| C | 169.02 | 169.02 | 80.97 | 305.64 | 0.553 | 168.79 | 278.07 | 1.0 | 1.2 | 6.563 | A |

# Do Nothing 2035, AM

### 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 | Canterbury Way / Canterbury Way / GAW | Standard Roundabout | | A, B, C | 6.40 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.40 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 65.27 | 45.27 |
| | B | 29.48 | 13.69 | 95.69 |
| | C | 27.37 | 192.46 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 56.85 | 22.11 |
| | B | 38.95 | 7.37 | 94.63 |
| | C | 35.80 | 145.09 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 50.53 | 25.27 |
| | B | 43.16 | 6.32 | 83.05 |
| | C | 48.43 | 167.19 | 0.00 |

### Demand (Veh/TS)

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 75.80 | 41.06 |
| | B | 42.11 | 4.21 | 96.74 |
| | C | 34.74 | 130.35 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 1 | 0 |

### Heavy Vehicle %

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 2 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 2 | 0 |

### Heavy Vehicle %

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 2 |
| | C | 0 | 0 | 0 |

### Heavy Vehicle %

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 2 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.44 | 6.35 | 0.8 | A | 95.54 | 382.17 |
| B | 0.39 | 3.94 | 0.6 | A | 138.85 | 555.40 |
| C | 0.67 | 8.16 | 2.0 | A | 195.36 | 781.43 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 110.54 | 110.54 | 204.33 | 250.65 | 0.441 | 109.77 | 56.47 | 0.0 | 0.8 | 6.355 | A |
| B | 138.85 | 138.85 | 44.95 | 367.84 | 0.377 | 138.25 | 269.14 | 0.0 | 0.6 | 3.910 | A |
| C | 219.84 | 219.84 | 42.98 | 326.27 | 0.674 | 217.83 | 140.22 | 0.0 | 2.0 | 8.156 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 78.96 | 78.96 | 153.20 | 278.82 | 0.283 | 79.34 | 74.71 | 0.8 | 0.4 | 4.520 | A |
| B | 140.96 | 140.96 | 22.32 | 382.03 | 0.369 | 140.97 | 210.22 | 0.6 | 0.6 | 3.732 | A |
| C | 180.88 | 180.88 | 46.32 | 321.91 | 0.562 | 181.59 | 116.97 | 2.0 | 1.3 | 6.445 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.80 | 75.80 | 173.08 | 272.38 | 0.278 | 75.81 | 91.41 | 0.4 | 0.4 | 4.578 | A |
| B | 132.53 | 132.53 | 25.25 | 376.51 | 0.352 | 132.57 | 223.64 | 0.6 | 0.5 | 3.692 | A |
| C | 215.62 | 215.62 | 49.47 | 325.35 | 0.663 | 215.01 | 108.35 | 1.3 | 1.9 | 8.107 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 116.86 | 116.86 | 135.21 | 292.11 | 0.400 | 116.59 | 77.06 | 0.4 | 0.7 | 5.128 | A |
| B | 143.06 | 143.06 | 40.96 | 371.16 | 0.385 | 142.98 | 210.84 | 0.5 | 0.6 | 3.943 | A |
| C | 165.09 | 165.09 | 46.33 | 322.25 | 0.512 | 165.94 | 137.62 | 1.9 | 1.1 | 5.788 | A |

# Do Nothing 2035, 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 | Canterbury Way / Canterbury Way / GAW | Standard Roundabout | | A, B, C | 8.00 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 8.00 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.06 | 36.97 | 19.01 |
| | B | 48.59 | 11.62 | 155.79 |
| | C | 32.75 | 98.12 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 50.70 | 17.96 |
| | B | 62.32 | 15.84 | 170.58 |
| | C | 42.25 | 99.17 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 54.93 | 19.01 |
| | B | 61.27 | 12.68 | 157.91 |
| | C | 30.63 | 102.34 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 45.42 | 29.58 |
| B | 64.43 | 19.01 | 209.67 |
| C | 31.69 | 118.19 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 2 | 0 |
| B | 1 | 0 | 1 |
| C | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 2 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.26 | 4.13 | 0.3 | A | 68.66 | 274.64 |
| B | 0.78 | 10.31 | 3.3 | B | 247.43 | 989.71 |
| C | 0.49 | 5.81 | 1.0 | A | 138.78 | 555.13 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 57.04 | 57.04 | 109.15 | 307.54 | 0.185 | 56.81 | 81.92 | 0.0 | 0.2 | 3.586 | A |
| B | 216.00 | 216.00 | 19.99 | 380.97 | 0.567 | 214.71 | 145.97 | 0.0 | 1.3 | 5.374 | A |
| C | 130.86 | 130.86 | 60.90 | 318.21 | 0.411 | 130.17 | 173.80 | 0.0 | 0.7 | 4.769 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 68.66 | 68.66 | 114.89 | 305.15 | 0.225 | 68.60 | 104.34 | 0.2 | 0.3 | 3.804 | A |
| B | 248.75 | 248.75 | 17.96 | 384.89 | 0.646 | 248.25 | 165.53 | 1.3 | 1.8 | 6.560 | A |
| C | 141.43 | 141.43 | 77.97 | 305.71 | 0.463 | 141.27 | 188.24 | 0.7 | 0.9 | 5.467 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 73.94 | 73.94 | 115.05 | 305.02 | 0.242 | 73.91 | 92.02 | 0.3 | 0.3 | 3.894 | A |
| B | 231.85 | 231.85 | 19.01 | 384.19 | 0.603 | 232.09 | 169.96 | 1.8 | 1.5 | 5.927 | A |
| C | 132.97 | 132.97 | 74.01 | 307.87 | 0.432 | 133.06 | 177.09 | 0.9 | 0.8 | 5.150 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.00 | 75.00 | 136.90 | 292.77 | 0.256 | 74.97 | 95.77 | 0.3 | 0.3 | 4.132 | A |
| B | 293.11 | 293.11 | 29.52 | 376.83 | 0.778 | 291.32 | 182.35 | 1.5 | 3.3 | 10.313 | B |
| C | 149.88 | 149.88 | 82.99 | 304.41 | 0.492 | 149.68 | 237.86 | 0.8 | 1.0 | 5.809 | A |

# Do Something 2035, AM

### 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 | Canterbury Way / Canterbury Way / GAW | Standard Roundabout | | A, B, C | 16.55 | C |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 16.55 | C |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 65.27 | 45.27 |
| | B | 29.48 | 13.69 | 143.16 |
| | C | 27.37 | 275.70 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 56.85 | 22.11 |
| | B | 38.95 | 7.37 | 142.10 |
| | C | 35.80 | 228.33 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 50.53 | 25.27 |
| | B | 43.16 | 6.32 | 130.52 |
| | C | 48.43 | 250.43 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 75.80 | 41.06 |
| | B | 42.11 | 4.21 | 144.21 |
| | C | 34.74 | 213.59 | 0.00 |

# Vehicle Mix

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

**08:00 - 08:15**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 1 | 0 |

**08:15 - 08:30**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 2 | 0 |
| | B | 1 | 0 | 0 |
| | C | 0 | 2 | 0 |

**08:30 - 08:45**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 2 |
| | C | 0 | 0 | 0 |

**08:45 - 09:00**

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 1 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.54 | 9.45 | 1.2 | A | 95.54 | 382.17 |
| B | 0.51 | 4.98 | 1.0 | A | 186.32 | 745.28 |
| C | 0.93 | 26.67 | 9.1 | D | 278.60 | 1114.40 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 110.54 | 110.54 | 281.02 | 203.53 | 0.543 | 109.38 | 55.87 | 0.0 | 1.2 | 9.447 | A |
| B | 186.32 | 186.32 | 44.79 | 368.14 | 0.506 | 185.31 | 345.60 | 0.0 | 1.0 | 4.897 | A |
| C | 303.07 | 303.07 | 42.93 | 326.18 | 0.929 | 293.95 | 187.17 | 0.0 | 9.1 | 23.565 | C |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 78.96 | 78.96 | 239.72 | 225.63 | 0.350 | 79.58 | 74.86 | 1.2 | 0.5 | 6.187 | A |
| B | 188.43 | 188.43 | 22.43 | 382.23 | 0.493 | 188.46 | 296.87 | 1.0 | 1.0 | 4.645 | A |
| C | 264.12 | 264.12 | 46.32 | 321.58 | 0.822 | 268.26 | 164.58 | 9.1 | 5.0 | 17.978 | C |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.80 | 75.80 | 253.83 | 222.93 | 0.340 | 75.83 | 90.85 | 0.5 | 0.5 | 6.121 | A |
| B | 180.01 | 180.01 | 25.25 | 375.79 | 0.479 | 180.06 | 304.41 | 1.0 | 0.9 | 4.601 | A |
| C | 298.86 | 298.86 | 49.47 | 325.29 | 0.918 | 295.21 | 155.84 | 5.0 | 8.6 | 26.667 | D |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 116.86 | 116.86 | 221.98 | 238.38 | 0.490 | 116.43 | 77.75 | 0.5 | 0.9 | 7.356 | A |
| B | 190.53 | 190.53 | 40.90 | 371.19 | 0.513 | 190.42 | 297.51 | 0.9 | 1.0 | 4.975 | A |
| C | 248.33 | 248.33 | 46.32 | 321.94 | 0.772 | 253.40 | 184.99 | 8.6 | 3.6 | 13.986 | B |

# Do Something 2035, 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 | Canterbury Way / Canterbury Way / GAW | Standard Roundabout | | A, B, C | 13.48 | B |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 13.48 | B |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 1.06 | 36.97 | 19.01 |
| | B | 48.59 | 11.62 | 201.92 |
| | C | 32.75 | 119.80 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 50.70 | 17.96 |
| | B | 62.32 | 15.84 | 216.71 |
| | C | 42.25 | 120.86 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 54.93 | 19.01 |
| | B | 61.27 | 12.68 | 204.04 |
| | C | 30.63 | 124.03 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 45.42 | 29.58 |
| B | 64.43 | 19.01 | 255.79 |
| C | 31.69 | 139.87 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 2 | 0 |
| B | 1 | 0 | 1 |
| C | 0 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 1 | 0 | 0 |
| C | 0 | 1 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 1 | 0 |
| B | 2 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.27 | 4.40 | 0.4 | A | 68.66 | 274.64 |
| B | 0.90 | 19.31 | 7.4 | C | 293.56 | 1174.22 |
| C | 0.56 | 6.73 | 1.3 | A | 160.47 | 641.88 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 57.04 | 57.04 | 130.61 | 294.58 | 0.194 | 56.80 | 81.79 | 0.0 | 0.2 | 3.782 | A |
| B | 262.13 | 262.13 | 19.99 | 380.94 | 0.688 | 259.98 | 167.43 | 0.0 | 2.1 | 7.316 | A |
| C | 152.55 | 152.55 | 60.77 | 318.29 | 0.479 | 151.64 | 219.20 | 0.0 | 0.9 | 5.372 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 68.66 | 68.66 | 136.51 | 291.89 | 0.235 | 68.59 | 104.22 | 0.2 | 0.3 | 4.029 | A |
| B | 294.88 | 294.88 | 17.96 | 385.04 | 0.766 | 293.89 | 187.14 | 2.1 | 3.1 | 9.761 | A |
| C | 163.11 | 163.11 | 77.83 | 305.67 | 0.534 | 162.89 | 234.02 | 0.9 | 1.1 | 6.292 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 73.94 | 73.94 | 136.77 | 291.70 | 0.253 | 73.91 | 92.06 | 0.3 | 0.3 | 4.132 | A |
| B | 277.98 | 277.98 | 19.01 | 384.36 | 0.723 | 278.43 | 191.67 | 3.1 | 2.7 | 8.538 | A |
| C | 154.66 | 154.66 | 74.06 | 307.74 | 0.503 | 154.77 | 223.37 | 1.1 | 1.0 | 5.889 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.00 | 75.00 | 158.38 | 279.70 | 0.268 | 74.97 | 95.28 | 0.3 | 0.4 | 4.396 | A |
| B | 339.24 | 339.24 | 29.52 | 377.06 | 0.900 | 334.53 | 203.83 | 2.7 | 7.4 | 19.306 | C |
| C | 171.56 | 171.56 | 82.34 | 304.80 | 0.563 | 171.32 | 281.71 | 1.0 | 1.3 | 6.730 | A |

# Junctions 10

## PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
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**Filename:** J13.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 02/04/2025 12:24:16

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | **Do Nothing 2023** | | | | | | | |
| Stream B-AC | 1.1 | 18.38 | 0.54 | C | 0.7 | 14.32 | 0.42 | B |
| Stream C-AB | 1.6 | 6.32 | 0.44 | A | 0.3 | 6.77 | 0.17 | A |
| | **Do Nothing 2030** | | | | | | | |
| Stream B-AC | 2.0 | 27.36 | 0.69 | D | 1.1 | 18.73 | 0.53 | C |
| Stream C-AB | 2.2 | 6.97 | 0.52 | A | 0.4 | 6.93 | 0.21 | A |
| | **Do Something 2030** | | | | | | | |
| Stream B-AC | 15.3 | 136.02 | 1.18 | F | 2.4 | 34.44 | 0.73 | D |
| Stream C-AB | 46.1 | 104.68 | 1.11 | F | 0.8 | 7.58 | 0.31 | A |
| | **Do Nothing 2035** | | | | | | | |
| Stream B-AC | 2.2 | 28.92 | 0.71 | D | 1.1 | 19.47 | 0.54 | C |
| Stream C-AB | 2.3 | 7.15 | 0.53 | A | 0.4 | 6.96 | 0.21 | A |
| | **Do Something 2035** | | | | | | | |
| Stream B-AC | 17.2 | 150.09 | 1.22 | F | 2.6 | 36.90 | 0.75 | E |
| Stream C-AB | 49.5 | 117.99 | 1.12 | F | 0.8 | 7.65 | 0.32 | A |

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

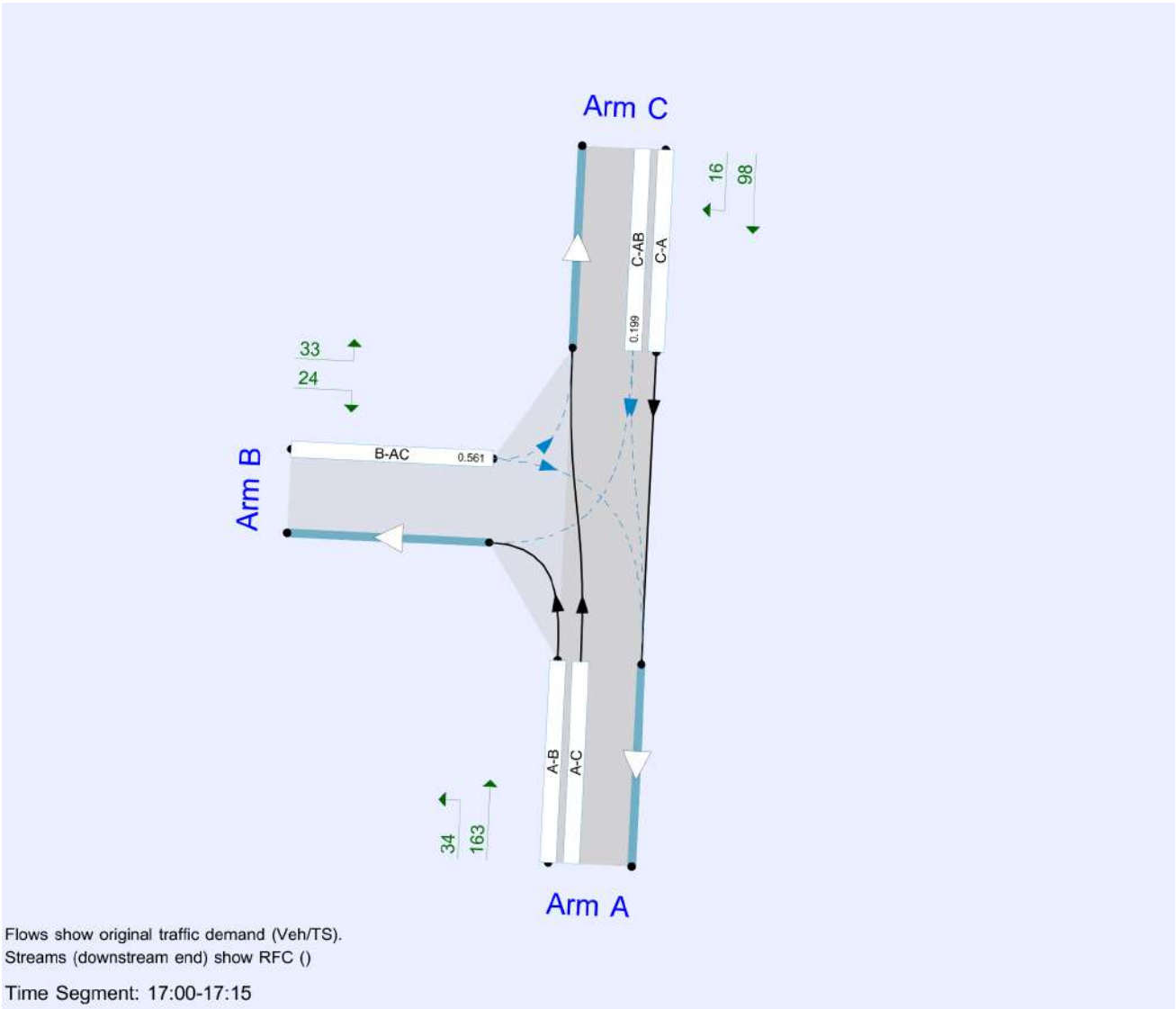
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | | 3.83 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.83 | A |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | GAW | | Major |
| B | Orwell Avenue | | Minor |
| C | GAW | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C | 6.48 | | | 40.0 | ✓ | 0.00 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B | One lane | 4.06 | 50 | 45 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/TS) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 142.687 | 0.101 | 0.255 | 0.161 | 0.365 |
| B-C | 180.415 | 0.109 | 0.276 | - | - |
| C-B | 149.282 | 0.227 | 0.227 | - | - |

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

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

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 35.00 | 48.00 |
| | B | 37.00 | 0.00 | 17.00 |
| | C | 173.00 | 35.00 | 0.00 |

08:15 - 08:30

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 23.00 | 62.00 |
| | B | 17.00 | 0.00 | 12.00 |
| | C | 104.00 | 27.00 | 0.00 |

08:30 - 08:45

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 18.00 | 79.00 |
| | B | 25.00 | 0.00 | 11.00 |
| | C | 119.00 | 24.00 | 0.00 |

08:45 - 09:00

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 18.00 | 75.00 |
| | B | 14.00 | 0.00 | 13.00 |
| | C | 106.00 | 12.00 | 0.00 |

## Vehicle Mix

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

08:00 - 08:15

Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

08:15 - 08:30

Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.54 | 18.38 | 1.1 | C | 36.50 | 146.00 |
| C-AB | 0.44 | 6.32 | 1.6 | A | 61.87 | 247.46 |
| C-A | | | | | 88.13 | 352.54 |
| A-B | | | | | 23.50 | 94.00 |
| A-C | | | | | 66.00 | 264.00 |

## Main Results for each time segment

**08:00 - 08:15**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 54.00 | 54.00 | 100.84 | 0.535 | 52.90 | 0.0 | 1.1 | 18.382 | C |
| C-AB | 111.34 | 111.34 | 252.31 | 0.441 | 109.79 | 0.0 | 1.6 | 6.316 | A |
| C-A | 96.66 | 96.66 | | | 96.66 | | | | |
| A-B | 35.00 | 35.00 | | | 35.00 | | | | |
| A-C | 48.00 | 48.00 | | | 48.00 | | | | |

**08:15 - 08:30**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 29.00 | 29.00 | 116.23 | 0.250 | 29.77 | 1.1 | 0.3 | 10.499 | B |
| C-AB | 55.77 | 55.77 | 204.38 | 0.273 | 56.66 | 1.6 | 0.7 | 6.197 | A |
| C-A | 75.23 | 75.23 | | | 75.23 | | | | |
| A-B | 23.00 | 23.00 | | | 23.00 | | | | |
| A-C | 62.00 | 62.00 | | | 62.00 | | | | |

**08:30 - 08:45**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 36.00 | 36.00 | 105.90 | 0.340 | 35.83 | 0.3 | 0.5 | 12.813 | B |
| C-AB | 54.94 | 54.94 | 212.87 | 0.258 | 54.95 | 0.7 | 0.7 | 5.742 | A |
| C-A | 88.06 | 88.06 | | | 88.06 | | | | |
| A-B | 18.00 | 18.00 | | | 18.00 | | | | |
| A-C | 79.00 | 79.00 | | | 79.00 | | | | |

**08:45 - 09:00**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 27.00 | 27.00 | 120.86 | 0.223 | 27.21 | 0.5 | 0.3 | 9.633 | A |
| C-AB | 25.40 | 25.40 | 203.57 | 0.125 | 25.77 | 0.7 | 0.3 | 5.041 | A |
| C-A | 92.60 | 92.60 | | | 92.60 | | | | |
| A-B | 18.00 | 18.00 | | | 18.00 | | | | |
| A-C | 75.00 | 75.00 | | | 75.00 | | | | |

# Do Nothing 2023, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | | 2.35 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 2.35 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 27.00 | 103.00 |
| | B | 18.00 | 0.00 | 19.00 |
| | C | 66.00 | 9.00 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 21.00 | 132.00 |
| | B | 13.00 | 0.00 | 14.00 |
| | C | 62.00 | 17.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 18.00 | 127.00 |
| | B | 20.00 | 0.00 | 7.00 |
| | C | 84.00 | 8.00 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 28.00 | 132.00 |
| B | 24.00 | 0.00 | 21.00 |
| C | 79.00 | 13.00 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 1 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.42 | 14.32 | 0.7 | B | 34.00 | 136.00 |
| C-AB | 0.17 | 6.77 | 0.3 | A | 20.49 | 81.95 |
| C-A | | | | | 64.01 | 256.05 |
| A-B | | | | | 23.50 | 94.00 |
| A-C | | | | | 123.50 | 494.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 37.00 | 37.00 | 119.81 | 0.309 | 36.56 | 0.0 | 0.4 | 10.757 | B |
| C-AB | 14.83 | 14.83 | 167.88 | 0.088 | 14.66 | 0.0 | 0.2 | 5.873 | A |
| C-A | 60.17 | 60.17 | | | 60.17 | | | | |
| A-B | 27.00 | 27.00 | | | 27.00 | | | | |
| A-C | 103.00 | 103.00 | | | 103.00 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 27.00 | 27.00 | 111.46 | 0.242 | 27.11 | 0.4 | 0.3 | 10.686 | B |
| C-AB | 27.73 | 27.73 | 160.87 | 0.172 | 27.58 | 0.2 | 0.3 | 6.767 | A |
| C-A | 51.27 | 51.27 | | | 51.27 | | | | |
| A-B | 21.00 | 21.00 | | | 21.00 | | | | |
| A-C | 132.00 | 132.00 | | | 132.00 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 27.00 | 27.00 | 101.36 | 0.266 | 26.97 | 0.3 | 0.4 | 12.091 | B |
| C-AB | 15.29 | 15.29 | 178.58 | 0.086 | 15.45 | 0.3 | 0.2 | 5.508 | A |
| C-A | 76.71 | 76.71 | | | 76.71 | | | | |
| A-B | 18.00 | 18.00 | | | 18.00 | | | | |
| A-C | 127.00 | 127.00 | | | 127.00 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 45.00 | 45.00 | 107.14 | 0.420 | 44.65 | 0.4 | 0.7 | 14.323 | B |
| C-AB | 24.10 | 24.10 | 172.24 | 0.140 | 23.97 | 0.2 | 0.3 | 6.087 | A |
| C-A | 67.90 | 67.90 | | | 67.90 | | | | |
| A-B | 28.00 | 28.00 | | | 28.00 | | | | |
| A-C | 132.00 | 132.00 | | | 132.00 | | | | |

# Do Nothing 2030, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | | 5.71 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.71 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 39.20 | 53.90 |
| | B | 45.77 | 0.00 | 18.83 |
| | C | 190.20 | 37.70 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 26.79 | 68.38 |
| | B | 25.08 | 0.00 | 13.66 |
| | C | 118.83 | 29.43 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 21.62 | 85.97 |
| | B | 33.36 | 0.00 | 12.63 |
| | C | 134.34 | 26.33 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 21.62 | 81.83 |
| B | 21.98 | 0.00 | 14.70 |
| C | 120.90 | 13.91 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

08:00 - 08:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 2 | 0 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 1 |
| B | 0 | 0 | 0 |
| C | 2 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.69 | 27.36 | 2.0 | D | 46.51 | 186.02 |
| C-AB | 0.52 | 6.97 | 2.2 | A | 75.98 | 303.91 |
| C-A | | | | | 91.93 | 367.73 |
| A-B | | | | | 27.31 | 109.23 |
| A-C | | | | | 72.52 | 290.08 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 64.61 | 64.61 | 93.80 | 0.689 | 62.60 | 0.0 | 2.0 | 27.359 | D |
| C-AB | 136.05 | 136.05 | 263.12 | 0.517 | 133.90 | 0.0 | 2.1 | 6.968 | A |
| C-A | 91.86 | 91.86 | | | 91.86 | | | | |
| A-B | 39.20 | 39.20 | | | 39.20 | | | | |
| A-C | 53.90 | 53.90 | | | 53.90 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 38.75 | 38.75 | 107.85 | 0.359 | 40.18 | 2.0 | 0.6 | 13.565 | B |
| C-AB | 67.71 | 67.71 | 213.54 | 0.317 | 68.99 | 2.1 | 0.9 | 6.368 | A |
| C-A | 80.55 | 80.55 | | | 80.55 | | | | |
| A-B | 26.79 | 26.79 | | | 26.79 | | | | |
| A-C | 68.38 | 68.38 | | | 68.38 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 45.99 | 45.99 | 99.01 | 0.464 | 45.72 | 0.6 | 0.8 | 16.798 | C |
| C-AB | 67.33 | 67.33 | 222.30 | 0.303 | 67.34 | 0.9 | 0.9 | 5.864 | A |
| C-A | 93.34 | 93.34 | | | 93.34 | | | | |
| A-B | 21.62 | 21.62 | | | 21.62 | | | | |
| A-C | 85.97 | 85.97 | | | 85.97 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 36.68 | 36.68 | 111.75 | 0.328 | 37.02 | 0.8 | 0.5 | 12.098 | B |
| C-AB | 32.83 | 32.83 | 212.53 | 0.155 | 33.29 | 0.9 | 0.4 | 5.002 | A |
| C-A | 101.98 | 101.98 | | | 101.98 | | | | |
| A-B | 21.62 | 21.62 | | | 21.62 | | | | |
| A-C | 81.83 | 81.83 | | | 81.83 | | | | |

# Do Nothing 2030, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | | 3.13 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.13 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 33.75 | 115.30 |
| | B | 23.16 | 0.00 | 21.20 |
| | C | 75.44 | 10.83 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 27.52 | 145.37 |
| | B | 17.98 | 0.00 | 16.02 |
| | C | 71.29 | 19.13 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 24.41 | 140.19 |
| | B | 25.24 | 0.00 | 8.76 |
| | C | 94.10 | 9.80 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 34.78 | 145.37 |
| B | 29.39 | 0.00 | 23.27 |
| C | 88.92 | 14.98 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 1 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.53 | 18.73 | 1.1 | C | 41.25 | 165.02 |
| C-AB | 0.21 | 6.93 | 0.4 | A | 26.05 | 104.22 |
| C-A | | | | | 70.06 | 280.26 |
| A-B | | | | | 30.12 | 120.47 |
| A-C | | | | | 136.56 | 546.23 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 44.37 | 44.37 | 112.38 | 0.395 | 43.73 | 0.0 | 0.6 | 12.990 | B |
| C-AB | 19.37 | 19.37 | 171.17 | 0.113 | 19.14 | 0.0 | 0.2 | 5.918 | A |
| C-A | 66.90 | 66.90 | | | 66.90 | | | | |
| A-B | 33.75 | 33.75 | | | 33.75 | | | | |
| A-C | 115.30 | 115.30 | | | 115.30 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 34.00 | 34.00 | 103.03 | 0.330 | 34.13 | 0.6 | 0.5 | 13.089 | B |
| C-AB | 33.95 | 33.95 | 164.03 | 0.207 | 33.75 | 0.2 | 0.4 | 6.928 | A |
| C-A | 56.47 | 56.47 | | | 56.47 | | | | |
| A-B | 27.52 | 27.52 | | | 27.52 | | | | |
| A-C | 145.37 | 145.37 | | | 145.37 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 34.00 | 34.00 | 95.00 | 0.358 | 33.95 | 0.5 | 0.5 | 14.729 | B |
| C-AB | 20.49 | 20.49 | 182.58 | 0.112 | 20.65 | 0.4 | 0.3 | 5.552 | A |
| C-A | 83.41 | 83.41 | | | 83.41 | | | | |
| A-B | 24.41 | 24.41 | | | 24.41 | | | | |
| A-C | 140.19 | 140.19 | | | 140.19 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 52.66 | 52.66 | 99.66 | 0.528 | 52.13 | 0.5 | 1.1 | 18.727 | C |
| C-AB | 30.42 | 30.42 | 176.04 | 0.173 | 30.28 | 0.3 | 0.4 | 6.198 | A |
| C-A | 73.48 | 73.48 | | | 73.48 | | | | |
| A-B | 34.78 | 34.78 | | | 34.78 | | | | |
| A-C | 145.37 | 145.37 | | | 145.37 | | | | |

# Do Something 2030, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | | 71.07 | F |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 71.07 | F |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 39.20 | 101.37 |
| | B | 45.77 | 0.00 | 30.14 |
| | C | 273.44 | 57.52 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 26.79 | 115.85 |
| | B | 25.08 | 0.00 | 24.96 |
| | C | 202.07 | 49.24 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 21.62 | 133.44 |
| | B | 33.36 | 0.00 | 23.93 |
| | C | 217.58 | 46.14 | 0.00 |

**Demand (Veh/TS)**

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 21.62 | 129.30 |
| B | 21.98 | 0.00 | 26.00 |
| C | 204.14 | 33.73 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

08:00 - 08:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 2 | 0 | 0 |

**Heavy Vehicle %**

08:15 - 08:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

**Heavy Vehicle %**

08:30 - 08:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

**Heavy Vehicle %**

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 1 |
| B | 0 | 0 | 0 |
| C | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 1.18 | 136.02 | 15.3 | F | 57.81 | 231.23 |
| C-AB | 1.11 | 104.68 | 46.1 | F | 247.76 | 991.06 |
| C-A | | | | | 23.20 | 92.82 |
| A-B | | | | | 27.31 | 109.23 |
| A-C | | | | | 119.99 | 479.97 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 75.91 | 75.91 | 64.51 | 1.177 | 60.56 | 0.0 | 15.3 | 136.022 | F |
| C-AB | 330.96 | 330.96 | 298.27 | 1.110 | 285.11 | 0.0 | 45.9 | 71.665 | F |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 39.20 | 39.20 | | | 39.20 | | | | |
| A-C | 101.37 | 101.37 | | | 101.37 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 50.05 | 50.05 | 73.21 | 0.684 | 62.76 | 15.3 | 2.6 | 109.270 | F |
| C-AB | 251.31 | 251.31 | 288.88 | 0.869 | 275.63 | 45.9 | 21.5 | 104.678 | F |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 26.79 | 26.79 | | | 26.79 | | | | |
| A-C | 115.85 | 115.85 | | | 115.85 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 57.29 | 57.29 | 68.99 | 0.830 | 56.16 | 2.6 | 3.8 | 63.544 | F |
| C-AB | 247.12 | 247.12 | 289.39 | 0.853 | 253.11 | 21.5 | 15.5 | 40.521 | E |
| C-A | 16.60 | 16.60 | | | 16.60 | | | | |
| A-B | 21.62 | 21.62 | | | 21.62 | | | | |
| A-C | 133.44 | 133.44 | | | 133.44 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 47.98 | 47.98 | 84.99 | 0.565 | 50.37 | 3.8 | 1.4 | 27.547 | D |
| C-AB | 161.65 | 161.65 | 275.34 | 0.588 | 173.92 | 15.5 | 3.3 | 10.103 | B |
| C-A | 76.21 | 76.21 | | | 76.21 | | | | |
| A-B | 21.62 | 21.62 | | | 21.62 | | | | |
| A-C | 129.30 | 129.30 | | | 129.30 | | | | |

# Do Something 2030, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | | 5.49 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.49 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 33.75 | 161.43 |
| | B | 23.16 | 0.00 | 32.18 |
| | C | 97.12 | 15.99 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 27.52 | 191.50 |
| | B | 17.98 | 0.00 | 27.00 |
| | C | 92.98 | 24.29 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 24.41 | 186.32 |
| | B | 25.24 | 0.00 | 19.74 |
| | C | 115.79 | 14.96 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 34.78 | 191.50 |
| B | 29.39 | 0.00 | 34.26 |
| C | 110.60 | 20.14 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 1 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.73 | 34.44 | 2.4 | D | 52.24 | 208.94 |
| C-AB | 0.31 | 7.58 | 0.8 | A | 44.33 | 177.33 |
| C-A | | | | | 78.64 | 314.54 |
| A-B | | | | | 30.12 | 120.47 |
| A-C | | | | | 182.69 | 730.75 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 55.35 | 55.35 | 100.83 | 0.549 | 54.18 | 0.0 | 1.2 | 18.867 | C |
| C-AB | 34.97 | 34.97 | 178.99 | 0.195 | 34.50 | 0.0 | 0.5 | 6.228 | A |
| C-A | 78.15 | 78.15 | | | 78.15 | | | | |
| A-B | 33.75 | 33.75 | | | 33.75 | | | | |
| A-C | 161.43 | 161.43 | | | 161.43 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 44.98 | 44.98 | 92.75 | 0.485 | 45.17 | 1.2 | 1.0 | 19.002 | C |
| C-AB | 53.13 | 53.13 | 172.23 | 0.308 | 52.81 | 0.5 | 0.8 | 7.584 | A |
| C-A | 64.14 | 64.14 | | | 64.14 | | | | |
| A-B | 27.52 | 27.52 | | | 27.52 | | | | |
| A-C | 191.50 | 191.50 | | | 191.50 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 44.98 | 44.98 | 85.61 | 0.525 | 44.88 | 1.0 | 1.1 | 22.018 | C |
| C-AB | 38.59 | 38.59 | 191.28 | 0.202 | 38.82 | 0.8 | 0.6 | 5.909 | A |
| C-A | 92.15 | 92.15 | | | 92.15 | | | | |
| A-B | 24.41 | 24.41 | | | 24.41 | | | | |
| A-C | 186.32 | 186.32 | | | 186.32 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 63.64 | 63.64 | 87.23 | 0.730 | 62.33 | 1.1 | 2.4 | 34.442 | D |
| C-AB | 50.64 | 50.64 | 184.79 | 0.274 | 50.45 | 0.6 | 0.8 | 6.753 | A |
| C-A | 80.10 | 80.10 | | | 80.10 | | | | |
| A-B | 34.78 | 34.78 | | | 34.78 | | | | |
| A-C | 191.50 | 191.50 | | | 191.50 | | | | |

# Do Nothing 2035, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | | 6.01 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.01 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 39.85 | 54.78 |
| | B | 46.45 | 0.00 | 19.15 |
| | C | 193.38 | 38.35 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 27.21 | 69.52 |
| | B | 25.40 | 0.00 | 13.88 |
| | C | 120.74 | 29.93 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 21.95 | 87.42 |
| | B | 33.82 | 0.00 | 12.83 |
| | C | 136.53 | 26.77 | 0.00 |

### Demand (Veh/TS)

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 21.95 | 83.21 |
| B | 22.24 | 0.00 | 14.94 |
| C | 122.85 | 14.13 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

08:00 - 08:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 2 | 0 | 0 |

### Heavy Vehicle %

08:15 - 08:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

### Heavy Vehicle %

08:30 - 08:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

### Heavy Vehicle %

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 1 |
| B | 0 | 0 | 0 |
| C | 2 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.71 | 28.92 | 2.2 | D | 47.18 | 188.71 |
| C-AB | 0.53 | 7.15 | 2.3 | A | 78.73 | 314.92 |
| C-A | | | | | 91.94 | 367.76 |
| A-B | | | | | 27.74 | 110.96 |
| A-C | | | | | 73.73 | 294.94 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 65.60 | 65.60 | 92.77 | 0.707 | 63.44 | 0.0 | 2.2 | 28.916 | D |
| C-AB | 141.63 | 141.63 | 265.19 | 0.534 | 139.33 | 0.0 | 2.3 | 7.155 | A |
| C-A | 90.10 | 90.10 | | | 90.10 | | | | |
| A-B | 39.85 | 39.85 | | | 39.85 | | | | |
| A-C | 54.78 | 54.78 | | | 54.78 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 39.28 | 39.28 | 107.06 | 0.367 | 40.85 | 2.2 | 0.6 | 13.897 | B |
| C-AB | 69.86 | 69.86 | 214.74 | 0.325 | 71.26 | 2.3 | 0.9 | 6.422 | A |
| C-A | 80.81 | 80.81 | | | 80.81 | | | | |
| A-B | 27.21 | 27.21 | | | 27.21 | | | | |
| A-C | 69.52 | 69.52 | | | 69.52 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 46.65 | 46.65 | 98.12 | 0.475 | 46.37 | 0.6 | 0.9 | 17.291 | C |
| C-AB | 69.59 | 69.59 | 223.62 | 0.311 | 69.59 | 0.9 | 0.9 | 5.899 | A |
| C-A | 93.72 | 93.72 | | | 93.72 | | | | |
| A-B | 21.95 | 21.95 | | | 21.95 | | | | |
| A-C | 87.42 | 87.42 | | | 87.42 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 37.18 | 37.18 | 111.04 | 0.335 | 37.54 | 0.9 | 0.5 | 12.305 | B |
| C-AB | 33.84 | 33.84 | 213.66 | 0.158 | 34.34 | 0.9 | 0.4 | 5.000 | A |
| C-A | 103.14 | 103.14 | | | 103.14 | | | | |
| A-B | 21.95 | 21.95 | | | 21.95 | | | | |
| A-C | 83.21 | 83.21 | | | 83.21 | | | | |

# Do Nothing 2035, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | | 3.24 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.24 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 34.27 | 117.30 |
| | B | 23.51 | 0.00 | 21.57 |
| | C | 76.72 | 11.01 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 27.93 | 147.93 |
| | B | 18.23 | 0.00 | 16.29 |
| | C | 72.49 | 19.46 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 24.76 | 142.65 |
| | B | 25.63 | 0.00 | 8.89 |
| | C | 95.73 | 9.95 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 35.33 | 147.93 |
| B | 29.85 | 0.00 | 23.68 |
| C | 90.45 | 15.23 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 1 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.54 | 19.47 | 1.1 | C | 41.91 | 167.66 |
| C-AB | 0.21 | 6.96 | 0.4 | A | 26.83 | 107.32 |
| C-A | | | | | 70.93 | 283.71 |
| A-B | | | | | 30.57 | 122.29 |
| A-C | | | | | 138.95 | 555.81 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 45.08 | 45.08 | 111.59 | 0.404 | 44.42 | 0.0 | 0.7 | 13.275 | B |
| C-AB | 19.90 | 19.90 | 171.64 | 0.116 | 19.66 | 0.0 | 0.2 | 5.921 | A |
| C-A | 67.82 | 67.82 | | | 67.82 | | | | |
| A-B | 34.27 | 34.27 | | | 34.27 | | | | |
| A-C | 117.30 | 117.30 | | | 117.30 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 34.52 | 34.52 | 102.06 | 0.338 | 34.66 | 0.7 | 0.5 | 13.380 | B |
| C-AB | 34.93 | 34.93 | 164.37 | 0.213 | 34.73 | 0.2 | 0.4 | 6.963 | A |
| C-A | 57.02 | 57.02 | | | 57.02 | | | | |
| A-B | 27.93 | 27.93 | | | 27.93 | | | | |
| A-C | 147.93 | 147.93 | | | 147.93 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 34.52 | 34.52 | 94.01 | 0.367 | 34.47 | 0.5 | 0.6 | 15.100 | C |
| C-AB | 21.12 | 21.12 | 183.31 | 0.115 | 21.29 | 0.4 | 0.3 | 5.551 | A |
| C-A | 84.56 | 84.56 | | | 84.56 | | | | |
| A-B | 24.76 | 24.76 | | | 24.76 | | | | |
| A-C | 142.65 | 142.65 | | | 142.65 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 53.53 | 53.53 | 98.64 | 0.543 | 52.97 | 0.6 | 1.1 | 19.466 | C |
| C-AB | 31.37 | 31.37 | 176.65 | 0.178 | 31.23 | 0.3 | 0.4 | 6.214 | A |
| C-A | 74.31 | 74.31 | | | 74.31 | | | | |
| A-B | 35.33 | 35.33 | | | 35.33 | | | | |
| A-C | 147.93 | 147.93 | | | 147.93 | | | | |

# Do Something 2035, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | | 80.94 | F |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 80.94 | F |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 39.85 | 102.26 |
| | B | 46.45 | 0.00 | 30.45 |
| | C | 276.62 | 58.16 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 27.21 | 117.00 |
| | B | 25.40 | 0.00 | 25.18 |
| | C | 203.98 | 49.74 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 21.95 | 134.89 |
| | B | 33.82 | 0.00 | 24.13 |
| | C | 219.77 | 46.58 | 0.00 |

### Demand (Veh/TS)

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 21.95 | 130.68 |
| B | 22.24 | 0.00 | 26.24 |
| C | 206.09 | 33.95 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

08:00 - 08:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 2 | 0 | 0 |

### Heavy Vehicle %

08:15 - 08:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

### Heavy Vehicle %

08:30 - 08:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

### Heavy Vehicle %

08:45 - 09:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 1 |
| B | 0 | 0 | 0 |
| C | 2 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 1.22 | 150.09 | 17.2 | F | 58.48 | 233.91 |
| C-AB | 1.12 | 117.99 | 49.5 | F | 255.33 | 1021.33 |
| C-A | | | | | 18.40 | 73.60 |
| A-B | | | | | 27.74 | 110.96 |
| A-C | | | | | 121.21 | 484.82 |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 76.90 | 76.90 | 63.23 | 1.216 | 59.74 | 0.0 | 17.2 | 150.087 | F |
| C-AB | 334.79 | 334.79 | 297.91 | 1.124 | 285.61 | 0.0 | 49.2 | 76.839 | F |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 39.85 | 39.85 | | | 39.85 | | | | |
| A-C | 102.26 | 102.26 | | | 102.26 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 50.58 | 50.58 | 71.32 | 0.709 | 64.52 | 17.2 | 3.2 | 139.117 | F |
| C-AB | 253.72 | 253.72 | 288.51 | 0.878 | 277.45 | 49.2 | 25.4 | 117.986 | F |
| C-A | 0.00 | 0.00 | | | 0.00 | | | | |
| A-B | 27.21 | 27.21 | | | 27.21 | | | | |
| A-C | 117.00 | 117.00 | | | 117.00 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 57.95 | 57.95 | 67.04 | 0.864 | 56.66 | 3.2 | 4.5 | 75.625 | F |
| C-AB | 260.54 | 260.54 | 293.18 | 0.888 | 264.15 | 25.4 | 21.8 | 56.949 | F |
| C-A | 5.81 | 5.81 | | | 5.81 | | | | |
| A-B | 21.95 | 21.95 | | | 21.95 | | | | |
| A-C | 134.89 | 134.89 | | | 134.89 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 48.48 | 48.48 | 82.73 | 0.586 | 51.48 | 4.5 | 1.5 | 31.101 | D |
| C-AB | 172.25 | 172.25 | 280.55 | 0.615 | 190.42 | 21.8 | 3.7 | 12.395 | B |
| C-A | 67.78 | 67.78 | | | 67.78 | | | | |
| A-B | 21.95 | 21.95 | | | 21.95 | | | | |
| A-C | 130.68 | 130.68 | | | 130.68 | | | | |

# Do Something 2035, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | | 5.84 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.84 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 34.27 | 163.43 |
| | B | 23.51 | 0.00 | 32.55 |
| | C | 98.40 | 16.17 | 0.00 |

**17:15 - 17:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 27.93 | 194.06 |
| | B | 18.23 | 0.00 | 27.27 |
| | C | 94.18 | 24.62 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 24.76 | 188.78 |
| | B | 25.63 | 0.00 | 19.88 |
| | C | 117.42 | 15.11 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 35.33 | 194.06 |
| B | 29.85 | 0.00 | 34.66 |
| C | 112.14 | 20.39 | 0.00 |

# Vehicle Mix

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

**17:00 - 17:15**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 1 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

**17:15 - 17:30**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

**17:30 - 17:45**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 1 | 0 | 0 |

**17:45 - 18:00**

**Heavy Vehicle %**

| From \ To | A | B | C |
|---|---|---|---|
| A | 0 | 0 | 0 |
| B | 0 | 0 | 0 |
| C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.75 | 36.90 | 2.6 | E | 52.90 | 211.58 |
| C-AB | 0.32 | 7.65 | 0.8 | A | 45.50 | 182.01 |
| C-A | | | | | 79.11 | 316.42 |
| A-B | | | | | 30.57 | 122.29 |
| A-C | | | | | 185.08 | 740.33 |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 56.06 | 56.06 | 99.95 | 0.561 | 54.85 | 0.0 | 1.2 | 19.475 | C |
| C-AB | 35.78 | 35.78 | 179.53 | 0.199 | 35.30 | 0.0 | 0.5 | 6.240 | A |
| C-A | 78.79 | 78.79 | | | 78.79 | | | | |
| A-B | 34.27 | 34.27 | | | 34.27 | | | | |
| A-C | 163.43 | 163.43 | | | 163.43 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 45.50 | 45.50 | 91.67 | 0.496 | 45.70 | 1.2 | 1.0 | 19.677 | C |
| C-AB | 54.53 | 54.53 | 172.65 | 0.316 | 54.19 | 0.5 | 0.8 | 7.645 | A |
| C-A | 64.27 | 64.27 | | | 64.27 | | | | |
| A-B | 27.93 | 27.93 | | | 27.93 | | | | |
| A-C | 194.06 | 194.06 | | | 194.06 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 45.50 | 45.50 | 84.50 | 0.539 | 45.40 | 1.0 | 1.1 | 22.925 | C |
| C-AB | 39.62 | 39.62 | 192.09 | 0.206 | 39.85 | 0.8 | 0.6 | 5.919 | A |
| C-A | 92.91 | 92.91 | | | 92.91 | | | | |
| A-B | 24.76 | 24.76 | | | 24.76 | | | | |
| A-C | 188.78 | 188.78 | | | 188.78 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 64.51 | 64.51 | 86.09 | 0.749 | 63.05 | 1.1 | 2.6 | 36.902 | E |
| C-AB | 52.08 | 52.08 | 185.47 | 0.281 | 51.88 | 0.6 | 0.8 | 6.793 | A |
| C-A | 80.45 | 80.45 | | | 80.45 | | | | |
| A-B | 35.33 | 35.33 | | | 35.33 | | | | |
| A-C | 194.06 | 194.06 | | | 194.06 | | | | |

# Junctions 10

## ARCADY 10 - Roundabout Module

Version: 10.0.3.1598
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**Filename:** J14.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 26/07/2023 14:01:55

---

»Do Nothing 2023, AM
»Do Nothing 2023, PM
»Do Nothing 2030, AM
»Do Nothing 2030, PM
»Do Something 2030, AM
»Do Something 2030, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

## Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Q (Veh) | Delay (s) | RFC | LOS | Q (Veh) | Delay (s) | RFC | LOS |
| **Do Nothing 2023** | | | | | | | | |
| Arm A | 1.0 | 6.86 | 0.50 | A | 0.3 | 4.25 | 0.26 | A |
| Arm B | 0.1 | 4.39 | 0.06 | A | 0.0 | 3.33 | 0.03 | A |
| Arm C | 0.5 | 4.75 | 0.32 | A | 1.1 | 6.92 | 0.54 | A |
| Arm D | 0.4 | 5.49 | 0.31 | A | 0.2 | 5.10 | 0.15 | A |
| **Do Nothing 2030** | | | | | | | | |
| Arm A | 1.1 | 7.57 | 0.54 | A | 0.4 | 4.41 | 0.28 | A |
| Arm B | 0.1 | 4.64 | 0.06 | A | 0.0 | 3.40 | 0.03 | A |
| Arm C | 0.5 | 4.94 | 0.35 | A | 1.4 | 7.65 | 0.58 | A |
| Arm D | 0.6 | 6.04 | 0.37 | A | 0.2 | 5.35 | 0.18 | A |
| **Do Something 2030** | | | | | | | | |
| Arm A | 9.8 | 31.07 | 0.95 | D | 0.6 | 5.08 | 0.37 | A |
| Arm B | 0.1 | 6.51 | 0.09 | A | 0.0 | 3.62 | 0.03 | A |
| Arm C | 1.2 | 7.27 | 0.56 | A | 3.5 | 14.61 | 0.79 | B |
| Arm D | 0.7 | 7.60 | 0.42 | A | 0.3 | 6.51 | 0.21 | A |
| **Do Nothing 2035** | | | | | | | | |
| Arm A | 1.2 | 7.76 | 0.55 | A | 0.4 | 4.44 | 0.29 | A |
| Arm B | 0.1 | 4.70 | 0.07 | A | 0.0 | 3.42 | 0.03 | A |
| Arm C | 0.5 | 4.98 | 0.36 | A | 1.4 | 7.85 | 0.59 | A |
| Arm D | 0.6 | 6.11 | 0.37 | A | 0.2 | 5.41 | 0.18 | A |
| **Do Something 2035** | | | | | | | | |
| Arm A | 10.8 | 33.22 | 0.96 | D | 0.6 | 5.12 | 0.38 | A |
| Arm B | 0.1 | 6.59 | 0.09 | A | 0.0 | 3.64 | 0.03 | A |
| Arm C | 1.3 | 7.37 | 0.57 | A | 3.7 | 15.31 | 0.80 | C |
| Arm D | 0.7 | 7.72 | 0.43 | A | 0.3 | 6.60 | 0.21 | A |

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

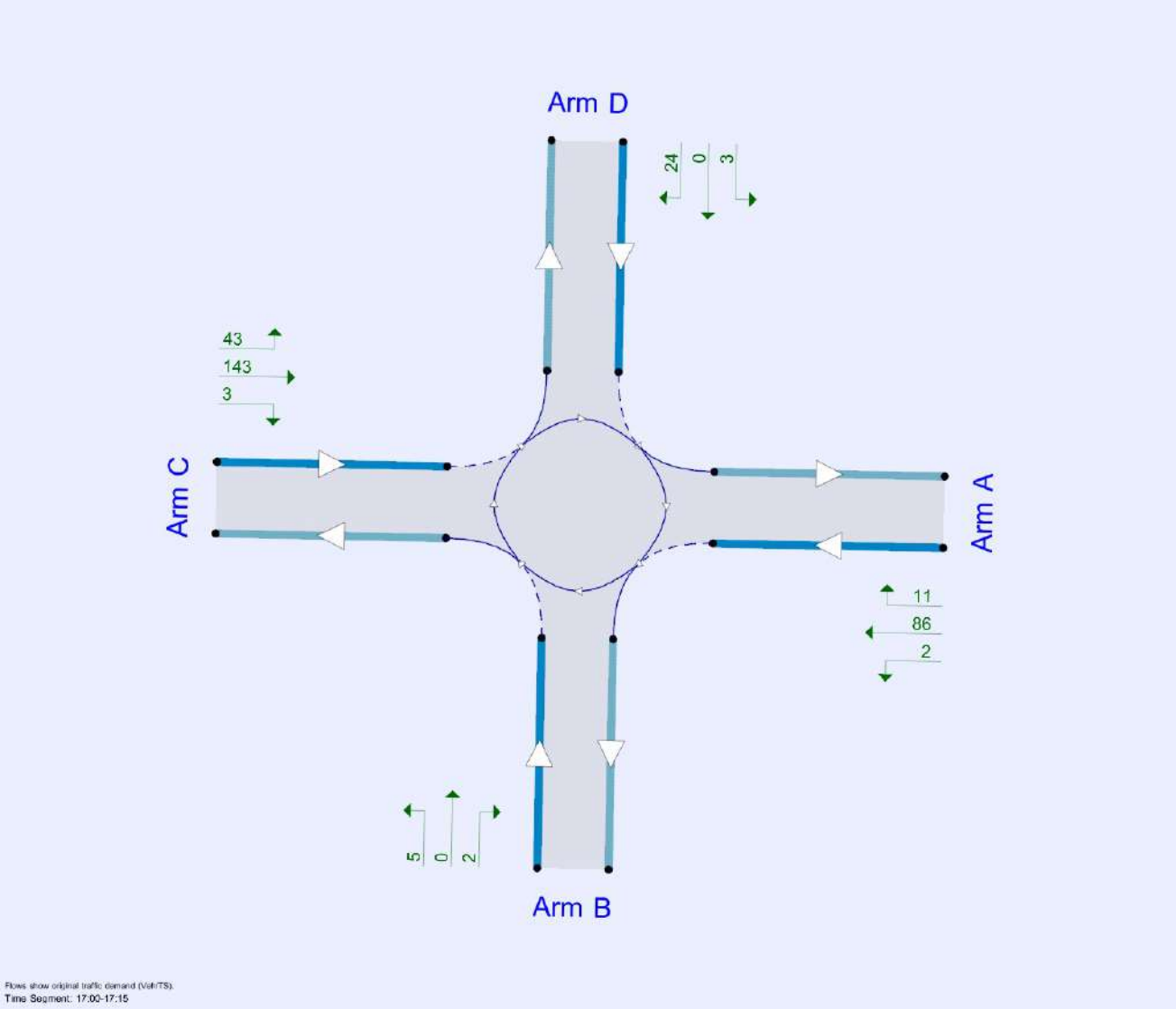
## File summary

### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 12/07/2023 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | WH\i.planning |
| **Description** | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# Do Nothing 2023, AM

### 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 | GAW / Wansbeck Close / GAW / Bray Drive | Standard Roundabout | | A, B, C, D | 5.80 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.80 | A |

## Arms

### Arms

| Arm | Name | Description | No give-way line |
|---|---|---|---|
| A | GAW | | |
| B | Wansbeck Close | | |
| C | GAW | | |
| D | Bray Drive | | |

### Roundabout Geometry

| Arm | V (m) | E (m) | l' (m) | R (m) | D (m) | PHI (deg) | Entry only | Exit only |
|---|---|---|---|---|---|---|---|---|
| A | 3.57 | 4.33 | 5.5 | 22.5 | 31.1 | 41.1 | | |
| B | 4.37 | 4.39 | 18.5 | 22.6 | 31.1 | 32.5 | | |
| C | 3.13 | 4.62 | 4.1 | 20.5 | 31.1 | 37.7 | | |
| D | 3.35 | 3.52 | 2.0 | 13.5 | 31.1 | 20.8 | | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|---|---|---|
| A | 0.544 | 300.038 |
| B | 0.579 | 331.464 |
| C | 0.532 | 282.219 |
| D | 0.529 | 266.054 |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | Do Nothing 2023 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**08:00 - 08:15**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 1.00 | 125.00 | 3.00 |
| | B | 2.00 | 0.00 | 11.00 | 0.00 |
| | C | 54.00 | 1.00 | 0.00 | 11.00 |
| | D | 6.00 | 0.00 | 67.00 | 0.00 |

**08:15 - 08:30**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 0.00 | 80.00 | 1.00 |
| | B | 1.00 | 0.00 | 3.00 | 1.00 |
| | C | 47.00 | 1.00 | 0.00 | 21.00 |
| | D | 5.00 | 0.00 | 43.00 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.00 | 84.00 | 2.00 |
| | B | 2.00 | 0.00 | 8.00 | 0.00 |
| | C | 69.00 | 2.00 | 0.00 | 20.00 |
| | D | 5.00 | 0.00 | 53.00 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 0.00 | 101.00 | 2.00 |
| | B | 1.00 | 0.00 | 2.00 | 0.00 |
| | C | 61.00 | 4.00 | 0.00 | 22.00 |
| | D | 6.00 | 1.00 | 22.00 | 0.00 |

## Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

08:15 - 08:30

HV %s

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

08:30 - 08:45

HV %s

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

08:45 - 09:00

HV %s

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.50 | 6.86 | 1.0 | A | 100.50 | 402.01 |
| B | 0.06 | 4.39 | 0.1 | A | 7.75 | 31.00 |
| C | 0.32 | 4.75 | 0.5 | A | 78.25 | 313.00 |
| D | 0.31 | 5.49 | 0.4 | A | 52.00 | 208.00 |

## Main Results for each time segment

08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 129.00 | 129.00 | 67.59 | 258.24 | 0.500 | 128.02 | 61.70 | 0.0 | 1.0 | 6.862 | A |
| B | 13.00 | 13.00 | 193.62 | 217.86 | 0.060 | 12.94 | 1.99 | 0.0 | 0.1 | 4.391 | A |
| C | 66.00 | 66.00 | 4.97 | 279.57 | 0.236 | 65.69 | 201.59 | 0.0 | 0.3 | 4.202 | A |
| D | 73.00 | 73.00 | 56.73 | 236.02 | 0.309 | 72.56 | 13.93 | 0.0 | 0.4 | 5.492 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 81.00 | 81.00 | 44.18 | 273.26 | 0.296 | 81.56 | 53.05 | 1.0 | 0.4 | 4.707 | A |
| B | 5.00 | 5.00 | 124.73 | 258.73 | 0.019 | 5.04 | 1.01 | 0.1 | 0.0 | 3.547 | A |
| C | 69.00 | 69.00 | 3.02 | 280.61 | 0.246 | 68.98 | 126.76 | 0.3 | 0.3 | 4.252 | A |
| D | 48.00 | 48.00 | 49.04 | 240.09 | 0.200 | 48.19 | 22.97 | 0.4 | 0.3 | 4.696 | A |

**08:30 - 08:45**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 89.00 | 89.00 | 54.91 | 270.13 | 0.329 | 88.94 | 75.85 | 0.4 | 0.5 | 4.966 | A |
| B | 10.00 | 10.00 | 138.87 | 251.01 | 0.040 | 9.98 | 4.98 | 0.0 | 0.0 | 3.733 | A |
| C | 91.00 | 91.00 | 3.99 | 280.09 | 0.325 | 90.85 | 144.85 | 0.3 | 0.5 | 4.751 | A |
| D | 58.00 | 58.00 | 72.85 | 227.49 | 0.255 | 57.91 | 21.99 | 0.3 | 0.3 | 5.305 | A |

**08:45 - 09:00**

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 103.00 | 103.00 | 27.19 | 279.78 | 0.368 | 102.91 | 68.05 | 0.5 | 0.6 | 5.086 | A |
| B | 3.00 | 3.00 | 125.09 | 257.83 | 0.012 | 3.03 | 5.00 | 0.0 | 0.0 | 3.534 | A |
| C | 87.00 | 87.00 | 3.00 | 278.67 | 0.312 | 87.02 | 125.12 | 0.5 | 0.5 | 4.698 | A |
| D | 29.00 | 29.00 | 66.04 | 230.77 | 0.126 | 29.20 | 23.99 | 0.3 | 0.1 | 4.470 | A |

# Do Nothing 2023, 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 | GAW / Wansbeck Close / GAW / Bray Drive | Standard Roundabout | | A, B, C, D | 5.84 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.84 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | Do Nothing 2023 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

Demand (Veh/TS)

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.00 | 54.00 | 10.00 |
| | B | 2.00 | 0.00 | 5.00 | 0.00 |
| | C | 80.00 | 3.00 | 0.00 | 35.00 |
| | D | 3.00 | 0.00 | 18.00 | 0.00 |

**17:15 - 17:30**

Demand (Veh/TS)

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.00 | 60.00 | 10.00 |
| | B | 2.00 | 0.00 | 4.00 | 0.00 |
| | C | 102.00 | 5.00 | 0.00 | 34.00 |
| | D | 5.00 | 1.00 | 16.00 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.00 | 64.00 | 4.00 |
| | B | 3.00 | 0.00 | 5.00 | 0.00 |
| | C | 103.00 | 4.00 | 0.00 | 25.00 |
| | D | 8.00 | 0.00 | 23.00 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.00 | 66.00 | 1.00 |
| | B | 2.00 | 0.00 | 3.00 | 0.00 |
| | C | 114.00 | 4.00 | 0.00 | 33.00 |
| | D | 5.00 | 1.00 | 20.00 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.26 | 4.25 | 0.3 | A | 70.50 | 282.00 |
| B | 0.03 | 3.33 | 0.0 | A | 6.50 | 26.00 |
| C | 0.54 | 6.92 | 1.1 | A | 135.50 | 542.00 |
| D | 0.15 | 5.10 | 0.2 | A | 25.00 | 100.00 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 66.00 | 66.00 | 20.89 | 286.32 | 0.231 | 65.70 | 84.48 | 0.0 | 0.3 | 4.075 | A |
| B | 7.00 | 7.00 | 81.62 | 283.87 | 0.025 | 6.97 | 4.97 | 0.0 | 0.0 | 3.249 | A |
| C | 118.00 | 118.00 | 11.95 | 275.86 | 0.428 | 117.26 | 76.65 | 0.0 | 0.7 | 5.649 | A |
| D | 21.00 | 21.00 | 84.47 | 221.33 | 0.095 | 20.90 | 44.74 | 0.0 | 0.1 | 4.488 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.00 | 75.00 | 21.98 | 288.06 | 0.260 | 74.95 | 108.73 | 0.3 | 0.3 | 4.222 | A |
| B | 6.00 | 6.00 | 85.97 | 281.66 | 0.021 | 6.00 | 10.96 | 0.0 | 0.0 | 3.264 | A |
| C | 141.00 | 141.00 | 12.00 | 273.86 | 0.515 | 140.69 | 79.97 | 0.7 | 1.0 | 6.747 | A |
| D | 22.00 | 22.00 | 108.73 | 207.95 | 0.106 | 21.99 | 43.97 | 0.1 | 0.1 | 4.839 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 71.00 | 71.00 | 26.97 | 282.82 | 0.251 | 71.01 | 114.02 | 0.3 | 0.3 | 4.249 | A |
| B | 8.00 | 8.00 | 90.96 | 278.40 | 0.029 | 7.99 | 7.02 | 0.0 | 0.0 | 3.327 | A |
| C | 132.00 | 132.00 | 7.02 | 278.46 | 0.474 | 132.13 | 91.93 | 1.0 | 0.9 | 6.158 | A |
| D | 31.00 | 31.00 | 110.05 | 207.79 | 0.149 | 30.94 | 29.11 | 0.1 | 0.2 | 5.088 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 70.00 | 70.00 | 25.01 | 286.41 | 0.244 | 70.01 | 120.87 | 0.3 | 0.3 | 4.160 | A |
| B | 5.00 | 5.00 | 87.03 | 281.04 | 0.018 | 5.01 | 7.99 | 0.0 | 0.0 | 3.262 | A |
| C | 151.00 | 151.00 | 3.02 | 280.61 | 0.538 | 150.77 | 89.02 | 0.9 | 1.1 | 6.918 | A |
| D | 26.00 | 26.00 | 119.85 | 202.60 | 0.128 | 26.03 | 33.94 | 0.2 | 0.1 | 5.099 | A |

# Do Nothing 2030, AM

### 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 | GAW / Wansbeck Close / GAW / Bray Drive | Standard Roundabout | | A, B, C, D | 6.26 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.26 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | Do Nothing 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 1.03 | 130.80 | 3.10 |
| | B | 2.07 | 0.00 | 11.38 | 0.00 |
| | C | 58.36 | 1.03 | 0.00 | 12.88 |
| | D | 6.21 | 0.00 | 79.55 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 0.00 | 84.25 | 1.03 |
| | B | 1.03 | 0.00 | 3.10 | 1.03 |
| | C | 51.12 | 1.03 | 0.00 | 23.22 |
| | D | 5.17 | 0.00 | 54.73 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.10 | 88.39 | 2.07 |
| | B | 2.07 | 0.00 | 8.28 | 0.00 |
| | C | 73.87 | 2.07 | 0.00 | 22.19 |
| | D | 5.17 | 0.00 | 65.07 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 0.00 | 105.97 | 2.07 |
| | B | 1.03 | 0.00 | 2.07 | 0.00 |
| | C | 65.60 | 4.14 | 0.00 | 24.26 |
| | D | 6.21 | 1.03 | 33.01 | 0.00 |

# Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:15 - 08:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.54 | 7.57 | 1.1 | A | 105.46 | 421.83 |
| B | 0.06 | 4.64 | 0.1 | A | 8.02 | 32.07 |
| C | 0.35 | 4.94 | 0.5 | A | 84.94 | 339.77 |
| D | 0.37 | 6.04 | 0.6 | A | 64.04 | 256.16 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 134.94 | 134.94 | 80.05 | 251.58 | 0.536 | 133.80 | 66.30 | 0.0 | 1.1 | 7.570 | A |
| B | 13.45 | 13.45 | 211.80 | 207.26 | 0.065 | 13.38 | 2.06 | 0.0 | 0.1 | 4.641 | A |
| C | 72.27 | 72.27 | 5.14 | 279.49 | 0.259 | 71.92 | 220.04 | 0.0 | 0.3 | 4.329 | A |
| D | 85.76 | 85.76 | 61.17 | 233.67 | 0.367 | 85.19 | 15.89 | 0.0 | 0.6 | 6.038 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 85.29 | 85.29 | 55.99 | 266.89 | 0.320 | 85.95 | 57.37 | 1.1 | 0.5 | 4.993 | A |
| B | 5.17 | 5.17 | 140.89 | 249.34 | 0.021 | 5.22 | 1.04 | 0.1 | 0.0 | 3.686 | A |
| C | 75.37 | 75.37 | 3.13 | 280.55 | 0.269 | 75.35 | 142.99 | 0.3 | 0.4 | 4.386 | A |
| D | 59.90 | 59.90 | 53.22 | 237.88 | 0.252 | 60.14 | 25.26 | 0.6 | 0.3 | 5.069 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 93.56 | 93.56 | 67.03 | 263.54 | 0.355 | 93.49 | 80.95 | 0.5 | 0.5 | 5.290 | A |
| B | 10.34 | 10.34 | 155.37 | 241.45 | 0.043 | 10.32 | 5.15 | 0.0 | 0.0 | 3.894 | A |
| C | 98.13 | 98.13 | 4.13 | 280.02 | 0.350 | 97.96 | 161.56 | 0.4 | 0.5 | 4.939 | A |
| D | 70.25 | 70.25 | 77.85 | 224.84 | 0.312 | 70.13 | 24.25 | 0.3 | 0.5 | 5.814 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 108.04 | 108.04 | 38.40 | 273.79 | 0.395 | 107.94 | 72.89 | 0.5 | 0.6 | 5.423 | A |
| B | 3.10 | 3.10 | 141.17 | 248.46 | 0.012 | 3.14 | 5.17 | 0.0 | 0.0 | 3.668 | A |
| C | 93.99 | 93.99 | 3.11 | 278.63 | 0.337 | 94.02 | 141.20 | 0.5 | 0.5 | 4.875 | A |
| D | 40.25 | 40.25 | 70.81 | 228.22 | 0.176 | 40.48 | 26.31 | 0.5 | 0.2 | 4.801 | A |

# Do Nothing 2030, 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 | GAW / Wansbeck Close / GAW / Bray Drive | Standard Roundabout | | A, B, C, D | 6.33 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.33 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | Do Nothing 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.07 | 57.99 | 10.37 |
| | B | 2.07 | 0.00 | 5.18 | 0.00 |
| | C | 83.95 | 3.11 | 0.00 | 42.29 |
| | D | 3.11 | 0.00 | 23.16 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.18 | 64.21 | 10.37 |
| | B | 2.07 | 0.00 | 4.15 | 0.00 |
| | C | 106.76 | 5.18 | 0.00 | 41.25 |
| | D | 5.18 | 1.04 | 21.09 | 0.00 |

17:30 - 17:45

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.11 | 68.36 | 4.15 |
| | B | 3.11 | 0.00 | 5.18 | 0.00 |
| | C | 107.80 | 4.15 | 0.00 | 31.92 |
| | D | 8.30 | 0.00 | 28.35 | 0.00 |

17:45 - 18:00

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.11 | 70.44 | 1.04 |
| | B | 2.07 | 0.00 | 3.11 | 0.00 |
| | C | 119.21 | 4.15 | 0.00 | 40.22 |
| | D | 5.18 | 1.04 | 25.24 | 0.00 |

# Vehicle Mix

17:00 - 17:15

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

17:15 - 17:30

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

17:30 - 17:45

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

17:45 - 18:00

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.28 | 4.41 | 0.4 | A | 75.10 | 300.40 |
| B | 0.03 | 3.40 | 0.0 | A | 6.74 | 26.96 |
| C | 0.58 | 7.65 | 1.4 | A | 147.50 | 590.00 |
| D | 0.18 | 5.35 | 0.2 | A | 30.42 | 121.69 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 70.44 | 70.44 | 26.13 | 283.48 | 0.248 | 70.11 | 88.55 | 0.0 | 0.3 | 4.212 | A |
| B | 7.26 | 7.26 | 91.09 | 278.36 | 0.026 | 7.23 | 5.15 | 0.0 | 0.0 | 3.319 | A |
| C | 129.35 | 129.35 | 12.39 | 275.63 | 0.469 | 128.48 | 85.93 | 0.0 | 0.9 | 6.082 | A |
| D | 26.27 | 26.27 | 88.54 | 219.18 | 0.120 | 26.14 | 52.33 | 0.0 | 0.1 | 4.659 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 79.77 | 79.77 | 27.29 | 285.18 | 0.280 | 79.71 | 113.71 | 0.3 | 0.4 | 4.379 | A |
| B | 6.22 | 6.22 | 95.63 | 276.06 | 0.023 | 6.22 | 11.36 | 0.0 | 0.0 | 3.337 | A |
| C | 153.20 | 153.20 | 12.44 | 273.70 | 0.560 | 152.83 | 89.42 | 0.9 | 1.2 | 7.421 | A |
| D | 27.31 | 27.31 | 113.70 | 205.30 | 0.133 | 27.29 | 51.57 | 0.1 | 0.2 | 5.056 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.62 | 75.62 | 32.46 | 279.85 | 0.270 | 75.63 | 119.24 | 0.4 | 0.4 | 4.408 | A |
| B | 8.30 | 8.30 | 100.81 | 272.67 | 0.030 | 8.29 | 7.28 | 0.0 | 0.0 | 3.403 | A |
| C | 143.87 | 143.87 | 7.28 | 278.32 | 0.517 | 144.03 | 101.82 | 1.2 | 1.1 | 6.712 | A |
| D | 36.64 | 36.64 | 115.12 | 205.10 | 0.179 | 36.58 | 36.20 | 0.2 | 0.2 | 5.340 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 74.58 | 74.58 | 30.43 | 283.46 | 0.263 | 74.60 | 126.30 | 0.4 | 0.4 | 4.310 | A |
| B | 5.18 | 5.18 | 96.74 | 275.42 | 0.019 | 5.20 | 8.29 | 0.0 | 0.0 | 3.332 | A |
| C | 163.57 | 163.57 | 3.13 | 280.55 | 0.583 | 163.28 | 98.81 | 1.1 | 1.4 | 7.654 | A |
| D | 31.46 | 31.46 | 125.24 | 199.75 | 0.158 | 31.49 | 41.17 | 0.2 | 0.2 | 5.349 | A |

# Do Something 2030, AM

### 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 | GAW / Wansbeck Close / GAW / Bray Drive | Standard Roundabout | | A, B, C, D | 19.07 | C |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 19.07 | C |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D5 | Do Something 2030 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 1.03 | 233.85 | 3.10 |
| | B | 2.07 | 0.00 | 11.38 | 0.00 |
| | C | 117.13 | 1.03 | 0.00 | 12.88 |
| | D | 6.21 | 0.00 | 79.55 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 0.00 | 187.31 | 1.03 |
| | B | 1.03 | 0.00 | 3.10 | 1.03 |
| | C | 109.89 | 1.03 | 0.00 | 23.22 |
| | D | 5.17 | 0.00 | 54.73 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.10 | 191.44 | 2.07 |
| | B | 2.07 | 0.00 | 8.28 | 0.00 |
| | C | 132.65 | 2.07 | 0.00 | 22.19 |
| | D | 5.17 | 0.00 | 65.07 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 0.00 | 209.03 | 2.07 |
| | B | 1.03 | 0.00 | 2.07 | 0.00 |
| | C | 124.37 | 4.14 | 0.00 | 24.26 |
| | D | 6.21 | 1.03 | 33.01 | 0.00 |

# Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:15 - 08:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.95 | 31.07 | 9.8 | D | 208.52 | 834.07 |
| B | 0.09 | 6.51 | 0.1 | A | 8.02 | 32.07 |
| C | 0.56 | 7.27 | 1.2 | A | 143.72 | 574.87 |
| D | 0.42 | 7.60 | 0.7 | A | 64.04 | 256.16 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 237.99 | 237.99 | 79.91 | 251.59 | 0.946 | 228.23 | 124.56 | 0.0 | 9.8 | 31.067 | D |
| B | 13.45 | 13.45 | 306.12 | 151.52 | 0.089 | 13.35 | 2.02 | 0.0 | 0.1 | 6.509 | A |
| C | 131.04 | 131.04 | 5.03 | 279.54 | 0.469 | 130.17 | 314.44 | 0.0 | 0.9 | 5.991 | A |
| D | 85.76 | 85.76 | 119.43 | 202.82 | 0.423 | 85.04 | 15.77 | 0.0 | 0.7 | 7.596 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 188.34 | 188.34 | 56.06 | 266.74 | 0.706 | 195.60 | 116.16 | 9.8 | 2.5 | 13.834 | B |
| B | 5.17 | 5.17 | 250.58 | 185.11 | 0.028 | 5.24 | 1.08 | 0.1 | 0.0 | 5.004 | A |
| C | 134.15 | 134.15 | 3.22 | 280.50 | 0.478 | 134.11 | 252.60 | 0.9 | 0.9 | 6.146 | A |
| D | 59.90 | 59.90 | 112.00 | 206.76 | 0.290 | 60.21 | 25.33 | 0.7 | 0.4 | 6.156 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 196.62 | 196.62 | 66.99 | 263.54 | 0.746 | 196.31 | 139.56 | 2.5 | 2.8 | 13.295 | B |
| B | 10.34 | 10.34 | 258.18 | 181.88 | 0.057 | 10.31 | 5.12 | 0.0 | 0.1 | 5.246 | A |
| C | 156.90 | 156.90 | 4.12 | 280.02 | 0.560 | 156.56 | 264.37 | 0.9 | 1.3 | 7.268 | A |
| D | 70.25 | 70.25 | 136.45 | 193.81 | 0.362 | 70.10 | 24.23 | 0.4 | 0.6 | 7.265 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 211.10 | 211.10 | 38.46 | 273.75 | 0.771 | 210.71 | 131.68 | 2.8 | 3.2 | 14.145 | B |
| B | 3.10 | 3.10 | 243.98 | 187.73 | 0.017 | 3.15 | 5.19 | 0.1 | 0.0 | 4.878 | A |
| C | 152.77 | 152.77 | 3.11 | 278.32 | 0.549 | 152.79 | 244.02 | 1.3 | 1.2 | 7.171 | A |
| D | 40.25 | 40.25 | 129.59 | 196.79 | 0.205 | 40.55 | 26.31 | 0.6 | 0.3 | 5.772 | A |

# Do Something 2030, 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 | GAW / Wansbeck Close / GAW / Bray Drive | Standard Roundabout | | A, B, C, D | 10.85 | B |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 10.85 | B |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D6 | Do Something 2030 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**17:00 - 17:15**

Demand (Veh/TS)

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.07 | 84.84 | 10.37 |
| | B | 2.07 | 0.00 | 5.18 | 0.00 |
| | C | 141.06 | 3.11 | 0.00 | 42.29 |
| | D | 3.11 | 0.00 | 23.16 | 0.00 |

**17:15 - 17:30**

Demand (Veh/TS)

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.18 | 91.06 | 10.37 |
| | B | 2.07 | 0.00 | 4.15 | 0.00 |
| | C | 163.87 | 5.18 | 0.00 | 41.25 |
| | D | 5.18 | 1.04 | 21.09 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.11 | 95.21 | 4.15 |
| | B | 3.11 | 0.00 | 5.18 | 0.00 |
| | C | 164.91 | 4.15 | 0.00 | 31.92 |
| | D | 8.30 | 0.00 | 28.35 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.11 | 97.29 | 1.04 |
| | B | 2.07 | 0.00 | 3.11 | 0.00 |
| | C | 176.32 | 4.15 | 0.00 | 40.22 |
| | D | 5.18 | 1.04 | 25.24 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.37 | 5.08 | 0.6 | A | 101.95 | 407.81 |
| B | 0.03 | 3.62 | 0.0 | A | 6.74 | 26.96 |
| C | 0.79 | 14.61 | 3.5 | B | 204.61 | 818.44 |
| D | 0.21 | 6.51 | 0.3 | A | 30.42 | 121.69 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 97.29 | 97.29 | 26.10 | 283.36 | 0.343 | 96.77 | 144.69 | 0.0 | 0.5 | 4.809 | A |
| B | 7.26 | 7.26 | 117.73 | 262.77 | 0.028 | 7.23 | 5.14 | 0.0 | 0.0 | 3.521 | A |
| C | 186.46 | 186.46 | 12.38 | 275.63 | 0.677 | 184.44 | 112.58 | 0.0 | 2.0 | 9.669 | A |
| D | 26.27 | 26.27 | 144.67 | 189.46 | 0.139 | 26.12 | 52.15 | 0.0 | 0.2 | 5.506 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 106.62 | 106.62 | 27.26 | 285.19 | 0.374 | 106.54 | 170.20 | 0.5 | 0.6 | 5.035 | A |
| B | 6.22 | 6.22 | 122.47 | 260.51 | 0.024 | 6.23 | 11.34 | 0.0 | 0.0 | 3.538 | A |
| C | 210.31 | 210.31 | 12.44 | 273.49 | 0.769 | 209.20 | 116.25 | 2.0 | 3.1 | 13.744 | B |
| D | 27.31 | 27.31 | 170.18 | 175.10 | 0.156 | 27.29 | 51.46 | 0.2 | 0.2 | 6.089 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 102.47 | 102.47 | 32.46 | 279.78 | 0.366 | 102.48 | 176.52 | 0.6 | 0.6 | 5.076 | A |
| B | 8.30 | 8.30 | 127.65 | 256.97 | 0.032 | 8.29 | 7.30 | 0.0 | 0.0 | 3.618 | A |
| C | 200.98 | 200.98 | 7.29 | 278.30 | 0.722 | 201.42 | 128.64 | 3.1 | 2.7 | 11.791 | B |
| D | 36.64 | 36.64 | 172.42 | 174.76 | 0.210 | 36.56 | 36.29 | 0.2 | 0.3 | 6.510 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 101.43 | 101.43 | 30.42 | 283.46 | 0.358 | 101.45 | 183.05 | 0.6 | 0.6 | 4.945 | A |
| B | 5.18 | 5.18 | 123.60 | 259.85 | 0.020 | 5.20 | 8.28 | 0.0 | 0.0 | 3.536 | A |
| C | 220.68 | 220.68 | 3.13 | 280.55 | 0.787 | 219.92 | 125.66 | 2.7 | 3.5 | 14.614 | B |
| D | 31.46 | 31.46 | 181.98 | 169.71 | 0.185 | 31.49 | 41.07 | 0.3 | 0.2 | 6.515 | A |

# Do Nothing 2035, AM

### 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 | GAW / Wansbeck Close / GAW / Bray Drive | Standard Roundabout | | A, B, C, D | 6.37 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.37 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D7 | Do Nothing 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 1.05 | 133.10 | 3.16 |
| | B | 2.11 | 0.00 | 11.58 | 0.00 |
| | C | 59.35 | 1.05 | 0.00 | 13.08 |
| | D | 6.32 | 0.00 | 80.79 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 0.00 | 85.72 | 1.05 |
| | B | 1.05 | 0.00 | 3.16 | 1.05 |
| | C | 51.98 | 1.05 | 0.00 | 23.61 |
| | D | 5.26 | 0.00 | 55.52 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.16 | 89.94 | 2.11 |
| | B | 2.11 | 0.00 | 8.42 | 0.00 |
| | C | 75.14 | 2.11 | 0.00 | 22.56 |
| | D | 5.26 | 0.00 | 66.05 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 0.00 | 107.83 | 2.11 |
| | B | 1.05 | 0.00 | 2.11 | 0.00 |
| | C | 66.72 | 4.21 | 0.00 | 24.66 |
| | D | 6.32 | 1.05 | 33.41 | 0.00 |

# Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:15 - 08:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.55 | 7.76 | 1.2 | A | 107.31 | 429.23 |
| B | 0.07 | 4.70 | 0.1 | A | 8.16 | 32.64 |
| C | 0.36 | 4.98 | 0.5 | A | 86.38 | 345.53 |
| D | 0.37 | 6.11 | 0.6 | A | 65.00 | 259.98 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 137.31 | 137.31 | 81.29 | 250.92 | 0.547 | 136.12 | 67.43 | 0.0 | 1.2 | 7.763 | A |
| B | 13.69 | 13.69 | 215.32 | 205.19 | 0.067 | 13.62 | 2.09 | 0.0 | 0.1 | 4.697 | A |
| C | 73.48 | 73.48 | 5.23 | 279.44 | 0.263 | 73.13 | 223.71 | 0.0 | 0.4 | 4.355 | A |
| D | 87.10 | 87.10 | 62.21 | 233.12 | 0.374 | 86.51 | 16.15 | 0.0 | 0.6 | 6.114 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 86.78 | 86.78 | 56.80 | 266.45 | 0.326 | 87.48 | 58.35 | 1.2 | 0.5 | 5.049 | A |
| B | 5.26 | 5.26 | 143.22 | 247.99 | 0.021 | 5.31 | 1.06 | 0.1 | 0.0 | 3.711 | A |
| C | 76.64 | 76.64 | 3.18 | 280.52 | 0.273 | 76.62 | 145.35 | 0.4 | 0.4 | 4.413 | A |
| D | 60.78 | 60.78 | 54.13 | 237.40 | 0.256 | 61.03 | 25.68 | 0.6 | 0.3 | 5.111 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 95.20 | 95.20 | 68.04 | 262.99 | 0.362 | 95.12 | 82.34 | 0.5 | 0.6 | 5.359 | A |
| B | 10.53 | 10.53 | 157.92 | 239.97 | 0.044 | 10.50 | 5.24 | 0.0 | 0.0 | 3.922 | A |
| C | 99.80 | 99.80 | 4.20 | 279.98 | 0.356 | 99.63 | 164.22 | 0.4 | 0.5 | 4.984 | A |
| D | 71.31 | 71.31 | 79.18 | 224.13 | 0.318 | 71.20 | 24.65 | 0.3 | 0.5 | 5.881 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 109.94 | 109.94 | 38.91 | 273.52 | 0.402 | 109.84 | 74.14 | 0.6 | 0.7 | 5.494 | A |
| B | 3.16 | 3.16 | 143.48 | 247.10 | 0.013 | 3.19 | 5.27 | 0.0 | 0.0 | 3.692 | A |
| C | 95.59 | 95.59 | 3.16 | 278.60 | 0.343 | 95.62 | 143.50 | 0.5 | 0.5 | 4.918 | A |
| D | 40.78 | 40.78 | 72.02 | 227.57 | 0.179 | 41.02 | 26.76 | 0.5 | 0.2 | 4.830 | A |

# Do Nothing 2035, 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 | GAW / Wansbeck Close / GAW / Bray Drive | Standard Roundabout | | A, B, C, D | 6.46 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 6.46 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D8 | Do Nothing 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.11 | 59.04 | 10.56 |
| | B | 2.11 | 0.00 | 5.28 | 0.00 |
| | C | 85.50 | 3.17 | 0.00 | 42.97 |
| | D | 3.17 | 0.00 | 23.51 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.28 | 65.38 | 10.56 |
| | B | 2.11 | 0.00 | 4.23 | 0.00 |
| | C | 108.74 | 5.28 | 0.00 | 41.91 |
| | D | 5.28 | 1.06 | 21.40 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.17 | 69.60 | 4.23 |
| | B | 3.17 | 0.00 | 5.28 | 0.00 |
| | C | 109.80 | 4.23 | 0.00 | 32.41 |
| | D | 8.45 | 0.00 | 28.79 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.17 | 71.72 | 1.06 |
| | B | 2.11 | 0.00 | 3.17 | 0.00 |
| | C | 121.42 | 4.23 | 0.00 | 40.86 |
| | D | 5.28 | 1.06 | 25.63 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.29 | 4.44 | 0.4 | A | 76.47 | 305.88 |
| B | 0.03 | 3.42 | 0.0 | A | 6.87 | 27.46 |
| C | 0.59 | 7.85 | 1.4 | A | 150.13 | 600.51 |
| D | 0.18 | 5.41 | 0.2 | A | 30.91 | 123.63 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 71.72 | 71.72 | 26.54 | 283.26 | 0.253 | 71.38 | 90.17 | 0.0 | 0.3 | 4.240 | A |
| B | 7.39 | 7.39 | 92.67 | 277.44 | 0.027 | 7.37 | 5.25 | 0.0 | 0.0 | 3.331 | A |
| C | 131.64 | 131.64 | 12.62 | 275.50 | 0.478 | 130.74 | 87.42 | 0.0 | 0.9 | 6.179 | A |
| D | 26.68 | 26.68 | 90.17 | 218.31 | 0.122 | 26.54 | 53.19 | 0.0 | 0.1 | 4.690 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 81.22 | 81.22 | 27.71 | 284.94 | 0.285 | 81.16 | 115.80 | 0.3 | 0.4 | 4.415 | A |
| B | 6.34 | 6.34 | 97.30 | 275.09 | 0.023 | 6.34 | 11.58 | 0.0 | 0.0 | 3.350 | A |
| C | 155.94 | 155.94 | 12.67 | 273.58 | 0.570 | 155.54 | 90.97 | 0.9 | 1.3 | 7.598 | A |
| D | 27.74 | 27.74 | 115.79 | 204.18 | 0.136 | 27.72 | 52.42 | 0.1 | 0.2 | 5.100 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 77.00 | 77.00 | 32.99 | 279.57 | 0.275 | 77.01 | 121.45 | 0.4 | 0.4 | 4.443 | A |
| B | 8.45 | 8.45 | 102.58 | 271.64 | 0.031 | 8.44 | 7.42 | 0.0 | 0.0 | 3.418 | A |
| C | 146.43 | 146.43 | 7.42 | 278.25 | 0.526 | 146.60 | 103.60 | 1.3 | 1.1 | 6.848 | A |
| D | 37.25 | 37.25 | 117.26 | 203.97 | 0.183 | 37.18 | 36.76 | 0.2 | 0.2 | 5.392 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 75.94 | 75.94 | 30.91 | 283.20 | 0.268 | 75.95 | 128.64 | 0.4 | 0.4 | 4.342 | A |
| B | 5.28 | 5.28 | 98.43 | 274.44 | 0.019 | 5.29 | 8.44 | 0.0 | 0.0 | 3.343 | A |
| C | 166.50 | 166.50 | 3.19 | 280.52 | 0.594 | 166.20 | 100.53 | 1.1 | 1.4 | 7.849 | A |
| D | 31.96 | 31.96 | 127.56 | 198.52 | 0.161 | 31.99 | 41.83 | 0.2 | 0.2 | 5.407 | A |

# Do Something 2035, AM

### 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 | GAW / Wansbeck Close / GAW / Bray Drive | Standard Roundabout | | A, B, C, D | 20.16 | C |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 20.16 | C |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D9 | Do Something 2035 | AM | DIRECT | 08:00 | 09:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**08:00 - 08:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 1.05 | 236.15 | 3.16 |
| | B | 2.11 | 0.00 | 11.58 | 0.00 |
| | C | 118.12 | 1.05 | 0.00 | 13.08 |
| | D | 6.32 | 0.00 | 80.79 | 0.00 |

**Demand (Veh/TS)**

**08:15 - 08:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 0.00 | 188.78 | 1.05 |
| | B | 1.05 | 0.00 | 3.16 | 1.05 |
| | C | 110.75 | 1.05 | 0.00 | 23.61 |
| | D | 5.26 | 0.00 | 55.52 | 0.00 |

**08:30 - 08:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.16 | 192.99 | 2.11 |
| | B | 2.11 | 0.00 | 8.42 | 0.00 |
| | C | 133.92 | 2.11 | 0.00 | 22.56 |
| | D | 5.26 | 0.00 | 66.05 | 0.00 |

**08:45 - 09:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 0.00 | 210.89 | 2.11 |
| | B | 1.05 | 0.00 | 2.11 | 0.00 |
| | C | 125.49 | 4.21 | 0.00 | 24.66 |
| | D | 6.32 | 1.05 | 33.41 | 0.00 |

# Vehicle Mix

**08:00 - 08:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:15 - 08:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:30 - 08:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**08:45 - 09:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 2 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.96 | 33.22 | 10.8 | D | 210.37 | 841.47 |
| B | 0.09 | 6.59 | 0.1 | A | 8.16 | 32.64 |
| C | 0.57 | 7.37 | 1.3 | A | 145.16 | 580.62 |
| D | 0.43 | 7.72 | 0.7 | A | 65.00 | 259.98 |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 240.37 | 240.37 | 81.14 | 250.94 | 0.958 | 229.60 | 125.68 | 0.0 | 10.8 | 33.218 | D |
| B | 13.69 | 13.69 | 308.69 | 150.01 | 0.091 | 13.59 | 2.05 | 0.0 | 0.1 | 6.593 | A |
| C | 132.26 | 132.26 | 5.11 | 279.50 | 0.473 | 131.37 | 317.17 | 0.0 | 0.9 | 6.040 | A |
| D | 87.10 | 87.10 | 120.47 | 202.27 | 0.431 | 86.36 | 16.01 | 0.0 | 0.7 | 7.716 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 189.83 | 189.83 | 56.88 | 266.28 | 0.713 | 197.99 | 117.13 | 10.8 | 2.6 | 14.617 | B |
| B | 5.26 | 5.26 | 253.77 | 183.24 | 0.029 | 5.33 | 1.10 | 0.1 | 0.0 | 5.062 | A |
| C | 135.42 | 135.42 | 3.29 | 280.47 | 0.483 | 135.38 | 255.82 | 0.9 | 0.9 | 6.201 | A |
| D | 60.78 | 60.78 | 112.91 | 206.28 | 0.295 | 61.11 | 25.76 | 0.7 | 0.4 | 6.212 | A |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 198.25 | 198.25 | 67.99 | 262.99 | 0.754 | 197.93 | 140.95 | 2.6 | 2.9 | 13.727 | B |
| B | 10.53 | 10.53 | 260.71 | 180.41 | 0.058 | 10.50 | 5.21 | 0.0 | 0.1 | 5.297 | A |
| C | 158.58 | 158.58 | 4.19 | 279.99 | 0.566 | 158.22 | 267.01 | 0.9 | 1.3 | 7.368 | A |
| D | 71.31 | 71.31 | 137.78 | 193.11 | 0.369 | 71.16 | 24.63 | 0.4 | 0.6 | 7.371 | A |

### 08:45 - 09:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 212.99 | 212.99 | 38.97 | 273.48 | 0.779 | 212.58 | 132.93 | 2.9 | 3.3 | 14.627 | B |
| B | 3.16 | 3.16 | 246.26 | 186.39 | 0.017 | 3.20 | 5.29 | 0.1 | 0.0 | 4.915 | A |
| C | 154.37 | 154.37 | 3.16 | 278.29 | 0.555 | 154.39 | 246.30 | 1.3 | 1.3 | 7.268 | A |
| D | 40.78 | 40.78 | 130.81 | 196.14 | 0.208 | 41.09 | 26.75 | 0.6 | 0.3 | 5.817 | A |

# Do Something 2035, 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 | GAW / Wansbeck Close / GAW / Bray Drive | Standard Roundabout | | A, B, C, D | 11.28 | B |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 11.28 | B |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D10 | Do Something 2035 | PM | DIRECT | 17:00 | 18:00 | 60 | 15 | ✓ |

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

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**17:00 - 17:15**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 2.11 | 85.89 | 10.56 |
| | B | 2.11 | 0.00 | 5.28 | 0.00 |
| | C | 142.61 | 3.17 | 0.00 | 42.97 |
| | D | 3.17 | 0.00 | 23.51 | 0.00 |

**Demand (Veh/TS)**

**17:15 - 17:30**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 5.28 | 92.23 | 10.56 |
| | B | 2.11 | 0.00 | 4.23 | 0.00 |
| | C | 165.85 | 5.28 | 0.00 | 41.91 |
| | D | 5.28 | 1.06 | 21.40 | 0.00 |

**17:30 - 17:45**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.17 | 96.45 | 4.23 |
| | B | 3.17 | 0.00 | 5.28 | 0.00 |
| | C | 166.91 | 4.23 | 0.00 | 32.41 |
| | D | 8.45 | 0.00 | 28.79 | 0.00 |

**17:45 - 18:00**

**Demand (Veh/TS)**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0.00 | 3.17 | 98.57 | 1.06 |
| | B | 2.11 | 0.00 | 3.17 | 0.00 |
| | C | 178.53 | 4.23 | 0.00 | 40.86 |
| | D | 5.28 | 1.06 | 25.63 | 0.00 |

# Vehicle Mix

**17:00 - 17:15**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:15 - 17:30**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 1 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:30 - 17:45**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 1 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

**17:45 - 18:00**

**HV %s**

| | | To | | | |
|---|---|---|---|---|---|
| | | A | B | C | D |
| From | A | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| A | 0.38 | 5.12 | 0.6 | A | 103.32 | 413.28 |
| B | 0.03 | 3.64 | 0.0 | A | 6.87 | 27.46 |
| C | 0.80 | 15.31 | 3.7 | C | 207.24 | 828.95 |
| D | 0.21 | 6.60 | 0.3 | A | 30.91 | 123.63 |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 98.57 | 98.57 | 26.50 | 283.14 | 0.348 | 98.04 | 146.28 | 0.0 | 0.5 | 4.848 | A |
| B | 7.39 | 7.39 | 119.30 | 261.85 | 0.028 | 7.37 | 5.23 | 0.0 | 0.0 | 3.536 | A |
| C | 188.75 | 188.75 | 12.61 | 275.51 | 0.685 | 186.65 | 114.06 | 0.0 | 2.1 | 9.909 | A |
| D | 26.68 | 26.68 | 146.27 | 188.62 | 0.141 | 26.52 | 53.00 | 0.0 | 0.2 | 5.546 | A |

### 17:15 - 17:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 108.07 | 108.07 | 27.68 | 284.96 | 0.379 | 108.00 | 172.24 | 0.5 | 0.6 | 5.083 | A |
| B | 6.34 | 6.34 | 124.13 | 259.55 | 0.024 | 6.34 | 11.55 | 0.0 | 0.0 | 3.556 | A |
| C | 213.05 | 213.05 | 12.67 | 273.37 | 0.779 | 211.84 | 117.80 | 2.1 | 3.3 | 14.328 | B |
| D | 27.74 | 27.74 | 172.21 | 174.02 | 0.159 | 27.71 | 52.30 | 0.2 | 0.2 | 6.152 | A |

### 17:30 - 17:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 103.85 | 103.85 | 32.99 | 279.50 | 0.372 | 103.86 | 178.75 | 0.6 | 0.6 | 5.124 | A |
| B | 8.45 | 8.45 | 129.41 | 255.94 | 0.033 | 8.44 | 7.44 | 0.0 | 0.0 | 3.635 | A |
| C | 203.54 | 203.54 | 7.42 | 278.23 | 0.731 | 204.02 | 130.43 | 3.3 | 2.8 | 12.226 | B |
| D | 37.25 | 37.25 | 174.57 | 173.61 | 0.215 | 37.16 | 36.87 | 0.2 | 0.3 | 6.591 | A |

### 17:45 - 18:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 102.79 | 102.79 | 30.91 | 283.20 | 0.363 | 102.81 | 185.34 | 0.6 | 0.6 | 4.989 | A |
| B | 5.28 | 5.28 | 125.29 | 258.88 | 0.020 | 5.29 | 8.43 | 0.0 | 0.0 | 3.548 | A |
| C | 223.61 | 223.61 | 3.19 | 280.52 | 0.797 | 222.77 | 127.39 | 2.8 | 3.7 | 15.311 | C |
| D | 31.96 | 31.96 | 184.25 | 168.50 | 0.190 | 32.00 | 41.71 | 0.3 | 0.2 | 6.596 | A |

# Junctions 10

## PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
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**Filename:** J16.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 28/02/2025 11:14:46

---

»2036, AM
»2036, PM
»2036 + GA2, AM
»2036 + GA2, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Q (Veh) | Delay (s) | RFC | LOS | Q (Veh) | Delay (s) | RFC | LOS |
| | 2036 | | | | | | | |
| Stream B-AC | 3.2 | 79.11 | 0.78 | F | 0.8 | 22.96 | 0.43 | C |
| Stream C-AB | 0.2 | 8.09 | 0.09 | A | 0.9 | 6.41 | 0.31 | A |
| | 2036 + GA2 | | | | | | | |
| Stream B-AC | 13.3 | 266.94 | 1.00 | F | 0.8 | 24.22 | 0.45 | C |
| Stream C-AB | 0.2 | 8.15 | 0.09 | A | 0.9 | 6.46 | 0.32 | A |

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

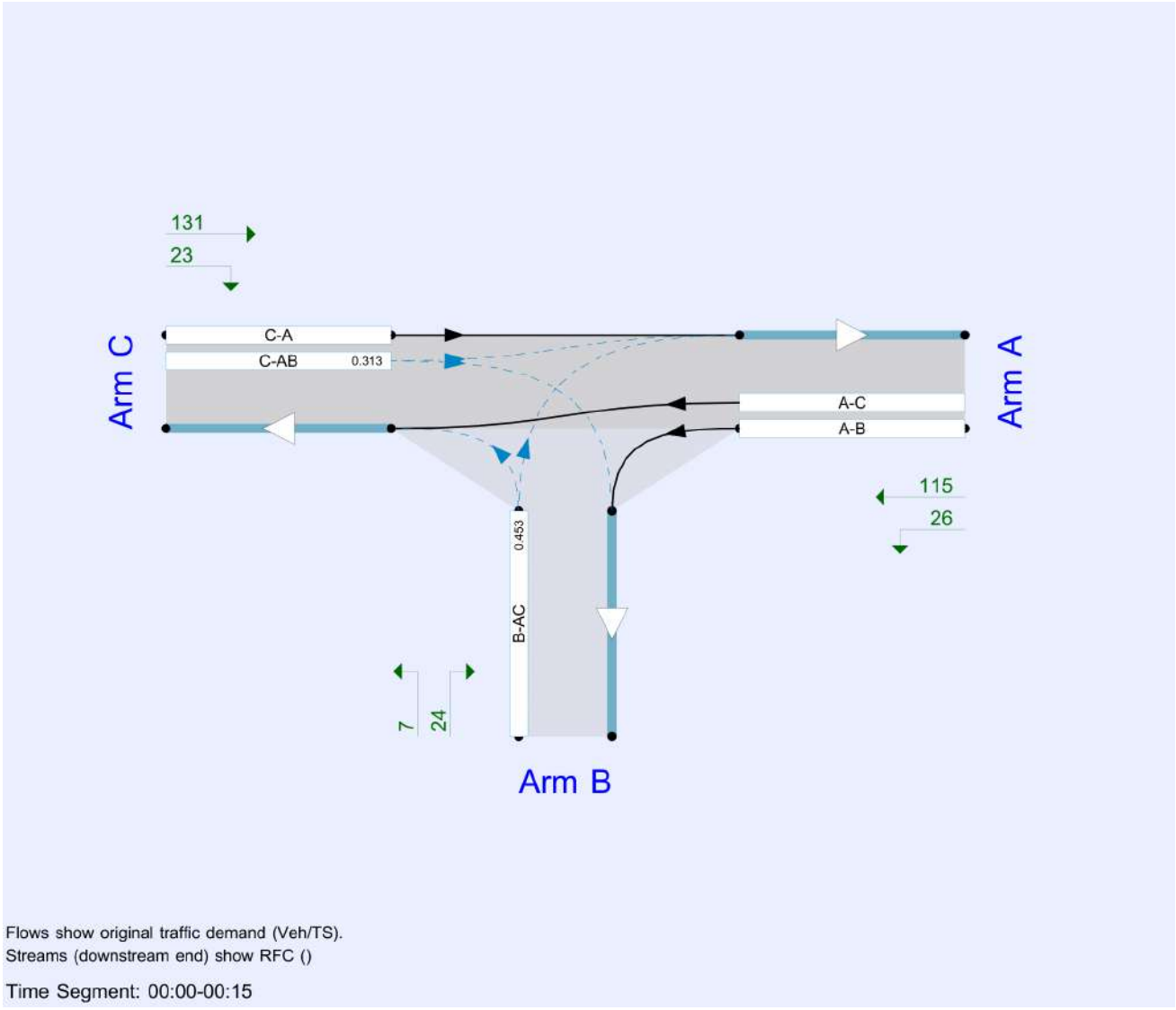
### File summary

#### File Description

| | |
|---|---|
| Title | |
| Location | |
| Site number | |
| Date | 27/02/2025 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | WH\i.planning |
| Description | |

### Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

| Vehicle length (m) | Calculate Q Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | RFC Threshold | Av. Delay threshold (s) | Q threshold (PCU) | Use simulation for HCM roundabouts | Use iterations for HCM roundabouts |
|---|---|---|---|---|---|---|---|---|---|---|
| 5.75 | | | | | | 0.85 | 36.00 | 20.00 | | |

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | 2036 | AM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |
| D2 | 2036 | PM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |
| D3 | 2036 + GA2 | AM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |
| D4 | 2036 + GA2 | PM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# 2036, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | Church Street / B197 High Street | T-Junction | Two-way | Two-way | Two-way | | 8.22 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 8.22 | A |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | B197 (N) High Street | | Major |
| B | Church Street | | Minor |
| C | B197 (S) High Street | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C | 6.21 | | | 88.0 | ✓ | 0.00 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B | One lane | 3.47 | 37 | 25 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/TS) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 131.343 | 0.096 | 0.243 | 0.153 | 0.347 |
| B-C | 167.412 | 0.100 | 0.254 | - | - |
| C-B | 156.231 | 0.240 | 0.240 | - | - |

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

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

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

# Traffic Demand

## Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | 2036 | AM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

## Demand overview (Traffic)

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

# Origin-Destination Data

### 00:00 - 00:15

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 22.00 | 255.00 |
| | B | 30.50 | 0.00 | 7.75 |
| | C | 58.00 | 6.00 | 0.00 |

### 00:15 - 00:30

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 22.00 | 255.00 |
| | B | 30.50 | 0.00 | 7.75 |
| | C | 58.00 | 6.00 | 0.00 |

### 00:30 - 00:45

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 22.00 | 255.00 |
| | B | 30.50 | 0.00 | 7.75 |
| | C | 58.00 | 6.00 | 0.00 |

### 00:45 - 01:00

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 22.00 | 255.00 |
| | B | 30.50 | 0.00 | 7.75 |
| | C | 58.00 | 6.00 | 0.00 |

# Vehicle Mix

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

### 00:00 - 00:15

Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:15 - 00:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:30 - 00:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:45 - 01:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.78 | 79.11 | 3.2 | F | 38.25 | 153.00 |
| C-AB | 0.09 | 8.09 | 0.2 | A | 11.43 | 45.73 |
| C-A | | | | | 52.57 | 210.27 |
| A-B | | | | | 22.00 | 88.00 |
| A-C | | | | | 255.00 | 1020.00 |

## Main Results for each time segment

**00:00 - 00:15**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 38.25 | 38.25 | 49.24 | 0.777 | 35.63 | 0.0 | 2.6 | 58.491 | F |
| C-AB | 11.37 | 11.37 | 122.86 | 0.093 | 11.18 | 0.0 | 0.2 | 8.057 | A |
| C-A | 52.63 | 52.63 | | | 52.63 | | | | |
| A-B | 22.00 | 22.00 | | | 22.00 | | | | |
| A-C | 255.00 | 255.00 | | | 255.00 | | | | |

**00:15 - 00:30**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 38.25 | 38.25 | 49.19 | 0.778 | 37.91 | 2.6 | 3.0 | 75.362 | F |
| C-AB | 11.45 | 11.45 | 122.93 | 0.093 | 11.45 | 0.2 | 0.2 | 8.086 | A |
| C-A | 52.55 | 52.55 | | | 52.55 | | | | |
| A-B | 22.00 | 22.00 | | | 22.00 | | | | |
| A-C | 255.00 | 255.00 | | | 255.00 | | | | |

### 00:30 - 00:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 38.25 | 38.25 | 49.19 | 0.778 | 38.10 | 3.0 | 3.1 | 77.946 | F |
| C-AB | 11.45 | 11.45 | 122.93 | 0.093 | 11.45 | 0.2 | 0.2 | 8.085 | A |
| C-A | 52.55 | 52.55 | | | 52.55 | | | | |
| A-B | 22.00 | 22.00 | | | 22.00 | | | | |
| A-C | 255.00 | 255.00 | | | 255.00 | | | | |

### 00:45 - 01:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 38.25 | 38.25 | 49.19 | 0.778 | 38.17 | 3.1 | 3.2 | 79.109 | F |
| C-AB | 11.45 | 11.45 | 122.93 | 0.093 | 11.45 | 0.2 | 0.2 | 8.085 | A |
| C-A | 52.55 | 52.55 | | | 52.55 | | | | |
| A-B | 22.00 | 22.00 | | | 22.00 | | | | |
| A-C | 255.00 | 255.00 | | | 255.00 | | | | |

# 2036, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | Church Street / B197 High Street | T-Junction | Two-way | Two-way | Two-way | | 3.41 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.41 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | 2036 | PM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**00:00 - 00:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 21.50 | 115.25 |
| | B | 23.00 | 0.00 | 6.75 |
| | C | 130.75 | 23.00 | 0.00 |

**Demand (Veh/TS)**

**00:15 - 00:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 21.50 | 115.25 |
| | B | 23.00 | 0.00 | 6.75 |
| | C | 130.75 | 23.00 | 0.00 |

**Demand (Veh/TS)**

**00:30 - 00:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 21.50 | 115.25 |
| | B | 23.00 | 0.00 | 6.75 |
| | C | 130.75 | 23.00 | 0.00 |

### Demand (Veh/TS)

00:45 - 01:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 21.50 | 115.25 |
| | B | 23.00 | 0.00 | 6.75 |
| | C | 130.75 | 23.00 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

00:00 - 00:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

### Heavy Vehicle %

00:15 - 00:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

### Heavy Vehicle %

00:30 - 00:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

### Heavy Vehicle %

00:45 - 01:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.43 | 22.96 | 0.8 | C | 29.75 | 119.00 |
| C-AB | 0.31 | 6.41 | 0.9 | A | 63.96 | 255.86 |
| C-A | | | | | 89.79 | 359.14 |
| A-B | | | | | 21.50 | 86.00 |
| A-C | | | | | 115.25 | 461.00 |

## Main Results for each time segment

### 00:00 - 00:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 29.75 | 29.75 | 69.14 | 0.430 | 29.03 | 0.0 | 0.7 | 22.071 | C |
| C-AB | 63.47 | 63.47 | 205.06 | 0.310 | 62.57 | 0.0 | 0.9 | 6.318 | A |
| C-A | 90.28 | 90.28 | | | 90.28 | | | | |
| A-B | 21.50 | 21.50 | | | 21.50 | | | | |
| A-C | 115.25 | 115.25 | | | 115.25 | | | | |

### 00:15 - 00:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 29.75 | 29.75 | 68.94 | 0.432 | 29.73 | 0.7 | 0.7 | 22.928 | C |
| C-AB | 64.12 | 64.12 | 205.48 | 0.312 | 64.11 | 0.9 | 0.9 | 6.405 | A |
| C-A | 89.63 | 89.63 | | | 89.63 | | | | |
| A-B | 21.50 | 21.50 | | | 21.50 | | | | |
| A-C | 115.25 | 115.25 | | | 115.25 | | | | |

### 00:30 - 00:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 29.75 | 29.75 | 68.94 | 0.432 | 29.74 | 0.7 | 0.7 | 22.948 | C |
| C-AB | 64.13 | 64.13 | 205.49 | 0.312 | 64.13 | 0.9 | 0.9 | 6.406 | A |
| C-A | 89.62 | 89.62 | | | 89.62 | | | | |
| A-B | 21.50 | 21.50 | | | 21.50 | | | | |
| A-C | 115.25 | 115.25 | | | 115.25 | | | | |

### 00:45 - 01:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 29.75 | 29.75 | 68.94 | 0.432 | 29.75 | 0.7 | 0.8 | 22.955 | C |
| C-AB | 64.13 | 64.13 | 205.49 | 0.312 | 64.13 | 0.9 | 0.9 | 6.409 | A |
| C-A | 89.62 | 89.62 | | | 89.62 | | | | |
| A-B | 21.50 | 21.50 | | | 21.50 | | | | |
| A-C | 115.25 | 115.25 | | | 115.25 | | | | |

# 2036 + GA2, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | Church Street / B197 High Street | T-Junction | Two-way | Two-way | Two-way | | 32.71 | D |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 32.71 | D |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | 2036 + GA2 | AM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**00:00 - 00:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 25.97 | 255.00 |
| | B | 40.02 | 0.00 | 7.75 |
| | C | 58.00 | 6.00 | 0.00 |

**00:15 - 00:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 25.97 | 255.00 |
| | B | 40.02 | 0.00 | 7.75 |
| | C | 58.00 | 6.00 | 0.00 |

**00:30 - 00:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 25.97 | 255.00 |
| | B | 40.02 | 0.00 | 7.75 |
| | C | 58.00 | 6.00 | 0.00 |

**Demand (Veh/TS)**

**00:45 - 01:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 25.97 | 255.00 |
| | B | 40.02 | 0.00 | 7.75 |
| | C | 58.00 | 6.00 | 0.00 |

## Vehicle Mix

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

**Heavy Vehicle %**

**00:00 - 00:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:15 - 00:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:30 - 00:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:45 - 01:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 1.00 | 266.94 | 13.3 | F | 47.77 | 191.07 |
| C-AB | 0.09 | 8.15 | 0.2 | A | 11.50 | 46.01 |
| C-A | | | | | 52.50 | 209.99 |
| A-B | | | | | 25.97 | 103.88 |
| A-C | | | | | 255.00 | 1020.00 |

## Main Results for each time segment

### 00:00 - 00:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 47.77 | 47.77 | 47.81 | 0.999 | 41.36 | 0.0 | 6.4 | 101.726 | F |
| C-AB | 11.43 | 11.43 | 122.04 | 0.094 | 11.25 | 0.0 | 0.2 | 8.122 | A |
| C-A | 52.57 | 52.57 | | | 52.57 | | | | |
| A-B | 25.97 | 25.97 | | | 25.97 | | | | |
| A-C | 255.00 | 255.00 | | | 255.00 | | | | |

### 00:15 - 00:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 47.77 | 47.77 | 47.76 | 1.000 | 44.90 | 6.4 | 9.3 | 185.415 | F |
| C-AB | 11.52 | 11.52 | 122.11 | 0.094 | 11.52 | 0.2 | 0.2 | 8.149 | A |
| C-A | 52.48 | 52.48 | | | 52.48 | | | | |
| A-B | 25.97 | 25.97 | | | 25.97 | | | | |
| A-C | 255.00 | 255.00 | | | 255.00 | | | | |

### 00:30 - 00:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 47.77 | 47.77 | 47.76 | 1.000 | 45.57 | 9.3 | 11.5 | 230.494 | F |
| C-AB | 11.53 | 11.53 | 122.11 | 0.094 | 11.52 | 0.2 | 0.2 | 8.151 | A |
| C-A | 52.47 | 52.47 | | | 52.47 | | | | |
| A-B | 25.97 | 25.97 | | | 25.97 | | | | |
| A-C | 255.00 | 255.00 | | | 255.00 | | | | |

### 00:45 - 01:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 47.77 | 47.77 | 47.76 | 1.000 | 45.91 | 11.5 | 13.3 | 266.935 | F |
| C-AB | 11.53 | 11.53 | 122.11 | 0.094 | 11.53 | 0.2 | 0.2 | 8.152 | A |
| C-A | 52.47 | 52.47 | | | 52.47 | | | | |
| A-B | 25.97 | 25.97 | | | 25.97 | | | | |
| A-C | 255.00 | 255.00 | | | 255.00 | | | | |

# 2036 + GA2, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | Church Street / B197 High Street | T-Junction | Two-way | Two-way | Two-way | | 3.58 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 3.58 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | 2036 + GA2 | PM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**00:00 - 00:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 26.15 | 115.25 |
| | B | 24.23 | 0.00 | 6.75 |
| | C | 130.75 | 23.00 | 0.00 |

**00:15 - 00:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 26.15 | 115.25 |
| | B | 24.23 | 0.00 | 6.75 |
| | C | 130.75 | 23.00 | 0.00 |

**00:30 - 00:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 26.15 | 115.25 |
| | B | 24.23 | 0.00 | 6.75 |
| | C | 130.75 | 23.00 | 0.00 |

### Demand (Veh/TS)

00:45 - 01:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 26.15 | 115.25 |
| B | 24.23 | 0.00 | 6.75 |
| C | 130.75 | 23.00 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

00:00 - 00:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:15 - 00:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:30 - 00:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:45 - 01:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.45 | 24.22 | 0.8 | C | 30.98 | 123.92 |
| C-AB | 0.32 | 6.46 | 0.9 | A | 64.39 | 257.58 |
| C-A | | | | | 89.36 | 357.42 |
| A-B | | | | | 26.15 | 104.60 |
| A-C | | | | | 115.25 | 461.00 |

## Main Results for each time segment

### 00:00 - 00:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 30.98 | 30.98 | 68.32 | 0.453 | 30.19 | 0.0 | 0.8 | 23.161 | C |
| C-AB | 63.89 | 63.89 | 204.30 | 0.313 | 62.97 | 0.0 | 0.9 | 6.368 | A |
| C-A | 89.86 | 89.86 | | | 89.86 | | | | |
| A-B | 26.15 | 26.15 | | | 26.15 | | | | |
| A-C | 115.25 | 115.25 | | | 115.25 | | | | |

### 00:15 - 00:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 30.98 | 30.98 | 68.12 | 0.455 | 30.96 | 0.8 | 0.8 | 24.180 | C |
| C-AB | 64.56 | 64.56 | 204.73 | 0.315 | 64.54 | 0.9 | 0.9 | 6.460 | A |
| C-A | 89.19 | 89.19 | | | 89.19 | | | | |
| A-B | 26.15 | 26.15 | | | 26.15 | | | | |
| A-C | 115.25 | 115.25 | | | 115.25 | | | | |

### 00:30 - 00:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 30.98 | 30.98 | 68.12 | 0.455 | 30.97 | 0.8 | 0.8 | 24.208 | C |
| C-AB | 64.56 | 64.56 | 204.74 | 0.315 | 64.56 | 0.9 | 0.9 | 6.464 | A |
| C-A | 89.19 | 89.19 | | | 89.19 | | | | |
| A-B | 26.15 | 26.15 | | | 26.15 | | | | |
| A-C | 115.25 | 115.25 | | | 115.25 | | | | |

### 00:45 - 01:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 30.98 | 30.98 | 68.12 | 0.455 | 30.98 | 0.8 | 0.8 | 24.216 | C |
| C-AB | 64.57 | 64.57 | 204.75 | 0.315 | 64.57 | 0.9 | 0.9 | 6.462 | A |
| C-A | 89.18 | 89.18 | | | 89.18 | | | | |
| A-B | 26.15 | 26.15 | | | 26.15 | | | | |
| A-C | 115.25 | 115.25 | | | 115.25 | | | | |

# Junctions 10

## PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
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**Filename:** J17.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 28/02/2025 11:19:02

»2036, AM
»2036, PM
»2036 + GA2, AM
»2036 + GA2, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Q (Veh) | Delay (s) | RFC | LOS | Q (Veh) | Delay (s) | RFC | LOS |
| | 2036 | | | | | | | |
| Stream B-AC | 2.7 | 38.73 | 0.74 | E | 1.0 | 18.77 | 0.50 | C |
| Stream C-AB | 0.7 | 11.02 | 0.40 | B | 0.9 | 14.22 | 0.47 | B |
| | 2036 + GA2 | | | | | | | |
| Stream B-AC | 3.7 | 51.41 | 0.80 | F | 1.2 | 21.25 | 0.55 | C |
| Stream C-AB | 0.7 | 11.32 | 0.41 | B | 0.9 | 14.29 | 0.47 | B |

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

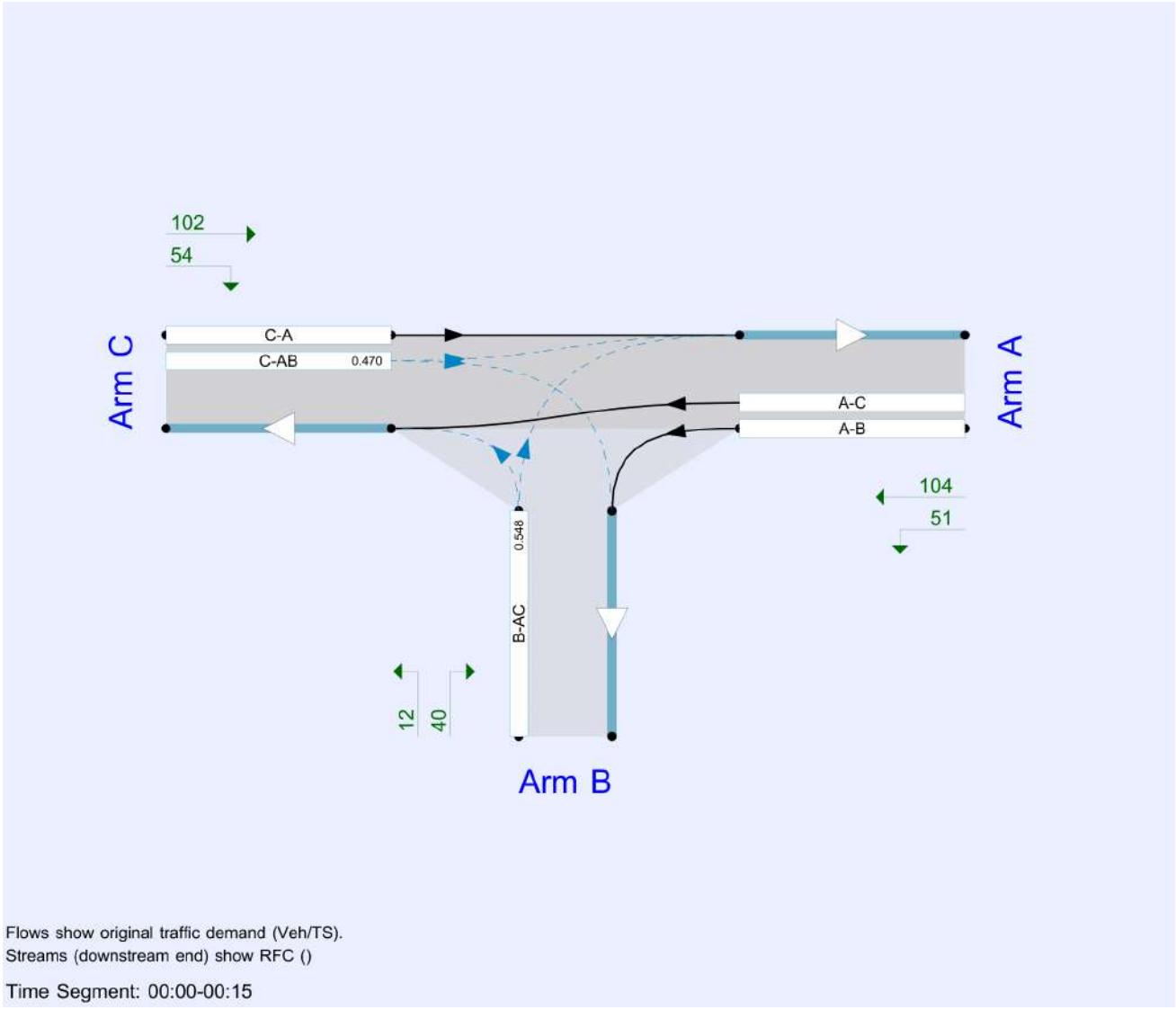
### File summary

#### File Description

| | |
|---|---|
| Title | |
| Location | |
| Site number | |
| Date | 27/02/2025 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | WH\i.planning |
| Description | |

### Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

| Vehicle length (m) | Calculate Q Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | RFC Threshold | Av. Delay threshold (s) | Q threshold (PCU) | Use simulation for HCM roundabouts | Use iterations for HCM roundabouts |
|---|---|---|---|---|---|---|---|---|---|---|
| 5.75 | | | | | | 0.85 | 36.00 | 20.00 | | |

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | 2036 | AM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |
| D2 | 2036 | PM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |
| D3 | 2036 + GA2 | AM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |
| D4 | 2036 + GA2 | PM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# 2036, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | High Street / Graveley Lane | T-Junction | Two-way | Two-way | Two-way | | 7.13 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 7.13 | A |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | B197 (S) High Street | | Major |
| B | Graveley Lane | | Minor |
| C | B197 (N) High Street | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C | 7.00 | | | 182.0 | ✓ | 4.86 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B | One lane | 4.10 | 241 | 240 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/TS) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 190.910 | 0.133 | 0.335 | 0.211 | 0.479 |
| B-C | 215.094 | 0.127 | 0.320 | - | - |
| C-B | 169.840 | 0.252 | 0.252 | - | - |

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

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

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

# Traffic Demand

## Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | 2036 | AM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

## Demand overview (Traffic)

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

# Origin-Destination Data

### 00:00 - 00:15

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 28.25 | 60.25 |
| | B | 49.50 | 0.00 | 14.75 |
| | C | 227.50 | 52.75 | 0.00 |

### 00:15 - 00:30

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 28.25 | 60.25 |
| | B | 49.50 | 0.00 | 14.75 |
| | C | 227.50 | 52.75 | 0.00 |

### 00:30 - 00:45

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 28.25 | 60.25 |
| | B | 49.50 | 0.00 | 14.75 |
| | C | 227.50 | 52.75 | 0.00 |

### 00:45 - 01:00

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 28.25 | 60.25 |
| | B | 49.50 | 0.00 | 14.75 |
| | C | 227.50 | 52.75 | 0.00 |

# Vehicle Mix

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

### 00:00 - 00:15

Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:15 - 00:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:30 - 00:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:45 - 01:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.74 | 38.73 | 2.7 | E | 64.25 | 257.00 |
| C-AB | 0.40 | 11.02 | 0.7 | B | 54.32 | 217.29 |
| C-A | | | | | 225.93 | 903.71 |
| A-B | | | | | 28.25 | 113.00 |
| A-C | | | | | 60.25 | 241.00 |

## Main Results for each time segment

**00:00 - 00:15**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 64.25 | 64.25 | 87.59 | 0.733 | 61.85 | 0.0 | 2.4 | 32.521 | D |
| C-AB | 54.32 | 54.32 | 136.05 | 0.399 | 53.65 | 0.0 | 0.7 | 10.843 | B |
| C-A | 225.93 | 225.93 | | | 225.93 | | | | |
| A-B | 28.25 | 28.25 | | | 28.25 | | | | |
| A-C | 60.25 | 60.25 | | | 60.25 | | | | |

**00:15 - 00:30**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 64.25 | 64.25 | 87.27 | 0.736 | 64.07 | 2.4 | 2.6 | 38.117 | E |
| C-AB | 54.32 | 54.32 | 136.05 | 0.399 | 54.31 | 0.7 | 0.7 | 11.012 | B |
| C-A | 225.93 | 225.93 | | | 225.93 | | | | |
| A-B | 28.25 | 28.25 | | | 28.25 | | | | |
| A-C | 60.25 | 60.25 | | | 60.25 | | | | |

### 00:30 - 00:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 64.25 | 64.25 | 87.27 | 0.736 | 64.18 | 2.6 | 2.6 | 38.563 | E |
| C-AB | 54.32 | 54.32 | 136.05 | 0.399 | 54.32 | 0.7 | 0.7 | 11.016 | B |
| C-A | 225.93 | 225.93 | | | 225.93 | | | | |
| A-B | 28.25 | 28.25 | | | 28.25 | | | | |
| A-C | 60.25 | 60.25 | | | 60.25 | | | | |

### 00:45 - 01:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 64.25 | 64.25 | 87.27 | 0.736 | 64.22 | 2.6 | 2.7 | 38.731 | E |
| C-AB | 54.32 | 54.32 | 136.05 | 0.399 | 54.32 | 0.7 | 0.7 | 11.017 | B |
| C-A | 225.93 | 225.93 | | | 225.93 | | | | |
| A-B | 28.25 | 28.25 | | | 28.25 | | | | |
| A-C | 60.25 | 60.25 | | | 60.25 | | | | |

# 2036, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | High Street / Graveley Lane | T-Junction | Two-way | Two-way | Two-way | | 4.73 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 4.73 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | 2036 | PM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**00:00 - 00:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 49.75 | 104.00 |
| | B | 35.50 | 0.00 | 12.00 |
| | C | 101.25 | 54.25 | 0.00 |

**Demand (Veh/TS)**

**00:15 - 00:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 49.75 | 104.00 |
| | B | 35.50 | 0.00 | 12.00 |
| | C | 101.25 | 54.25 | 0.00 |

**Demand (Veh/TS)**

**00:30 - 00:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 49.75 | 104.00 |
| | B | 35.50 | 0.00 | 12.00 |
| | C | 101.25 | 54.25 | 0.00 |

### Demand (Veh/TS)

00:45 - 01:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 49.75 | 104.00 |
| B | 35.50 | 0.00 | 12.00 |
| C | 101.25 | 54.25 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

00:00 - 00:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:15 - 00:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:30 - 00:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:45 - 01:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.50 | 18.77 | 1.0 | C | 47.50 | 190.00 |
| C-AB | 0.47 | 14.22 | 0.9 | B | 55.92 | 223.69 |
| C-A | | | | | 99.58 | 398.31 |
| A-B | | | | | 49.75 | 199.00 |
| A-C | | | | | 104.00 | 416.00 |

## Main Results for each time segment

### 00:00 - 00:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 47.50 | 47.50 | 95.82 | 0.496 | 46.55 | 0.0 | 0.9 | 17.946 | C |
| C-AB | 55.92 | 55.92 | 119.25 | 0.469 | 55.04 | 0.0 | 0.9 | 13.847 | B |
| C-A | 99.58 | 99.58 | | | 99.58 | | | | |
| A-B | 49.75 | 49.75 | | | 49.75 | | | | |
| A-C | 104.00 | 104.00 | | | 104.00 | | | | |

### 00:15 - 00:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 47.50 | 47.50 | 95.42 | 0.498 | 47.48 | 0.9 | 1.0 | 18.746 | C |
| C-AB | 55.92 | 55.92 | 119.25 | 0.469 | 55.91 | 0.9 | 0.9 | 14.211 | B |
| C-A | 99.58 | 99.58 | | | 99.58 | | | | |
| A-B | 49.75 | 49.75 | | | 49.75 | | | | |
| A-C | 104.00 | 104.00 | | | 104.00 | | | | |

### 00:30 - 00:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 47.50 | 47.50 | 95.42 | 0.498 | 47.49 | 1.0 | 1.0 | 18.767 | C |
| C-AB | 55.92 | 55.92 | 119.25 | 0.469 | 55.92 | 0.9 | 0.9 | 14.218 | B |
| C-A | 99.58 | 99.58 | | | 99.58 | | | | |
| A-B | 49.75 | 49.75 | | | 49.75 | | | | |
| A-C | 104.00 | 104.00 | | | 104.00 | | | | |

### 00:45 - 01:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 47.50 | 47.50 | 95.41 | 0.498 | 47.50 | 1.0 | 1.0 | 18.774 | C |
| C-AB | 55.92 | 55.92 | 119.25 | 0.469 | 55.92 | 0.9 | 0.9 | 14.218 | B |
| C-A | 99.58 | 99.58 | | | 99.58 | | | | |
| A-B | 49.75 | 49.75 | | | 49.75 | | | | |
| A-C | 104.00 | 104.00 | | | 104.00 | | | | |

# 2036 + GA2, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | High Street / Graveley Lane | T-Junction | Two-way | Two-way | Two-way | | 9.20 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 9.20 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | 2036 + GA2 | AM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**00:00 - 00:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 37.09 | 60.93 |
| | B | 53.19 | 0.00 | 14.75 |
| | C | 227.78 | 52.75 | 0.00 |

**Demand (Veh/TS)**

**00:15 - 00:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 37.09 | 60.93 |
| | B | 53.19 | 0.00 | 14.75 |
| | C | 227.78 | 52.75 | 0.00 |

**Demand (Veh/TS)**

**00:30 - 00:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 37.09 | 60.93 |
| | B | 53.19 | 0.00 | 14.75 |
| | C | 227.78 | 52.75 | 0.00 |

### Demand (Veh/TS)

00:45 - 01:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 37.09 | 60.93 |
| B | 53.19 | 0.00 | 14.75 |
| C | 227.78 | 52.75 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

00:00 - 00:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:15 - 00:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:30 - 00:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:45 - 01:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.80 | 51.41 | 3.7 | F | 67.94 | 271.74 |
| C-AB | 0.41 | 11.32 | 0.7 | B | 54.49 | 217.96 |
| C-A | | | | | 226.05 | 904.18 |
| A-B | | | | | 37.09 | 148.35 |
| A-C | | | | | 60.93 | 243.72 |

## Main Results for each time segment

### 00:00 - 00:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 67.94 | 67.94 | 85.35 | 0.796 | 64.79 | 0.0 | 3.2 | 39.347 | E |
| C-AB | 54.49 | 54.49 | 133.99 | 0.407 | 53.80 | 0.0 | 0.7 | 11.136 | B |
| C-A | 226.05 | 226.05 | | | 226.05 | | | | |
| A-B | 37.09 | 37.09 | | | 37.09 | | | | |
| A-C | 60.93 | 60.93 | | | 60.93 | | | | |

### 00:15 - 00:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 67.94 | 67.94 | 85.02 | 0.799 | 67.59 | 3.2 | 3.5 | 49.591 | E |
| C-AB | 54.49 | 54.49 | 133.99 | 0.407 | 54.48 | 0.7 | 0.7 | 11.321 | B |
| C-A | 226.05 | 226.05 | | | 226.05 | | | | |
| A-B | 37.09 | 37.09 | | | 37.09 | | | | |
| A-C | 60.93 | 60.93 | | | 60.93 | | | | |

### 00:30 - 00:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 67.94 | 67.94 | 85.01 | 0.799 | 67.80 | 3.5 | 3.6 | 50.874 | F |
| C-AB | 54.49 | 54.49 | 133.99 | 0.407 | 54.49 | 0.7 | 0.7 | 11.323 | B |
| C-A | 226.05 | 226.05 | | | 226.05 | | | | |
| A-B | 37.09 | 37.09 | | | 37.09 | | | | |
| A-C | 60.93 | 60.93 | | | 60.93 | | | | |

### 00:45 - 01:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 67.94 | 67.94 | 85.01 | 0.799 | 67.86 | 3.6 | 3.7 | 51.405 | F |
| C-AB | 54.49 | 54.49 | 133.99 | 0.407 | 54.49 | 0.7 | 0.7 | 11.324 | B |
| C-A | 226.05 | 226.05 | | | 226.05 | | | | |
| A-B | 37.09 | 37.09 | | | 37.09 | | | | |
| A-C | 60.93 | 60.93 | | | 60.93 | | | | |

# 2036 + GA2, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | High Street / Graveley Lane | T-Junction | Two-way | Two-way | Two-way | | 5.24 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 5.24 | A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | 2036 + GA2 | PM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**00:00 - 00:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 50.89 | 104.09 |
| | B | 39.82 | 0.00 | 12.00 |
| | C | 101.58 | 54.25 | 0.00 |

**Demand (Veh/TS)**

**00:15 - 00:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 50.89 | 104.09 |
| | B | 39.82 | 0.00 | 12.00 |
| | C | 101.58 | 54.25 | 0.00 |

**Demand (Veh/TS)**

**00:30 - 00:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 50.89 | 104.09 |
| | B | 39.82 | 0.00 | 12.00 |
| | C | 101.58 | 54.25 | 0.00 |

### Demand (Veh/TS)

00:45 - 01:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 50.89 | 104.09 |
| B | 39.82 | 0.00 | 12.00 |
| C | 101.58 | 54.25 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

00:00 - 00:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:15 - 00:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:30 - 00:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:45 - 01:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.55 | 21.25 | 1.2 | C | 51.82 | 207.27 |
| C-AB | 0.47 | 14.29 | 0.9 | B | 55.95 | 223.81 |
| C-A | | | | | 99.88 | 399.52 |
| A-B | | | | | 50.89 | 203.57 |
| A-C | | | | | 104.09 | 416.35 |

## Main Results for each time segment

### 00:00 - 00:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 51.82 | 51.82 | 94.53 | 0.548 | 50.66 | 0.0 | 1.2 | 20.034 | C |
| C-AB | 55.95 | 55.95 | 118.99 | 0.470 | 55.07 | 0.0 | 0.9 | 13.907 | B |
| C-A | 99.88 | 99.88 | | | 99.88 | | | | |
| A-B | 50.89 | 50.89 | | | 50.89 | | | | |
| A-C | 104.09 | 104.09 | | | 104.09 | | | | |

### 00:15 - 00:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 51.82 | 51.82 | 94.13 | 0.550 | 51.78 | 1.2 | 1.2 | 21.206 | C |
| C-AB | 55.95 | 55.95 | 118.99 | 0.470 | 55.94 | 0.9 | 0.9 | 14.275 | B |
| C-A | 99.88 | 99.88 | | | 99.88 | | | | |
| A-B | 50.89 | 50.89 | | | 50.89 | | | | |
| A-C | 104.09 | 104.09 | | | 104.09 | | | | |

### 00:30 - 00:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 51.82 | 51.82 | 94.13 | 0.551 | 51.81 | 1.2 | 1.2 | 21.243 | C |
| C-AB | 55.95 | 55.95 | 118.99 | 0.470 | 55.95 | 0.9 | 0.9 | 14.280 | B |
| C-A | 99.88 | 99.88 | | | 99.88 | | | | |
| A-B | 50.89 | 50.89 | | | 50.89 | | | | |
| A-C | 104.09 | 104.09 | | | 104.09 | | | | |

### 00:45 - 01:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 51.82 | 51.82 | 94.12 | 0.551 | 51.81 | 1.2 | 1.2 | 21.254 | C |
| C-AB | 55.95 | 55.95 | 118.99 | 0.470 | 55.95 | 0.9 | 0.9 | 14.285 | B |
| C-A | 99.88 | 99.88 | | | 99.88 | | | | |
| A-B | 50.89 | 50.89 | | | 50.89 | | | | |
| A-C | 104.09 | 104.09 | | | 104.09 | | | | |

# Junctions 10

## PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
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**Filename:** J18.j10
**Path:** F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
**Report generation date:** 28/02/2025 11:09:45

---

»2036, AM
»2036, PM
»2036 + GA2, AM
»2036 + GA2, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Q (Veh) | Delay (s) | RFC | LOS | Q (Veh) | Delay (s) | RFC | LOS |
| | 2036 | | | | | | | |
| Stream B-AC | 2.6 | 26.92 | 0.73 | D | 3.9 | 34.61 | 0.80 | D |
| Stream C-AB | 0.2 | 6.74 | 0.15 | A | 0.1 | 7.09 | 0.06 | A |
| | 2036 + GA2 | | | | | | | |
| Stream B-AC | 2.9 | 29.74 | 0.75 | D | 4.1 | 36.03 | 0.81 | E |
| Stream C-AB | 0.3 | 6.75 | 0.16 | A | 0.1 | 6.95 | 0.06 | A |

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

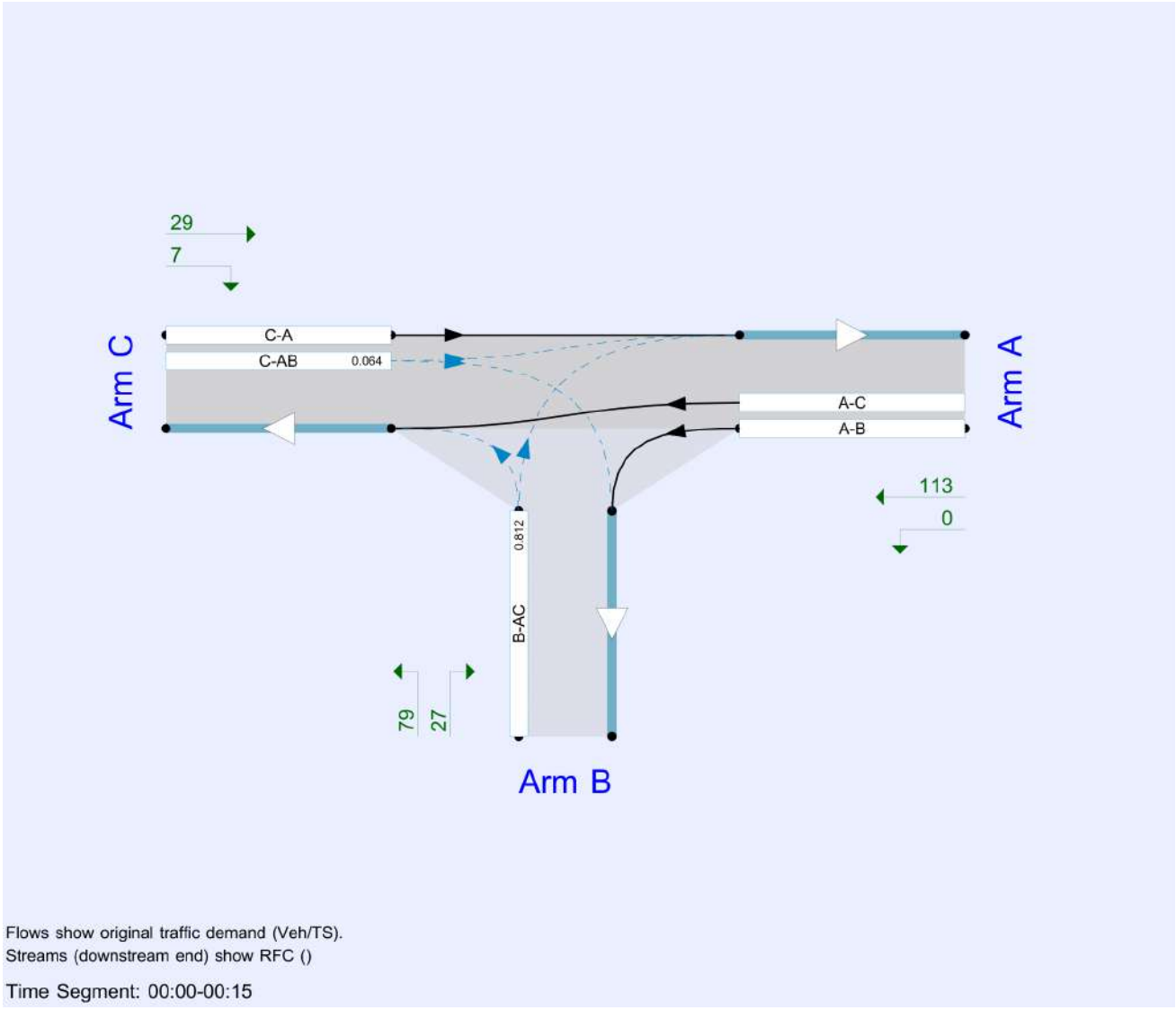
### File summary

#### File Description

| | |
|---|---|
| Title | |
| Location | |
| Site number | |
| Date | 27/02/2025 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | WH\i.planning |
| Description | |

### Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

| Vehicle length (m) | Calculate Q Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | RFC Threshold | Av. Delay threshold (s) | Q threshold (PCU) | Use simulation for HCM roundabouts | Use iterations for HCM roundabouts |
|---|---|---|---|---|---|---|---|---|---|---|
| 5.75 | | | | | | 0.85 | 36.00 | 20.00 | | |

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | 2036 | AM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |
| D2 | 2036 | PM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |
| D3 | 2036 + GA2 | AM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |
| D4 | 2036 + GA2 | PM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

## Analysis Set Details

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

# 2036, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 18 | Damask Green Rd / Hitchin Road | T-Junction | Two-way | Two-way | Two-way | | 11.67 | B |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 11.67 | B |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Damask Green Rd (S) | | Major |
| B | Hitchin Road | | Minor |
| C | Damask Green Rd (N) | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C | 8.65 | | | 87.0 | ✓ | 0.00 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B | One lane | 4.26 | 43 | 90 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/TS) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 150.910 | 0.101 | 0.256 | 0.161 | 0.366 |
| B-C | 191.612 | 0.100 | 0.252 | - | - |
| C-B | 156.086 | 0.214 | 0.214 | - | - |

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

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

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

# Traffic Demand

## Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | 2036 | AM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

## Demand overview (Traffic)

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

# Origin-Destination Data

### 00:00 - 00:15

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.25 | 64.50 |
| | B | 52.25 | 0.00 | 37.75 |
| | C | 44.50 | 17.25 | 0.00 |

### 00:15 - 00:30

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.25 | 64.50 |
| | B | 52.25 | 0.00 | 37.75 |
| | C | 44.50 | 17.25 | 0.00 |

### 00:30 - 00:45

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.25 | 64.50 |
| | B | 52.25 | 0.00 | 37.75 |
| | C | 44.50 | 17.25 | 0.00 |

### 00:45 - 01:00

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.25 | 64.50 |
| | B | 52.25 | 0.00 | 37.75 |
| | C | 44.50 | 17.25 | 0.00 |

# Vehicle Mix

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

### 00:00 - 00:15

**Heavy Vehicle %**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:15 - 00:30**

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:30 - 00:45**

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:45 - 01:00**

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.73 | 26.92 | 2.6 | D | 90.00 | 360.00 |
| C-AB | 0.15 | 6.74 | 0.2 | A | 24.09 | 96.35 |
| C-A | | | | | 37.66 | 150.65 |
| A-B | | | | | 5.25 | 21.00 |
| A-C | | | | | 64.50 | 258.00 |

## Main Results for each time segment

**00:00 - 00:15**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 90.00 | 90.00 | 123.34 | 0.730 | 87.55 | 0.0 | 2.4 | 23.773 | C |
| C-AB | 24.03 | 24.03 | 157.66 | 0.152 | 23.79 | 0.0 | 0.2 | 6.718 | A |
| C-A | 37.72 | 37.72 | | | 37.72 | | | | |
| A-B | 5.25 | 5.25 | | | 5.25 | | | | |
| A-C | 64.50 | 64.50 | | | 64.50 | | | | |

**00:15 - 00:30**

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 90.00 | 90.00 | 123.28 | 0.730 | 89.88 | 2.4 | 2.6 | 26.701 | D |
| C-AB | 24.10 | 24.10 | 157.71 | 0.153 | 24.10 | 0.2 | 0.2 | 6.741 | A |
| C-A | 37.65 | 37.65 | | | 37.65 | | | | |
| A-B | 5.25 | 5.25 | | | 5.25 | | | | |
| A-C | 64.50 | 64.50 | | | 64.50 | | | | |

### 00:30 - 00:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 90.00 | 90.00 | 123.28 | 0.730 | 89.96 | 2.6 | 2.6 | 26.857 | D |
| C-AB | 24.10 | 24.10 | 157.71 | 0.153 | 24.10 | 0.2 | 0.2 | 6.742 | A |
| C-A | 37.65 | 37.65 | | | 37.65 | | | | |
| A-B | 5.25 | 5.25 | | | 5.25 | | | | |
| A-C | 64.50 | 64.50 | | | 64.50 | | | | |

### 00:45 - 01:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 90.00 | 90.00 | 123.28 | 0.730 | 89.98 | 2.6 | 2.6 | 26.916 | D |
| C-AB | 24.10 | 24.10 | 157.71 | 0.153 | 24.10 | 0.2 | 0.2 | 6.744 | A |
| C-A | 37.65 | 37.65 | | | 37.65 | | | | |
| A-B | 5.25 | 5.25 | | | 5.25 | | | | |
| A-C | 64.50 | 64.50 | | | 64.50 | | | | |

# 2036, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 18 | Damask Green Rd / Hitchin Road | T-Junction | Two-way | Two-way | Two-way | | 14.88 | B |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 14.88 | B |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | 2036 | PM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**00:00 - 00:15**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 112.25 |
| | B | 27.00 | 0.00 | 78.75 |
| | C | 25.00 | 7.00 | 0.00 |

**00:15 - 00:30**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 112.25 |
| | B | 27.00 | 0.00 | 78.75 |
| | C | 25.00 | 7.00 | 0.00 |

**00:30 - 00:45**

**Demand (Veh/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 112.25 |
| | B | 27.00 | 0.00 | 78.75 |
| | C | 25.00 | 7.00 | 0.00 |

**Demand (Veh/TS)**

**00:45 - 01:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 112.25 |
| | B | 27.00 | 0.00 | 78.75 |
| | C | 25.00 | 7.00 | 0.00 |

# Vehicle Mix

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

**Heavy Vehicle %**

**00:00 - 00:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:15 - 00:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:30 - 00:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

**Heavy Vehicle %**

**00:45 - 01:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 10 | 10 | 10 |
| | B | 10 | 10 | 10 |
| | C | 10 | 10 | 10 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.80 | 34.61 | 3.9 | D | 105.75 | 423.00 |
| C-AB | 0.06 | 7.09 | 0.1 | A | 8.59 | 34.37 |
| C-A | | | | | 23.41 | 93.63 |
| A-B | | | | | 0.00 | 0.00 |
| A-C | | | | | 112.25 | 449.00 |

## Main Results for each time segment

### 00:00 - 00:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 105.75 | 105.75 | 131.41 | 0.805 | 102.24 | 0.0 | 3.5 | 28.212 | D |
| C-AB | 8.58 | 8.58 | 135.67 | 0.063 | 8.49 | 0.0 | 0.1 | 7.075 | A |
| C-A | 23.42 | 23.42 | | | 23.42 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 112.25 | 112.25 | | | 112.25 | | | | |

### 00:15 - 00:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 105.75 | 105.75 | 131.40 | 0.805 | 105.48 | 3.5 | 3.8 | 33.910 | D |
| C-AB | 8.60 | 8.60 | 135.68 | 0.063 | 8.60 | 0.1 | 0.1 | 7.086 | A |
| C-A | 23.40 | 23.40 | | | 23.40 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 112.25 | 112.25 | | | 112.25 | | | | |

### 00:30 - 00:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 105.75 | 105.75 | 131.40 | 0.805 | 105.64 | 3.8 | 3.9 | 34.410 | D |
| C-AB | 8.60 | 8.60 | 135.68 | 0.063 | 8.60 | 0.1 | 0.1 | 7.083 | A |
| C-A | 23.40 | 23.40 | | | 23.40 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 112.25 | 112.25 | | | 112.25 | | | | |

### 00:45 - 01:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 105.75 | 105.75 | 131.40 | 0.805 | 105.69 | 3.9 | 3.9 | 34.610 | D |
| C-AB | 8.60 | 8.60 | 135.68 | 0.063 | 8.60 | 0.1 | 0.1 | 7.083 | A |
| C-A | 23.40 | 23.40 | | | 23.40 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 112.25 | 112.25 | | | 112.25 | | | | |

# 2036 + GA2, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 18 | Damask Green Rd / Hitchin Road | T-Junction | Two-way | Two-way | Two-way | | 12.14 | B |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 12.14 | B |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D3 | 2036 + GA2 | AM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**00:00 - 00:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.93 | 73.34 |
| | B | 52.53 | 0.00 | 37.75 |
| | C | 48.19 | 17.25 | 0.00 |

**Demand (Veh/TS)**

**00:15 - 00:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.93 | 73.34 |
| | B | 52.53 | 0.00 | 37.75 |
| | C | 48.19 | 17.25 | 0.00 |

**Demand (Veh/TS)**

**00:30 - 00:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.93 | 73.34 |
| | B | 52.53 | 0.00 | 37.75 |
| | C | 48.19 | 17.25 | 0.00 |

### Demand (Veh/TS)

00:45 - 01:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 5.93 | 73.34 |
| B | 52.53 | 0.00 | 37.75 |
| C | 48.19 | 17.25 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

00:00 - 00:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:15 - 00:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:30 - 00:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:45 - 01:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.75 | 29.74 | 2.9 | D | 90.28 | 361.14 |
| C-AB | 0.16 | 6.75 | 0.3 | A | 24.85 | 99.41 |
| C-A | | | | | 40.58 | 162.34 |
| A-B | | | | | 5.93 | 23.72 |
| A-C | | | | | 73.34 | 293.35 |

## Main Results for each time segment

### 00:00 - 00:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 90.28 | 90.28 | 120.41 | 0.750 | 87.61 | 0.0 | 2.7 | 25.707 | D |
| C-AB | 24.79 | 24.79 | 158.40 | 0.157 | 24.53 | 0.0 | 0.3 | 6.719 | A |
| C-A | 40.64 | 40.64 | | | 40.64 | | | | |
| A-B | 5.93 | 5.93 | | | 5.93 | | | | |
| A-C | 73.34 | 73.34 | | | 73.34 | | | | |

### 00:15 - 00:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 90.28 | 90.28 | 120.35 | 0.750 | 90.13 | 2.7 | 2.8 | 29.441 | D |
| C-AB | 24.87 | 24.87 | 158.46 | 0.157 | 24.87 | 0.3 | 0.3 | 6.743 | A |
| C-A | 40.56 | 40.56 | | | 40.56 | | | | |
| A-B | 5.93 | 5.93 | | | 5.93 | | | | |
| A-C | 73.34 | 73.34 | | | 73.34 | | | | |

### 00:30 - 00:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 90.28 | 90.28 | 120.35 | 0.750 | 90.23 | 2.8 | 2.9 | 29.651 | D |
| C-AB | 24.87 | 24.87 | 158.46 | 0.157 | 24.87 | 0.3 | 0.3 | 6.746 | A |
| C-A | 40.56 | 40.56 | | | 40.56 | | | | |
| A-B | 5.93 | 5.93 | | | 5.93 | | | | |
| A-C | 73.34 | 73.34 | | | 73.34 | | | | |

### 00:45 - 01:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 90.28 | 90.28 | 120.35 | 0.750 | 90.25 | 2.9 | 2.9 | 29.738 | D |
| C-AB | 24.87 | 24.87 | 158.46 | 0.157 | 24.87 | 0.3 | 0.3 | 6.743 | A |
| C-A | 40.56 | 40.56 | | | 40.56 | | | | |
| A-B | 5.93 | 5.93 | | | 5.93 | | | | |
| A-C | 73.34 | 73.34 | | | 73.34 | | | | |

# 2036 + GA2, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|---|
| 18 | Damask Green Rd / Hitchin Road | T-Junction | Two-way | Two-way | Two-way | | 15.18 | C |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 15.18 | C |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D4 | 2036 + GA2 | PM | DIRECT | 00:00 | 01:00 | 60 | 15 | ✓ |

### Demand overview (Traffic)

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

## Origin-Destination Data

**Demand (Veh/TS)**

**00:00 - 00:15**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.09 | 113.39 |
| | B | 27.33 | 0.00 | 78.75 |
| | C | 29.32 | 7.00 | 0.00 |

**Demand (Veh/TS)**

**00:15 - 00:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.09 | 113.39 |
| | B | 27.33 | 0.00 | 78.75 |
| | C | 29.32 | 7.00 | 0.00 |

**Demand (Veh/TS)**

**00:30 - 00:45**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.09 | 113.39 |
| | B | 27.33 | 0.00 | 78.75 |
| | C | 29.32 | 7.00 | 0.00 |

### Demand (Veh/TS)

00:45 - 01:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 0.00 | 0.09 | 113.39 |
| B | 27.33 | 0.00 | 78.75 |
| C | 29.32 | 7.00 | 0.00 |

## Vehicle Mix

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

### Heavy Vehicle %

00:00 - 00:15

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:15 - 00:30

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:30 - 00:45

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

### Heavy Vehicle %

00:45 - 01:00

| From \ To | A | B | C |
|---|---|---|---|
| A | 10 | 10 | 10 |
| B | 10 | 10 | 10 |
| C | 10 | 10 | 10 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Q (Veh) | Max LOS | Av. Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|---|---|---|---|---|---|---|
| B-AC | 0.81 | 36.03 | 4.1 | E | 106.08 | 424.33 |
| C-AB | 0.06 | 6.95 | 0.1 | A | 8.89 | 35.58 |
| C-A | | | | | 27.42 | 109.69 |
| A-B | | | | | 0.09 | 0.35 |
| A-C | | | | | 113.39 | 453.57 |

## Main Results for each time segment

### 00:00 - 00:15

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 106.08 | 106.08 | 130.69 | 0.812 | 102.45 | 0.0 | 3.6 | 29.006 | D |
| C-AB | 8.88 | 8.88 | 138.50 | 0.064 | 8.79 | 0.0 | 0.1 | 6.937 | A |
| C-A | 27.44 | 27.44 | | | 27.44 | | | | |
| A-B | 0.09 | 0.09 | | | 0.09 | | | | |
| A-C | 113.39 | 113.39 | | | 113.39 | | | | |

### 00:15 - 00:30

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 106.08 | 106.08 | 130.67 | 0.812 | 105.79 | 3.6 | 3.9 | 35.214 | E |
| C-AB | 8.90 | 8.90 | 138.51 | 0.064 | 8.90 | 0.1 | 0.1 | 6.948 | A |
| C-A | 27.42 | 27.42 | | | 27.42 | | | | |
| A-B | 0.09 | 0.09 | | | 0.09 | | | | |
| A-C | 113.39 | 113.39 | | | 113.39 | | | | |

### 00:30 - 00:45

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 106.08 | 106.08 | 130.67 | 0.812 | 105.97 | 3.9 | 4.0 | 35.794 | E |
| C-AB | 8.90 | 8.90 | 138.51 | 0.064 | 8.90 | 0.1 | 0.1 | 6.945 | A |
| C-A | 27.42 | 27.42 | | | 27.42 | | | | |
| A-B | 0.09 | 0.09 | | | 0.09 | | | | |
| A-C | 113.39 | 113.39 | | | 113.39 | | | | |

### 00:45 - 01:00

| Stream | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-AC | 106.08 | 106.08 | 130.67 | 0.812 | 106.02 | 4.0 | 4.1 | 36.033 | E |
| C-AB | 8.90 | 8.90 | 138.51 | 0.064 | 8.90 | 0.1 | 0.1 | 6.948 | A |
| C-A | 27.42 | 27.42 | | | 27.42 | | | | |
| A-B | 0.09 | 0.09 | | | 0.09 | | | | |
| A-C | 113.39 | 113.39 | | | 113.39 | | | | |

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